



Description of the electric interface in the T5

The electric interface makes it possible to provide certain analogue signals/potentials for electric special equipment, which would otherwise only be available through CAN BUS and cannot easily be connected.

The advantage for the customer is that at an easy to get to place in the cab a number of electric signals can be accessed for the customer's purposes.

These signals must only be used by authorised personnel. Improper use could damage the vehicle and invalidate the operating permit.

The following points must be observed:

- various VDE guidelines for the routing and installation of electric cables and components (cable cross sections, fuses, etc.),
- for the adjustment to the vehicle power system only Volkswagen approved components must be used (cables, housings, contacts).
- only potential designations normal at VW are used.
- as the connected auxiliary units are not known, the user must ensure that the power supply/use are a balanced.
- the user is responsible for the EMV safety for circuits behind the interface.
- the cable cross sections of the interface must be maintained for the complete circuit, i.e. no cross sections behind the interface.
- any supply to the vehicle power system must only be made on the potentials provided and must be externally secured to the VDE. The positive potential of the battery is always the reference point.
- additional information is included in the service documents.
- electric cables which are disrupted for the implementation of special functions (e.g. brake light switched-off, start lock, etc.) must be secured against short circuits to the battery + and the body mass.

General information:

- the specified potentials always refer to the vehicle body mass. The earth bolt in the left seat box is the preferred earth point.

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The electric interface provides the following potentials:

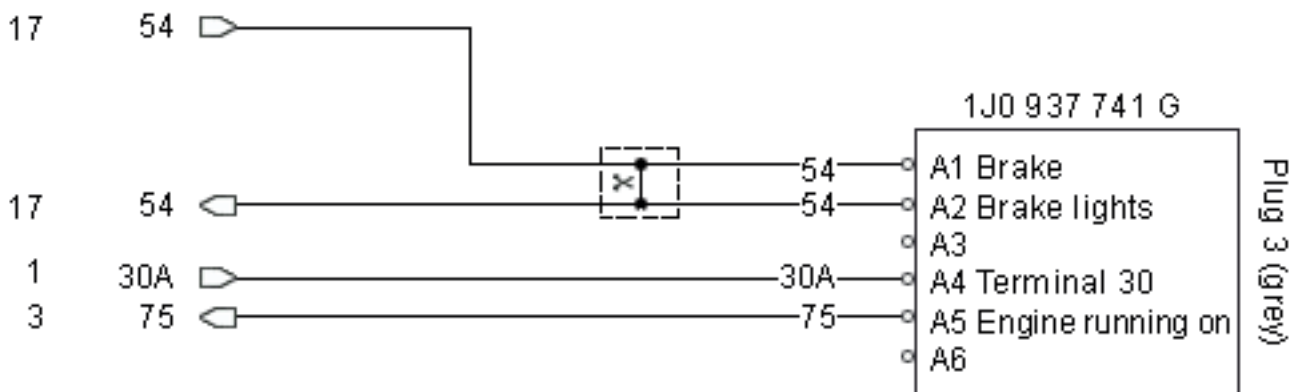
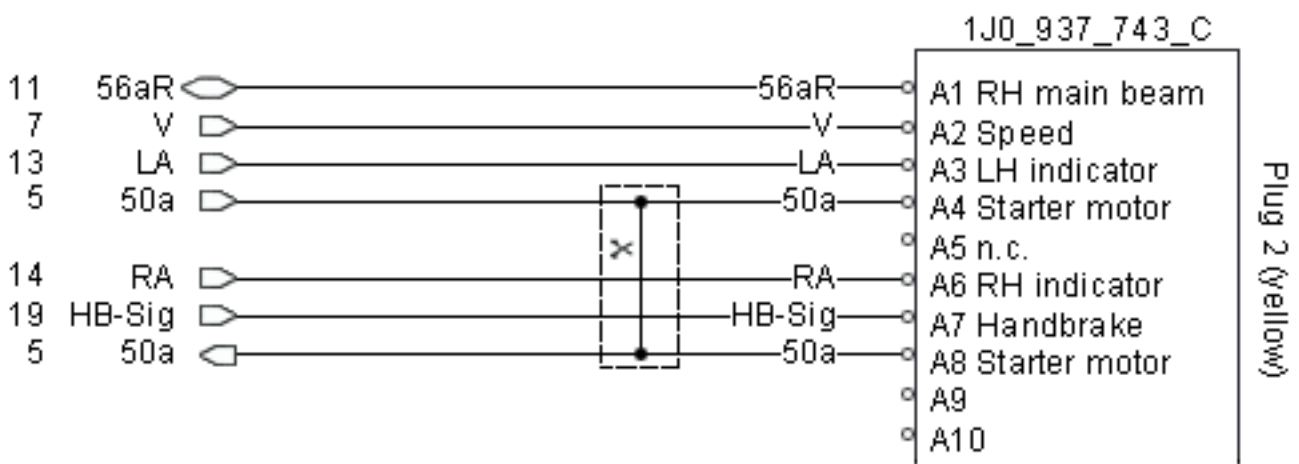
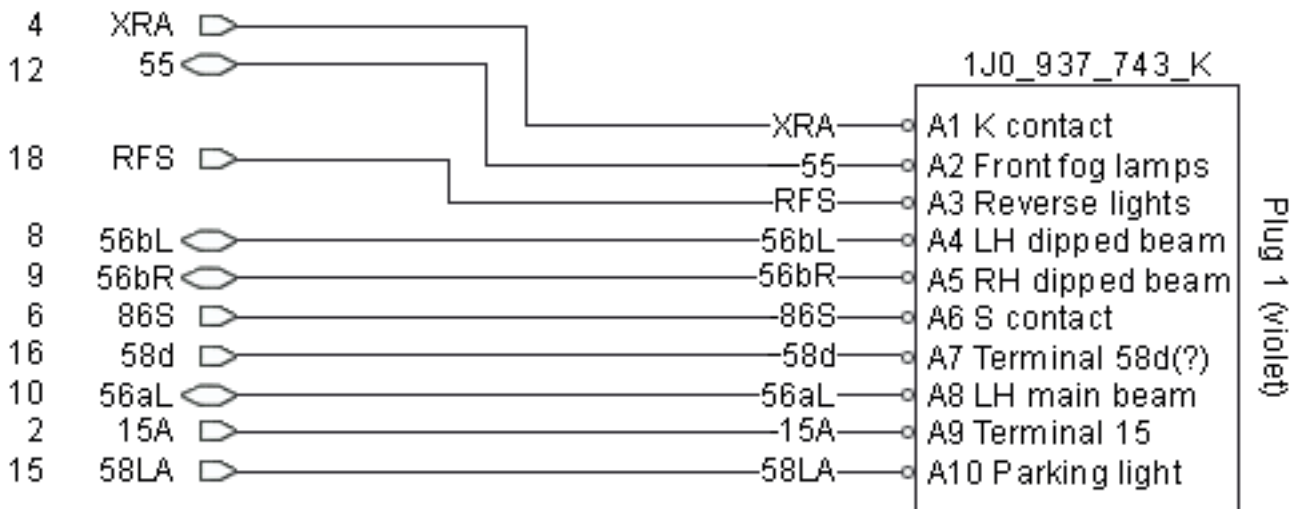
No. **	Interface for:	Terminal designation	Max. power consumpt.	Max. power supply	Cable cross section
1	Input terminal directly from battery	30	32,0 A	not permitted	4,0 mm ²
2	Output terminal on the ignition switch for engine after running	15	2,0 A	not permitted	0,5 mm ²
3	Output terminal on the ignition switch for engine after running	75	not permitted	200 mA	2,5 mm ²
4	Output terminal from the relay X contact	XRA [*]	12,0 A	not permitted	1,5 mm ²
5	Output terminal on the glow and ignition starter motor	50	200 mA	not permitted	0,5 mm ²
6	Ignition lock S contact	S contact [*]	2,0 A	not permitted	0,5 mm ²
7	Speed signal	V [*]	20 mA	not permitted	0,35 mm ²
8	Output terminal on the switch for dipped light (left)	56b	1,0 A	12,0 A	1,5 mm ²
9	Output terminal on the switch for dipped light (right)	56b	1,0 A	12,0 A	1,5 mm ²
10	Output terminal on the switch for main beam (left)	56a	1,0 A	12,0 A	1,5 mm ²
11	Output terminal on the switch for main beam (right)	56a	1,0 A	12,0 A	1,5 mm ²
12	Terminal for fog lamp	55	3,0 A	8,0 A	1,0 mm ²
13	Left indicator	L (49a)	200 mA	not permitted	1,0 mm ²
14	Right indicator	R (49a)	200 mA	not permitted	1,0 mm ²
15	Output switch on the light switch for parking light	58L [*]	1,0 A	not permitted	0,5 mm ²
16	Terminal for controllable instrument lighting	58d	2,0 A	not permitted	0,35 mm ²
17	Terminal for brake lights	54	200 mA	not permitted	1,5 mm ²
18	Reverse lights*	RFL [*]	1,0 A	not permitted	1,0 mm ²
19	Handbrake	---	10 mA	not permitted	0,35 mm ²

* VW internal designations

** Please refer to page 3



Commercial Vehicles



Connection units:

Plug:

- 1J0 937 743 K (violet; 10-poles)
- 1J0 937 743 C (yellow; 10-poles)
- 1J0 937 741 G (grey; 10-poles)

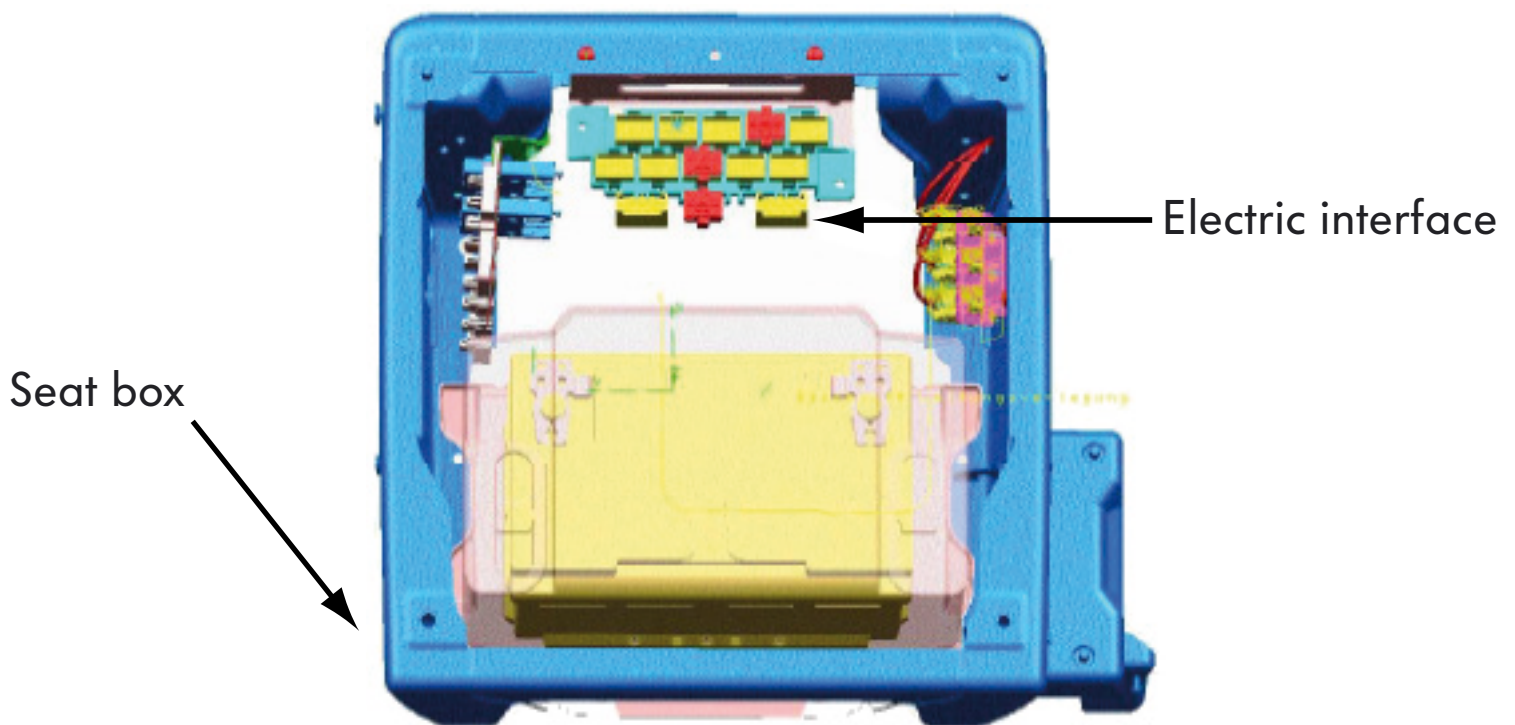
Counterpart:

- 1J0 937 733 K (violet; 10-poles)
- 1J0 937 733 C (yellow; 10-poles)
- 1J0 937 731 G (grey; 10-poles)





The electric interface is under the left driver seat.



Extra information about the electric interface is included in the service documents.

