



DIY: Start/Stop button

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#121 · Nov 24, 2018
Hello! I started doing the PCB panel for the generator. I have so many questions about which of its inputs are from the generator and its output to the CAS module?
Thanks in advance

djnono Registered
Joined Nov 18, 2018
16 Posts

blink977 Registered
Joined Jul 23, 2016
214 Posts

#122 · Nov 24, 2018
Hello! I started doing the PCB panel for the generator. I have so many questions about which of its inputs are from the generator and its output to the CAS module?
Thanks in advance

what do you mean with "generator"?

#123 · Nov 25, 2018
I'm sorry for the "alternator" in the PCB panel what is IN and which OUT connection?

#124 · Nov 26, 2018 (Edited)
"IN" comes from alternator blue wire, it gives controller information that engine is started, then controller IC sends "OUT" signal to CAS module, and disables starter. This signal is actually short to ground, nothing else:hi:hi:

#125 · Nov 26, 2018
And at which point a PCB panel should be wired because unfortunately I have not found anywhere or did not see 😞

#126 · Nov 26, 2018
[Image: PCB diagram with labels IN, OUT, +12V, GND, T1]

#127 · Nov 26, 2018 (Edited)
Thank you 😊

#128 · Mar 11, 2019
djnono, any success? this is 100% my summer project now
[My YouTube Channel | Instagram]

#129 · Mar 11, 2019
I want to tackle this as well, super interested.

#130 · Apr 13, 2019
blink977, looks like something wrong with archive.. there is only empty folder on google drive 😞

#131 · May 14, 2019
bump.
I understand that both keys have to be merged together, the E46 key unlocking doors and the E9x key for starting. However, if the door is unlocked through the keyless entry of the E9X system, can we completely eliminate the E46 key, excluding for emergencies?

#132 · May 30, 2019 (Edited)
bump. Would like some more eyes on this.
Edit: for those who are interested in this project, I'd be happy to share some of the research I've compiled. That, and I can return to this post for everything.

The big stuff:
- This link is the most important. It tells you how the system works, what terminals it interacts with at what stages, offers links on how every piece behaves and for each chassis and some pinouts between modules. 90% of what you need to see is either on this page or can be accessed there.
- A more technical overview. There is some overlap with the above link
- Sequence of CAS
- The range of "aerial" key sensors in E9x and E6x chassis' can be helpful when doing your own.
- Technical rundown of E9x wiring setup and E6x setup

If you're like me, you're planning on the doors as well. I have a door handle from an E60 M5 and have concluded that this is the harder of the two. So here is the E9x key diagram, which will be the route I'm going. Here is the E60 if you must: link

The big difference is that the E9x has lock and unlock capacitive sensors INSIDE the door handle. The E60 relies on a capacitive sensor on the inside of the door for unlock. For unlock, both also have a tension sensor to act as a redundancy to the unlock capacitive sensor. I haven't looked for the PN for this for eBay shopping, and this would work for keyless unlock (but you'd probably want a keyless lock capacitor anyway), but who wants to yank a locked door for unlock?

More detail orientated links: The nitty gritty
This states that the car won't start without DME. I don't know how we bypassed this: Link
More so about how CAS/PassiveGo plays a role with unlock/lock/security: link
Immobilizer aspects: link
Info about the BUS communication, particularly aimed at doors: Link

#133 · May 31, 2019 (Edited)
bump. Would like some more eyes on this.
Edit: for those who are interested in this project, I'd be happy to share some of the research I've compiled. That, and I can return to this post for everything.
[Click to expand...]

Nice info for beginners, but it is not as complicated as you wrote, for example: why do you worry about CAS-DME sync? The CAS installed in your car, and play immo role. Just wire up CAS, KGM and PGS(passive go), go to JLPcb and order my pcb board and parts for it, solder everything, and you are ready to go.
Important info on Passive GO: I mentioned earlier that Passive Go will sometimes see the key fob, and sometimes not. I figured out why it happens: PGS module needs message about vehicle speed from DSC module within CAN-bus. It just needs to know is vehicle stationary or not, if yes, it will start, if no, it won't. Unfortunately it is impossible to wire E9x or E6x DCS module in E46, because newer DSC's are bus users on PT-CAN(powertrain CAN), which does not exist in E46. Even if you will install DSC module in E46, it will not work, because it uses active wheel speed sensors, which are not driven by toothed wheel in wheel hub, but with magnet inside hub. In addition to this, wheel sensor will send signal every 70 milliseconds when vehicle is standing, which tells the module that vehicle is stationary. In my case PGS module does not receive message from DSC, that's why it works sometime, and some time not. I don't have any idea yet, how to solve this. My E46 is sold out, and I'm owner of E92 335i.
As for door handles, honestly I never thought about installing them, but I'm sure it is possible, E9X door handles are preferred, because they have capacitive sensor inside handle itself

#134 · May 31, 2019 (Edited)
blink977, looks like something wrong with archive.. there is only empty folder on google drive 😞
I checked the archive, it gives CRC error during extraction, but files are good for sure

#135 · May 31, 2019
Nice info for beginners, but it is not as complicated as you wrote, for example: why do you worry about CAS-DME sync? The CAS installed in your car, and play immo role. Just wire up CAS, KGM and PGS(passive go), go to JLPcb and order my pcb board and parts for it, solder everything, and you are ready to go.

Hey Blink, thanks for the follow up. Are you saying you no longer own the E46 in this project? Thank you for update. I brought up the DME because my interpretation of the documentation suggested that it was necessary to authorize start, which we obviously don't have. Didn't you also say there is an option in NCS to code CAS to allow one push crank start without DSC? (I believe that's why you said the car requires two pushes)

#136 · Jun 1, 2019
Hey Blink, thanks for the follow up. Are you saying you no longer own the E46 in this project? Thank you for update. I brought up the DME because my interpretation of the documentation suggested that it was necessary to authorize start, which we obviously don't have. Didn't you also say there is an option in NCS to code CAS to allow one push crank start without DSC? (I believe that's why you said the car requires two pushes)

Yes, I have sold my E46 out year ago, but this does not mean that I will not help with this project. As I remember I mentioned here that CAS should be coded with NCS expert in order to not push start button twice after ignition ON, to engage the starter. The sequence is next: putting key fob into key slot, it will release ACC, if you will press the brake and start button after this, the car will start. But, in case of passive go: one push will release ACC even brake pedal remains depressed, second push will release ignition and start the car. Unfortunately this is a limitation of absent DSC module

Glad you could clarify. When I read it, I thought you were saying passivego would sometimes not even work at all. In reality, that's a very mild inconvenience and makes me more excited. I realized I need some pitails before I start, now that I'm actively getting things together. I also ordered an E9x door handle. I'll do my part and post photos of the inside of that and hopefully shine some light.

#138 · Jun 13, 2019
Hey blink, on post ~43, you realized you didn't need to merge the key fobs and could integrate the KGM with the E46 GM. Can we have that pinout? I don't see it.

#139 · Jun 14, 2019
Also solder 20 centimeter wire on the contact of the windshield antenna
Can you elaborate this? So there's an antenna on the windshield and we need to solder it to which?

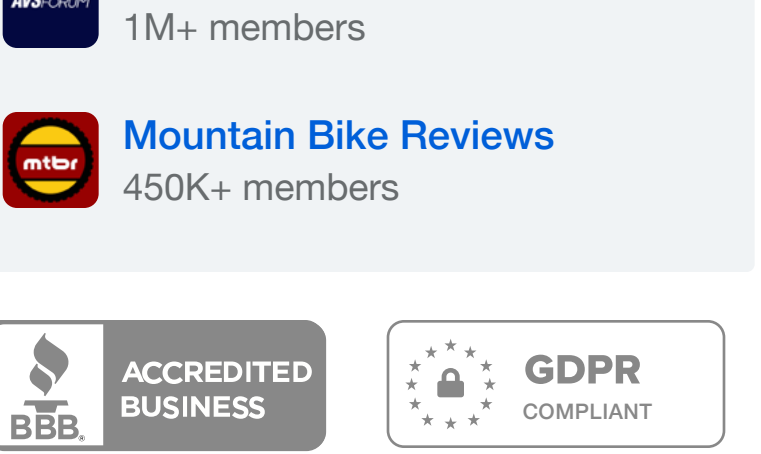
#140 · Jun 15, 2019
Hey blink, on post ~43, you realized you didn't need to merge the key fobs and could integrate the KGM with the E46 GM. Can we have that pinout? I don't see it.
Yes it is possible, I don't have pinout right now, I will figure it out again and post

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7 1K vids_bllk323Ci · updated Jan 16, 2007

318 n42 upgarde to 325 m54 problems
General E46 Forum
0 868 BM POWER PLANT · updated Apr 29, 2013

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