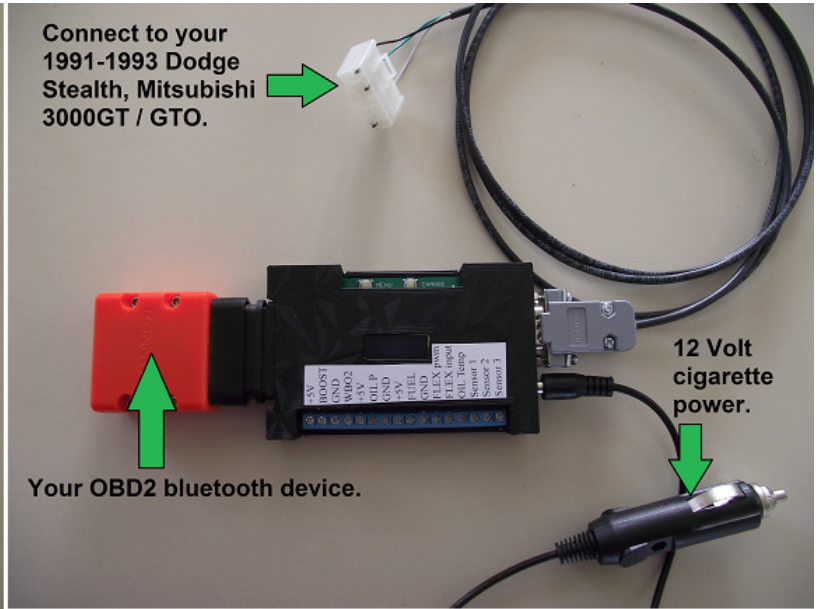
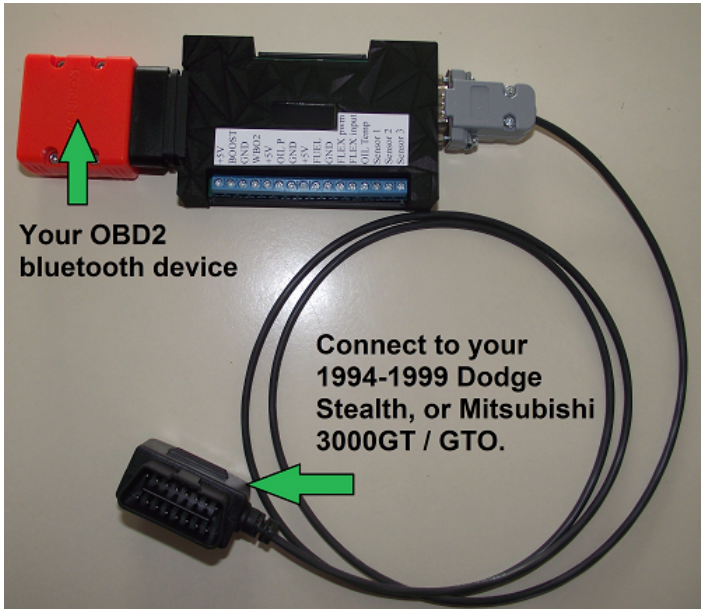


OLED CAN BUS device



During the chip shortage, the OLED version of the Can bus converter was born. It's based on a different microprocessor and supported less external sensors. Now that chip shortage is over, I have improved the latest version of the OLED Can bus converter, it is now using a larger microprocessor that can do more. Both versions are configured using the two buttons up top marked MENU and CHANGE. A small red LED diode located just after the CHANGE text will be turned on when the device successfully communicates with the engine computer and on the OLED screen, it should indicate the engine ECU ID number.

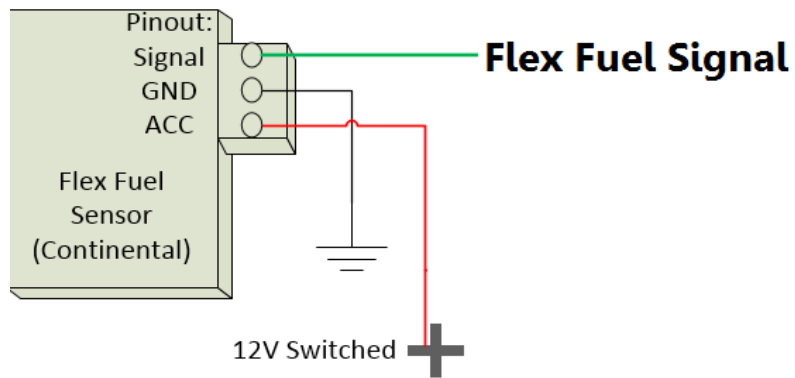
By default the OLED screen will indicate "Canbus mode", the unit is ready to translate any queries from the OBD2 side. If you leave the "Canbus mode" to make configuration changes, no translations will happen and it will appear to the OBD2 device that it's not responding, or not there.

To navigate through the menus, just press the MENU button. Each button press will enter a different menu and it will eventually cycle back to the "Canbus mode" menu. If there is something you'd like to change in the current menu, simply press the CHANGE button.

Menus:

1. Canbus mode, this is where OBD2 translations happens. If you connect to MUT mode, or OBD2 mode on your 1994-1999 vehicle and then navigate into the menus afterwards, the engine computer will automatically disconnect itself after 5 seconds. To reconnect, you may have to power off the unit and start again.
2. Protocol = OBD1 (for 1991-1993 3000GT/Stealth vehicles). = MUT (for 1994-95, 98-99 USA 3000GT vehicles, for Euro vehicles and some other countries you may need to use this for your 96-97 as they do not communicate in OBD2 mode). = MUToverOBD2 (for 1996-97 USA 3000GT vehicles).
3. CarType = 3/S (3000GT/Stealth), DSM (Diamond Star Motors), EVO.
4. ChromeECU? = yes, choose this for the Jester Chrome ECUs.
5. 98/99 ECU? = yes, choose this if your engine ECU is based on the 1998/99 3000GT vehicle, Jester Chrome users should also choose yes here.
6. OBD2 turbo mode. This ignores some of the proposed ISO9141 OBD2 delays, this helps out only 1996-99 3000GT users.
7. Wideband O2 = none, LCDBC, 10-20 AFR, 8.5 – 18 AFR, 7.3 – 22.4 AFR.
8. Boost = none, LCDBC (gets boost information from the attached LCDBC unit), GM 3bar, OMNI 4 bar, EvoX 3.25bar, Greddy 4 Bar, Generic 3 Bar (0.5v – 4.5v), Generic 3.5 Bar (0.5v – 4.5v), Generic 5 Bar (0.5v – 4.5v), Generic 4 Bar (0.1v – 4.5v), Apexi 3.5 Bar.
9. Zero out Boost Sensor = this will set your boost sensor to read 0.0 psi (for the current atmospheric conditions).
10. Oil Pressure = none, LCDBC1 100 (LCDBC input 1, 100psi), LCDBC2 100 (LCDBC input 2, 100psi), LCDBC3 100 (LCDBC input 3, 100psi), LCDBC4 100 (LCDBC input4, 100psi), INPUT 100 (100 psi oil pressure sensor), LCDBC1 150 (input1 150psi), LCDBC2 150 (input2 150psi), LCDBC3 150 (input3 150psi), LCDBC4 150 (input4 150psi), INPUT 150 (150 psi oil pressure sensor).
11. Oil Temperature = LCDBC1, LCDBC2, LCDBC3, LCDBC4, or Sensor 3 input.
12. Fuel Pressure = none, LCDBC1 100 (LCDBC input 1, 100psi), LCDBC2 100 (LCDBC input 2, 100psi), LCDBC3 100 (LCDBC input 3, 100psi), LCDBC4 100 (LCDBC input4, 100psi), INPUT 100 (100 psi oil pressure sensor), LCDBC1 150 (input1 150psi), LCDBC2 150 (input2 150psi), LCDBC3 150 (input3 150psi), LCDBC4 150 (input4 150psi), INPUT 150 (150 psi oil pressure sensor).

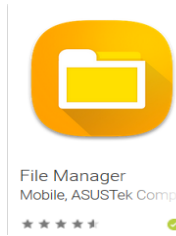
FLEX FUEL SENSOR



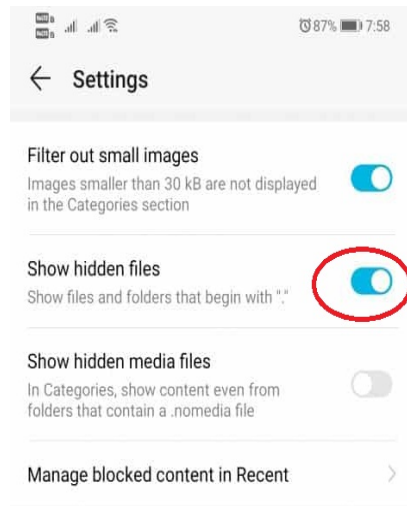
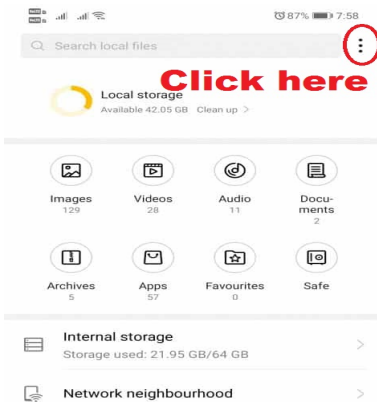
CUSTOM PIDS FOR TORQUE PRO

There are two methods of adding custom pids to the Torque app. You can copy a .CSV file or type them out manually.

1. Go to Google's playstore
2. Download File Manager, and run it



3. Click the three dots, and turn on hidden file view.



4. Click Internal storage and find .torque folder
5. Click .torque folder and press + button to create a new folder called "extendedpids"
6. Download CanBusPIDS.csv from lcdbc.xp3.biz
7. Using File Manager find CanBusPIDS.csv in the Recent folder
8. Press the CanBusPIDS.csv file, such that a check mark appears beside the name.
9. Click three dots and select Copy to.
10. Pick Internal Storage
11. Pick .torque
12. Pick extendedpids
13. Pick OK.
14. Exit File Manager.
15. Run Torque app, click wheel that represents settings.
16. Manage extra PIDs/Sensors
17. Pick CanBusPIDS

PIDS file download location

lcdbc.xp3.biz/CanBusPIDS.csv

Name	ShortName	ModeAndPID	Equation	Min Value	Max Value	Units	Header	startDiagnostic	stopDiagnostic	Scale
Boost Pressure	Boost	0x0126	$(256*A+B-147)/10$	-14.6999998093	100	psi				1
Knock	Knock	0x0124	A	0	28					1
Maf Airflow	Maf	0x012b	$(256*A+B)$	0	4000	Hz				1
Oil Pressure	Oil	0x0127	$(256*A+B-147)/10$	0	100	psi				1
Sensor 1 voltage	Sensor 1	0x0128	$(256*A+B)*5/1023$	0	5	volt				1
Sensor 2 Voltage	Sensor 2	0x0129	$(256*A+B)*5/1023$	0	5	volt				1
Sensor 3 Voltage	Sensor 3	0x012a	$(256*A+B)*5/1023$	0	5	volt				1
WBO2	WBO2	0x0125	$A/10$	0	25					1
Idle Steps	ISC	0x015b	A	0	255	steps				1
Fuel Inj. Pulse	Inj	0x011e	$A*256/100$	0	65	ms				1

Check Engine Light (CEL or DTC codes)

OBD2 DTC codes are more specific than OBD1 CEL codes, sometimes they have a perfect match, but sometimes not. For example: when an **injector circuit** CEL code is triggered on an OBD1 ECU, this indicates any of the six injector circuits is at fault. OBD2 does not have an exact equivalent code in this instance because OBD2 will specify exactly which injector number is at fault. So in this case I flag all six OBD2 DTC codes (injector circuit 1, injector circuit 2, ... , injector circuit 6).

OBD1 CEL code converted to OBD2 DTC code

Front Oxygen Sensor P0130.

Rear Oxygen Sensor P0150.

Airflow (MAF) P0100.

Air temperature sensor (MAF) P0110.

Throttle Position Sensor P0120.

Idle Speed motor P0505.

Coolant temperature sensor at ECU P0115.

Crankshaft sensor P0335.

Camshaft position sensor P0340.

Vehicle speed sensor P0500.

Barometric pressure sensor (MAF) P0105.

Knock sensor P0325.

Injector circuit P0201, P0202, P0203, P0204, P0205, P0206.

Fuel pump relay P1105.

EGR P0400, P0403.

Ignition coils P0351, P0352, P0353.

Ignition Timing Adjustment circuit P1300.

Non-Turbo DOHC VICS MPS circuit P2014.