

ProECU Mitsubishi Diesel



Auto Stop and Go Wiring Guide 2012-onward Model Year

Overview

It is not possible to program the ECU using the OBD2 diagnostic socket for the Mitsubishi ASX model fitted with AS+G (Auto Stop and Go). These are normally the 2012 onward models.

ASX models *without* AS+G fitted can be programmed from the OBD2 socket without any issues.

Data logging and Read/Clear DTCs from the OBD2 is possible, it is only programming that is not possible on the AS+G model.

If you choose Enter Utility Mode on the AS+G model directly from the OBD2 connector, the ECU will go into programming mode but it will then not possible to program or restart the ECU from the OBD2 connector. This means that the vehicle cannot be started either.

Wiring Modification Overview

When programming the AS+G model we need to connect the EcuTek Vehicle Interface cable directly on to the CAN bus.

The CAN wires can be easily accessed in the side kick panel below the ETACS Fuse Board. This is Drivers side on Left Hand Drive (LHD) and passenger side on Right Hand Drive (RHD) models.

Once the wiring connections are made direct to the CAN bus, the ECU can be programmed or restarted as desired.

Data logging and Read/Clear DTC can be made from either the OBD2 socket or the temporary wiring connection onto the CAN bus.

NOTE: This wiring modification is ONLY necessary on models fitted with the AS+G system.

Pin-out Overview

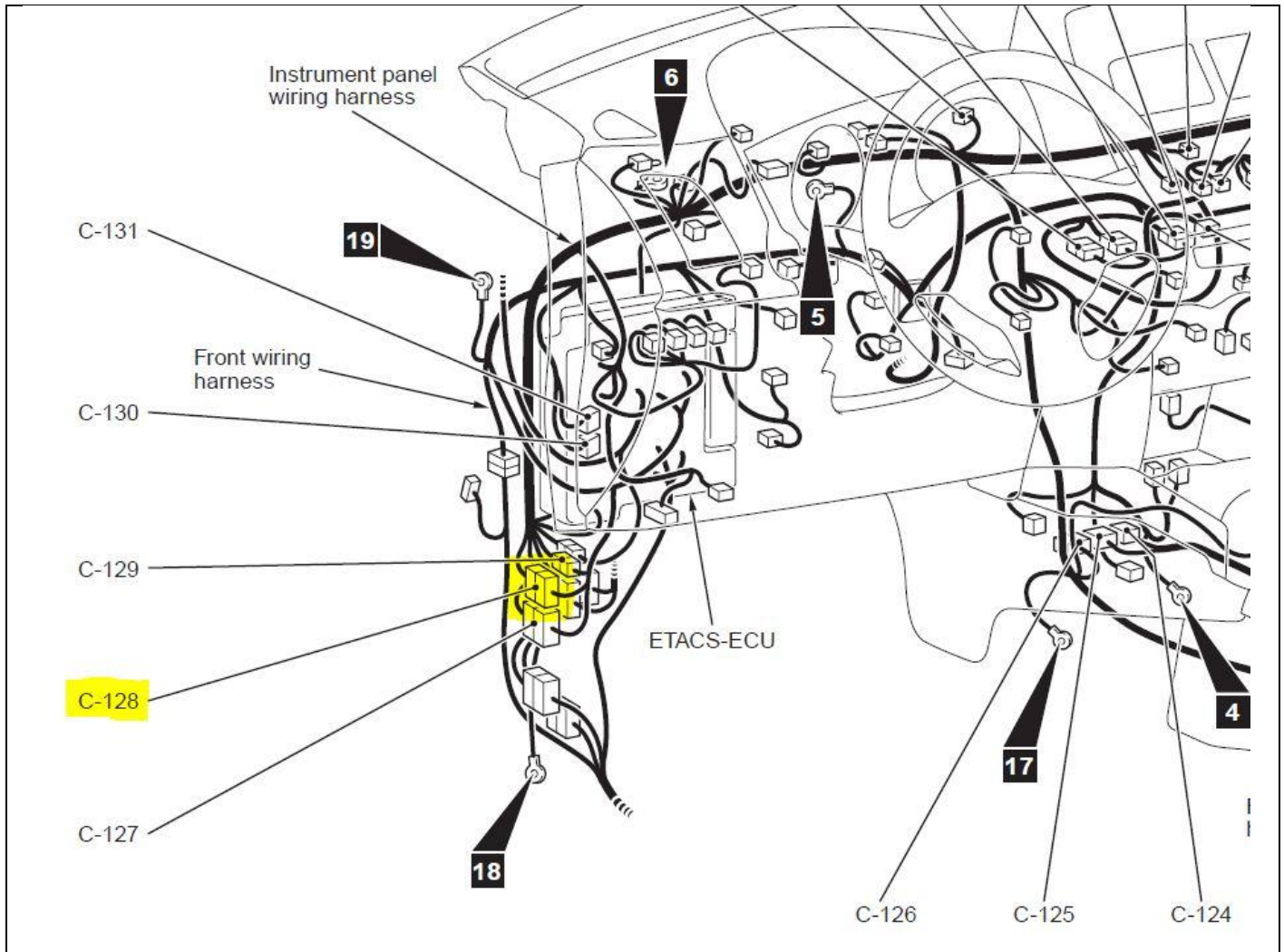
The below table shows the wiring connections that needs to be made between the **EcuTek Vehicle Interface** and the **C-128** connector:

	EcuTek Vehicle Interface	C-128 connector
CAN high	Pin 6	Pin 13
CAN low	Pin 14	Pin 14

Connect Pin 6 on the **EcuTek Vehicle Interface** to Pin 13 on the **C-128 connector**.

Connect Pin 14 on the **EcuTek Vehicle Interface** to Pin 14 on the **C-128 connector**.

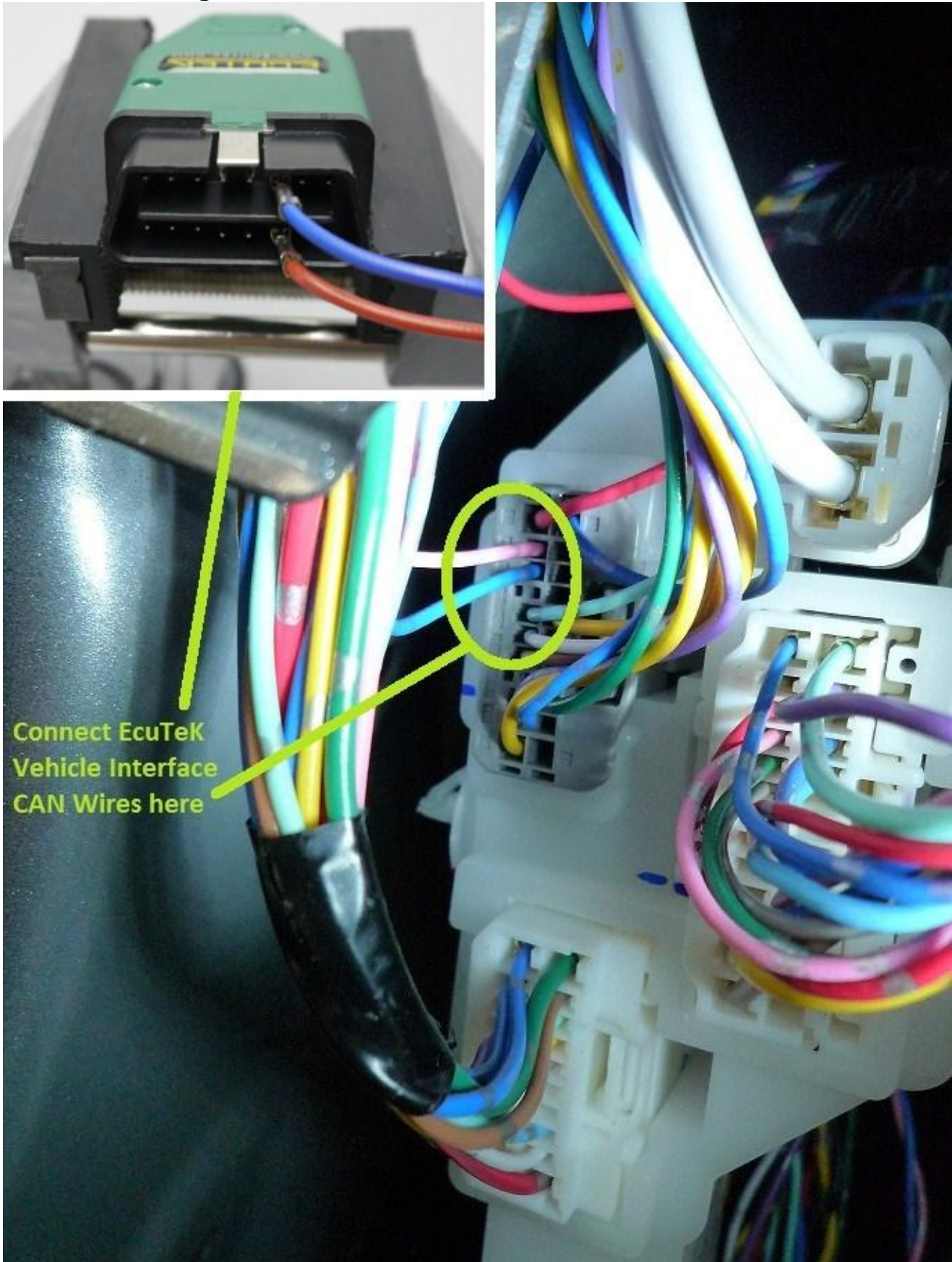
ASX CAN Connector Location



The above image shows the **C-128** connector that the EcuTek Vehicle Interface cable needs to be connected to.

The **C-128** connector can be accessed in the side kick panel below the ETACS Fuse Board. This is Drivers side on Left Hand Drive (LHD) and passenger side on Right Hand Drive (RHD) models.

ASX CAN Wiring Connections

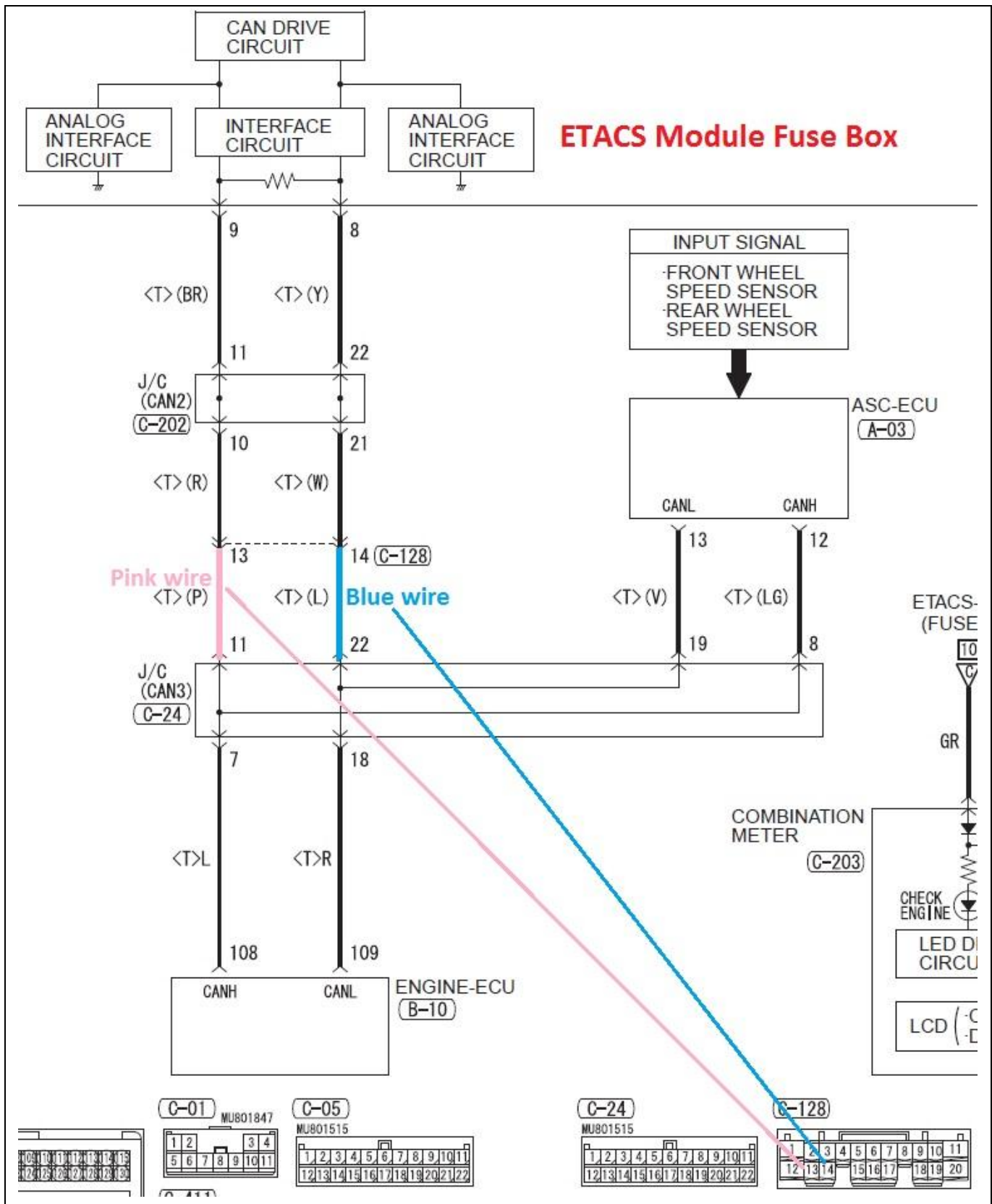


Connect EcuTek
Vehicle Interface
CAN Wires here

The above picture shows the actual **C-128** connector on a 2012 ASX model. Please note that the wire colours could be different on another Mitsubishi model.

Pin 6 on the **EcuTek Vehicle Interface** is CAN high (red cable in our example).

Pin 14 on the **EcuTek Vehicle Interface** is CAN low (blue cable in our example).



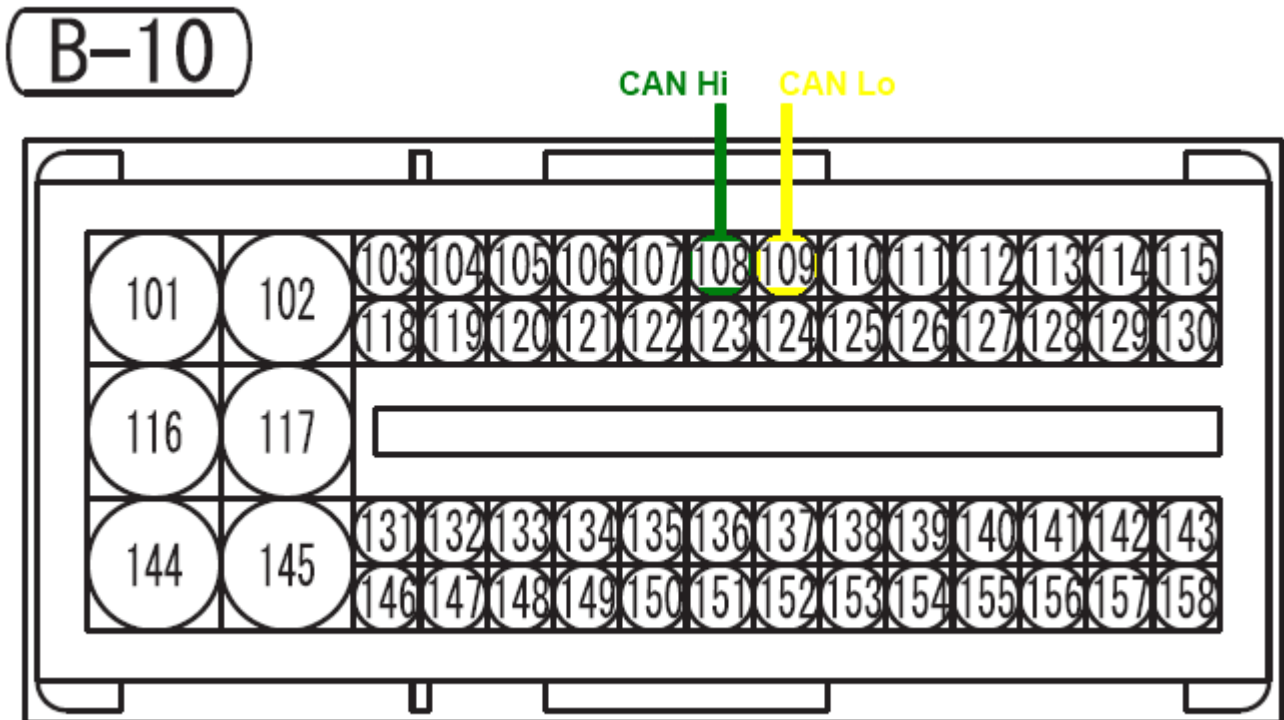
This image shows that we need to connect to pin 13 and pin 14 on the **C-128** connector.

Pin 13 on the **C-128** connector is CAN high.

Pin 14 on the **C-128** connector is CAN low.

Mitsubishi Outlander 1.8 & 2.2 litre models

These models have different wiring to the ASX, so the CAN wires need to be connected directly to the ECU connector pins 108 and 109 on the **B-10** connector, as shown below:



EcuTek Vehicle Interface Wiring Connections

On the **EcuTek Vehicle Interface** cable:

Pin 14 is CAN low

Pin 6 is CAN high



EcuTek Cable
(Facing the pins)

The below table shows the wiring connections that needs to be made between the **EcuTek Vehicle Interface** and the **C-128** connector:

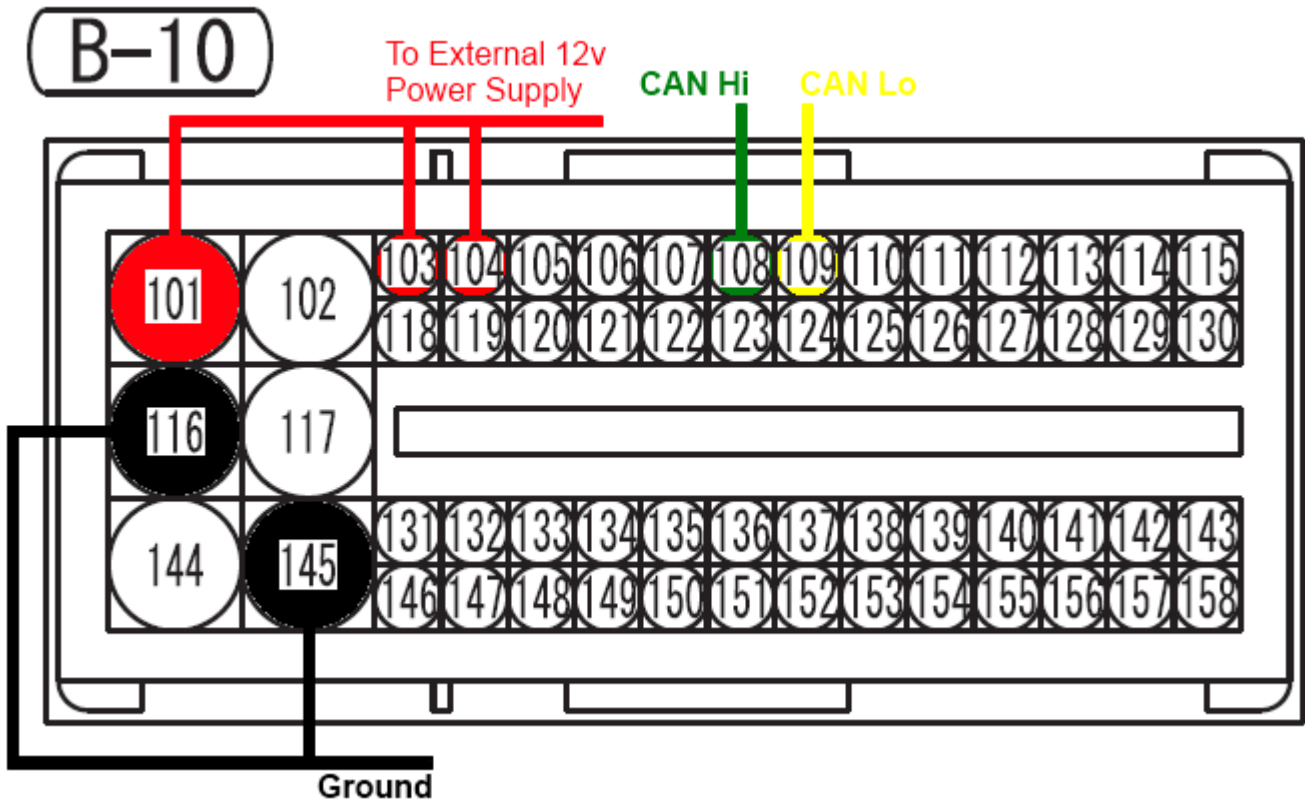
	EcuTek Vehicle Interface	C-128 connector
CAN high	Pin 6	Pin 13
CAN low	Pin 14	Pin 14

Connect Pin 6 on the **EcuTek Vehicle Interface** to Pin 13 on the **C-128 connector**.

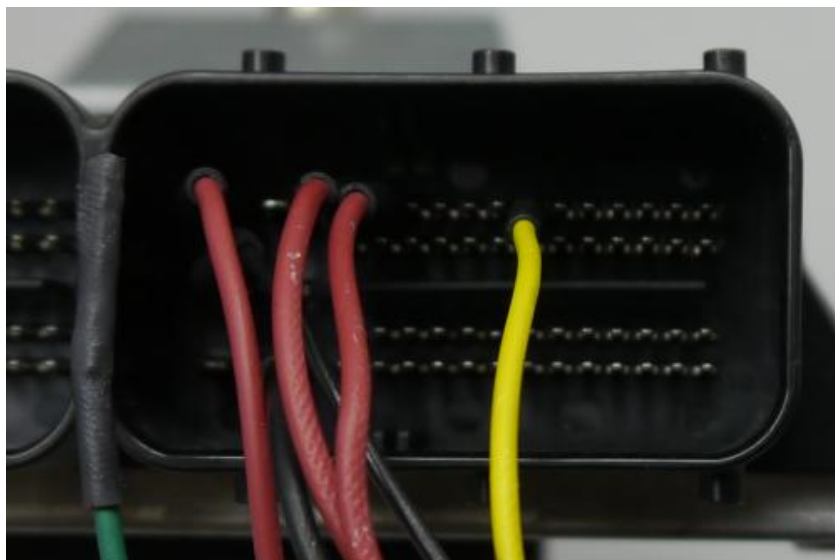
Connect Pin 14 on the **EcuTek Vehicle Interface** to Pin 14 on the **C-128 connector**.

Bench Programmer Wiring

To wire the Mitsubishi ECU on the bench you'll need a 12V 5A power supply to provide power to the ECU. The only difference between this connector and the previous diagram is that you have to connect the ground wires to the EcuTek Interface Cable, and Pins 101, 103 and 104 to the 12V power supply. Power supplies lower than 5A may cause damage to the ECU or cause problems with programming.



The wires will have to connect directly to the ECU pins, so please make sure the crimp terminals are well insulated and do not short against other exposed pins. This may cause damage to your ECU. We suggest using a small length of heat shrink tube to insulate any bare metal of the terminal.



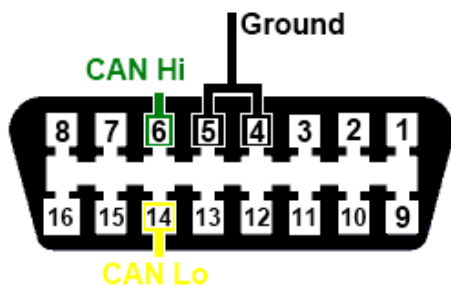
EcuTek Vehicle Interface Wiring Connections

On the **EcuTek Vehicle Interface** cable:

Pin 4 & 5 is Ground

Pin 6 is CAN Hi

Pin 14 is CAN Lo



**EcuTek Cable
(Facing the pins)**

Once this is completed you can use ProECU to detect the ECU as you would normally, this will circumvent the ETACS ECU completely.

Programming the ECU

Once the wiring connections are made direct to the CAN bus, the ECU can be programmed or restarted as desired.

Data logging and Read/Clear DTC can be made from either the OBD2 socket or the temporary wiring connection onto the CAN bus.