Light Vehicle Diesel Engines 1E

Chapter 18 CAN & Network Communications

Opening Your Class

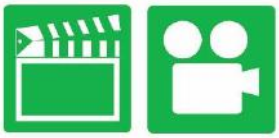
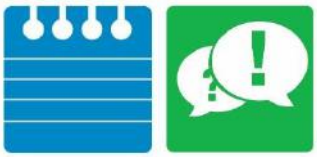
KEY ELEMENT	EXAMPLES
Introduce Content	**This course or class covers Automotive Electrical & Engine Performance. It correlates material to task lists specified by ASE and NATEF.**
Motivate Learners	This Light Vehicle Diesel Engines 1st text provides complete coverage of light duty diesel engine components, operation, and diagnosis. It correlates material to task lists specified by ASE and NATEF and emphasizes a problem-solving approach. Chapter features include Tech Tips, Frequently Asked Questions, and Real World Fixes..www.jameshalderman.com contains Videos, Animations, and Task Sheets for use in the lab and classroom.
State the learning objectives for the chapter or course you are about to cover and explain this is what they should be able to do as a result of attending this session or class.	Explain the chapter learning objectives to the students. 1. Prepare for ASE Electrical/Electronic Systems (A6) certification test content area "A" (General Electrical/Electronic Systems Diagnosis). 2. Describe the types of networks and serial communications used on vehicles. 3. Discuss how the networks connect to the data link connector and to other modules. 4. Explain how to diagnose module communication faults.
Establish the Mood or Climate	Provide a *WELCOME,* Avoid put downs and bad jokes.
Complete Essentials	Restrooms, breaks, registration, tests, etc.
Clarify and Establish Knowledge Base	Do a round robin of the class by going around the room and having each student give their backgrounds, years of experience, family, hobbies, career goals, or anything they want to share.

NOTE: This lesson plan is based on the 1st Edition Chapter Images found on Jim's web site @ www.jameshalderman.com

LINK CHP 18 Chapter Images USE BELOW LINK

http://www.jameshalderman.com/books_a9.html

NOTE: You can use Chapter Images or Power Point files: Though out Power Point Presentations, you will find questions and answers on slides that can be used for discussion..

ICONS	Ch18 CAN & Network Communications
	1. SLIDE 1 CH18 CAN & NETWORK COMMUNICATIONS
	Check for ADDITIONAL VIDEOS & ANIMATIONS @ http://www.jameshalderman.com/ WEB SITE IS CONSTANTLY UPDATED
	**No videos this chapter.** **Go to www.youtube.com**
	At the beginning of this class, you can download the crossword puzzle & Word Search from the links below to familiarize your class with the terms in this chapter & then discuss them
	http://www.jameshalderman.com/books_a9.html Crossword Puzzle (Microsoft Word) (PDF) Word Search Puzzle (Microsoft Word) (PDF)
	2. SLIDE 2 EXPLAIN Figure 18-1 Module communications makes controlling multiple electrical devices and accessories easier by utilizing simple low-current switches to signal another module, which does the actual switching of the current to the device
	DISCUSSION: DISCUSS DIFFERENT TYPES OF COMMUNICATION BETWEEN MODULES OR NODES. WHY DO THERE NEED TO BE DIFFERENT TYPES OF COMMUNICATION?
	3. SLIDE 3 EXPLAIN NETWORK FUNDAMENTALS & EXPLAIN Figure 18-2 network allows all modules to communicate with other modules
	DEMONSTRATION: DEMONSTRATE OR EXPLAIN TO THE STUDENTS HOW A POWER WINDOW SYSTEM WORKED 10 YEARS AGO AND HOW A MODERN POWER WINDOW SYSTEM WORKS. USE PROJECT BOARD TO DEMO CAN & NETWORK COMMUNICATION
	TRAINER TASK: HAVE STUDENT DO THE SETUP SHOWN IN PREVIOUS DEMONSTRATION

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	**DISCUSS FREQUENTLY ASKED QUESTIONS: What Is a BUS? AND What Is a Protocol?**
	4. **SLIDE 4 EXPLAIN Figure 18-3** Ring link network reduces # of wires it takes to interconnect all of modules.
	5. **SLIDE 5 EXPLAIN Figure 18-4** In star link network, all of the modules are connected using splice packs
	6. **SLIDE 6 EXPLAIN**: NETWORK COMMUNICATIONS CLASSIFICATIONS & **EXPLAIN Figure 18-5 BUS** system showing module CAN communications and twisted pairs of wire
	**DISCUSSION: DISCUSS CAN NETWORK PICTURED IN FIGURE 14-5. DO ALL OF MODULES ON THIS BUS NEED TO BE ABLE TO TALK TO EACH OTHER?**
	INTERNET TASK: SEARCH INTERNET: HAVE STUDENTS USE THE INTERNET TO RESEARCH SOCIETY OF AUTOMOTIVE ENGINEERS (SAE) STANDARDS FOR THE 3 CATEGORIES OF IN-VEHICLE NETWORK COMMUNICATIONS. DO THESE STANDARDS APPLY IN EVERY COUNTRY? ASK STUDENTS TO REPORT THEIR FINDINGS TO CLASS.
	7. **SLIDE 7 EXPLAIN Figure 18-6 UART** serial data master control module connected to DLC at pin 9 8. **SLIDE 8 EXPLAIN Figure 18-7** E & C serial data is connected to data link connector (DLC) at pin 14. 9. **SLIDE 9 EXPLAIN Figure 18-8** Class 2 serial data communication accessible at DLC at pin 2 10. **SLIDE 10 EXPLAIN Figure 18-9** Keyword 82 operates at a rate of 8,192 bps, similar to UART, and keyword 2000 operates at a baud rate of 10,400 bps (the same as a Class 2 communicator). 11. **SLIDE 11 EXPLAIN Figure 18-10** GMLAN uses pins at terminals 6 and 14.
	**DISCUSS FREQUENTLY ASKED QUESTION & NOTE Figure 18-11**

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	12. **SLIDE 2120 EXPLAIN Figure 18-11** twisted pair is used by several different network communications protocols to reduce interference that can be induced in the wiring from nearby electromagnetic sources. 13. **SLIDE 13 EXPLAIN Figure 18-12 CANdi** module will flash green LED rapidly if communication is detected.
	14. **SLIDE 14 EXPLAIN**: **FORD** NETWORK COMMUNICATIONS PROTOCOLS & **EXPLAIN Figure 18-13** A Ford OBD-I diagnostic link connector showing that SCP communication uses terminals in cavities 1 (upper left) and 3 (lower left). 15. **SLIDE 15 EXPLAIN Figure 18-14** A scan tool can be used to check communications with the SCP BUS through terminals 2 and 10 and to the other modules connected to terminal 7 of the data link connector (DLC) 16. **SLIDE 16 EXPLAIN Figure 18-15** Many **Fords** use UBP module communications along with CAN
	**DISCUSS FREQUENTLY ASKED QUESTION** **What Are U Codes?**
	17. **SLIDE 17 EXPLAIN**: **CHRYSLER COMMUNICATIONS PROTOCOLS & EXPLAIN Figure 18-16** CCD signals are labeled plus and minus and use a twisted pair of wires. Notice that terminals 3 and 11 of the data link connector are used to access the CCD BUS from a scan tool. Pin 16 is used to supply 12 volts to the scan tool 18. **SLIDE 18 EXPLAIN Figure 18-17** differential voltage for CCD BUS is created by using resistors in a module. 19. **SLIDE 19 EXPLAIN Figure 18-18** Chrysler vehicles use both SCI & CCD for module communication
	20. **SLIDE 20 EXPLAIN Figure 18-19** CAN uses a differential type of module communication where voltage on one wire is equal but opposite voltage on the other wire. When no communication is occurring, both wires have 2.5 volts applied. When communication is occurring, CAN H (high) goes up 1 volt to 3.5 volts and CAN L (low) goes down 1 volt to 1.5 volts. 21. **SLIDE 21 EXPLAIN Figure 18-20** typical (generic) system showing how the CAN BUS is connected to various electrical accessories and systems in the vehicle

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	**22. SLIDE 22 EXPLAIN HONDA/TOYOTA & EXPLAIN Figure 18-21** DLC from a pre-CAN Acura shows terminals in cavities 4, 5 (grounds), 7, 10, 14, and 16 (B+). **23. SLIDE 23 EXPLAIN Figure 18-22** Honda scan display showing a B & 2U codes, all indicating a BUS-related problem(s). **24. SLIDE 24 EXPLAIN Figure 18-23** typical 38-cavity diagnostic connector as found on many BMW and Mercedes vehicles under the hood. The use of a breakout box (BOB) connected to this connector can often be used to gain access to module BUS information.
	
	**DISCUSS FREQUENTLY ASKED QUESTION: How Do You Know What System Is Used?**
	**25. SLIDE 25 EXPLAIN Figure 18-24** Breakout Box (**BOB**) used to access BUS terminals while using a scan tool to activate modules. Breakout Box is equipped with LEDs that light when circuits are active
	**EXPLAIN TECH TIP No Communication? Try Bypass Mode:**
	**26. SLIDE 26 EXPLAIN Figure 18-25** This Honda scan tool allows the technician to turn on individual lights and operate individual power windows and other accessories that are connected to the BUS system **27. SLIDE 27 EXPLAIN Figure 18-26** Modules used in a GM vehicles can be "pinged" using a Tech 2 scan tool. **28. SLIDE 28 EXPLAIN Figure 18-27** Checking terminating resistors using an ohmmeter at the DLC **29. SLIDE 29 EXPLAIN Figure 18-28** Use front-probe terminals to access the data link connector. Always follow the specified back-probe and front-probe procedures as found in service information. **30. SLIDE 30 EXPLAIN Figure 18-29 (a)** Data is sent in packets, so it is normal to see activity then a flat line. **31. SLIDE 31 EXPLAIN Figure 18-29 (b)** CAN BUS should show voltages that are opposite when there is normal communications. CAN H (high) circuit should go from 2.5 volts at rest to 3.5 volts active. CAN L (low) circuit goes from 2.5 volts at rest to 1.5 volts active between messages.

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      	**HANDS-ON TASK: PRINT OUT STEPS FOR DIAGNOSING AND TESTING NETWORK DIAGNOSTIC CODE. ASK STUDENTS TO FOLLOW DIAGNOSTIC STEPS TO SEE REPAIR PATH.** **DISCUSS REAL WORLD FIX Radio Caused No-Start Story** **DISCUSS FREQUENTLY ASKED QUESTION** **Which Module Is the Gateway Module?** **32. SLIDE 32 EXPLAIN Figure 18-30** 16 pin OBD-II DLC with terminals identified. Scan tools use power pin (16) and ground pin (4) for power so that a separate cigarette lighter plug is not necessary on OBD-II vehicle **EXPLAIN TECH TIP: Check Computer Data Line Circuit Schematic** **33. SLIDE 33 EXPLAIN Figure 18-31** schematic of a Chevrolet Equinox shows that the vehicle uses a **GMLAN** BUS (DLC pins 6 and 14), plus a Class 2 (pin 2) and UART. **TASK SHEET DIAGNOSE BODY ELECTRONIC SYSTEM USING SCAN TOOL**