4-5-24

6L80-90 TAP SHIFT TOW/HAUL REVERSE LAMP

POSITIVE CONTROL

Pink	Wire to switched 12volts
Black	Wire to ground
BROWN	Wire to GM CAN + High
TAN	Wire to GM CAN - Low
WHITE/ BLUE	TAP SHIFT SWITCH UP
WHITE/BLACK	TAP SHIFT SWITCH DOWN
WHITE/GREEN	TOW/HAUL SWITCH **
VIOLET	Reverse Lamp Output

OPERATION:
Once the unit is wired in and powered up it will send a CAN message to the transmission indicating one of three TAP shift request.

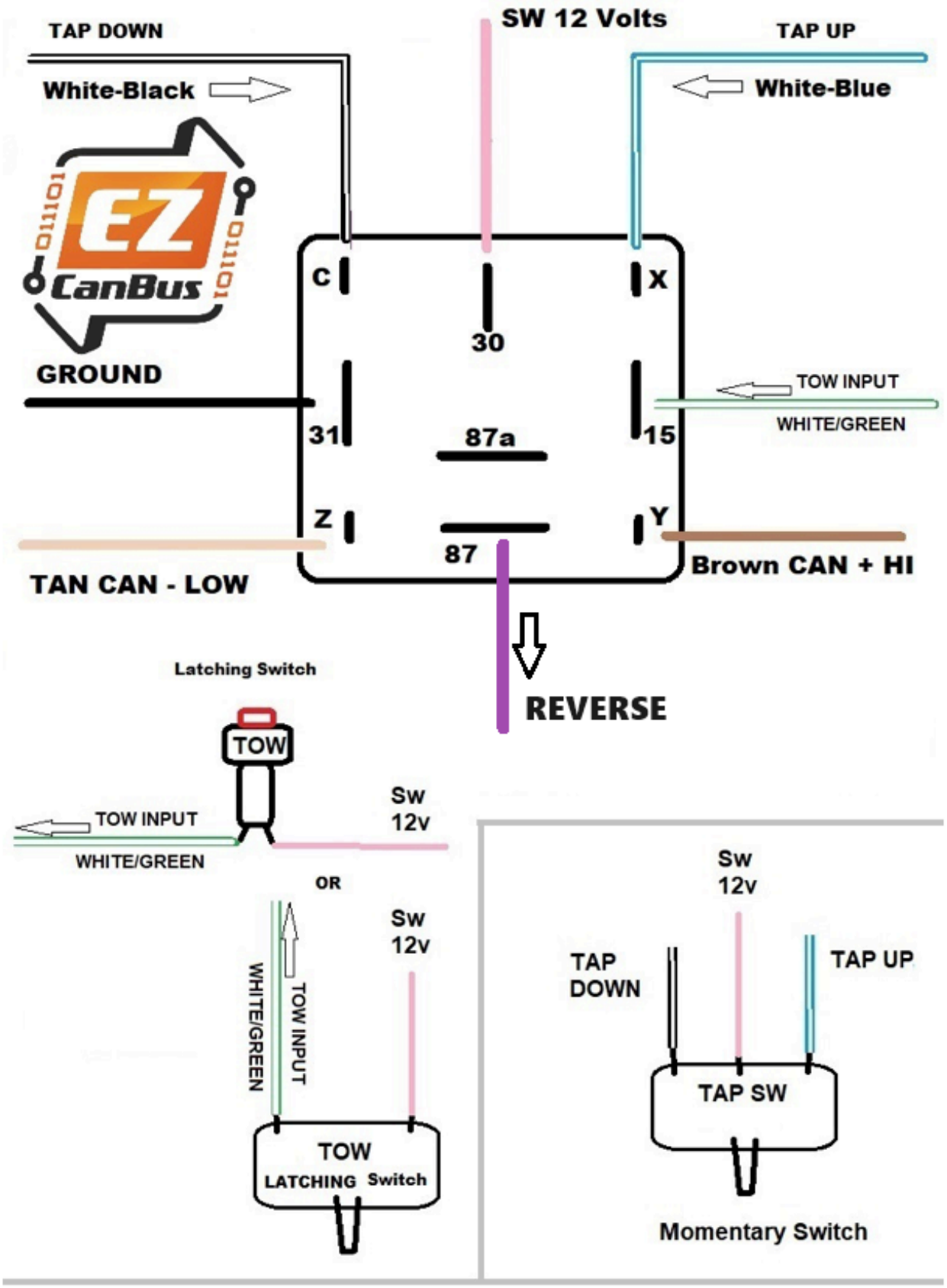
If both TAP inputs are “open” it will send a (no request) message
If the TAP UP input has 12 Volts applied it will send a (TAP UP) message
If the TAP DOWN input has 12 Volts applied it will send a (TAP DOWN) message

FYI: if you apply 12 volts to both inputs it will send a (no request) message

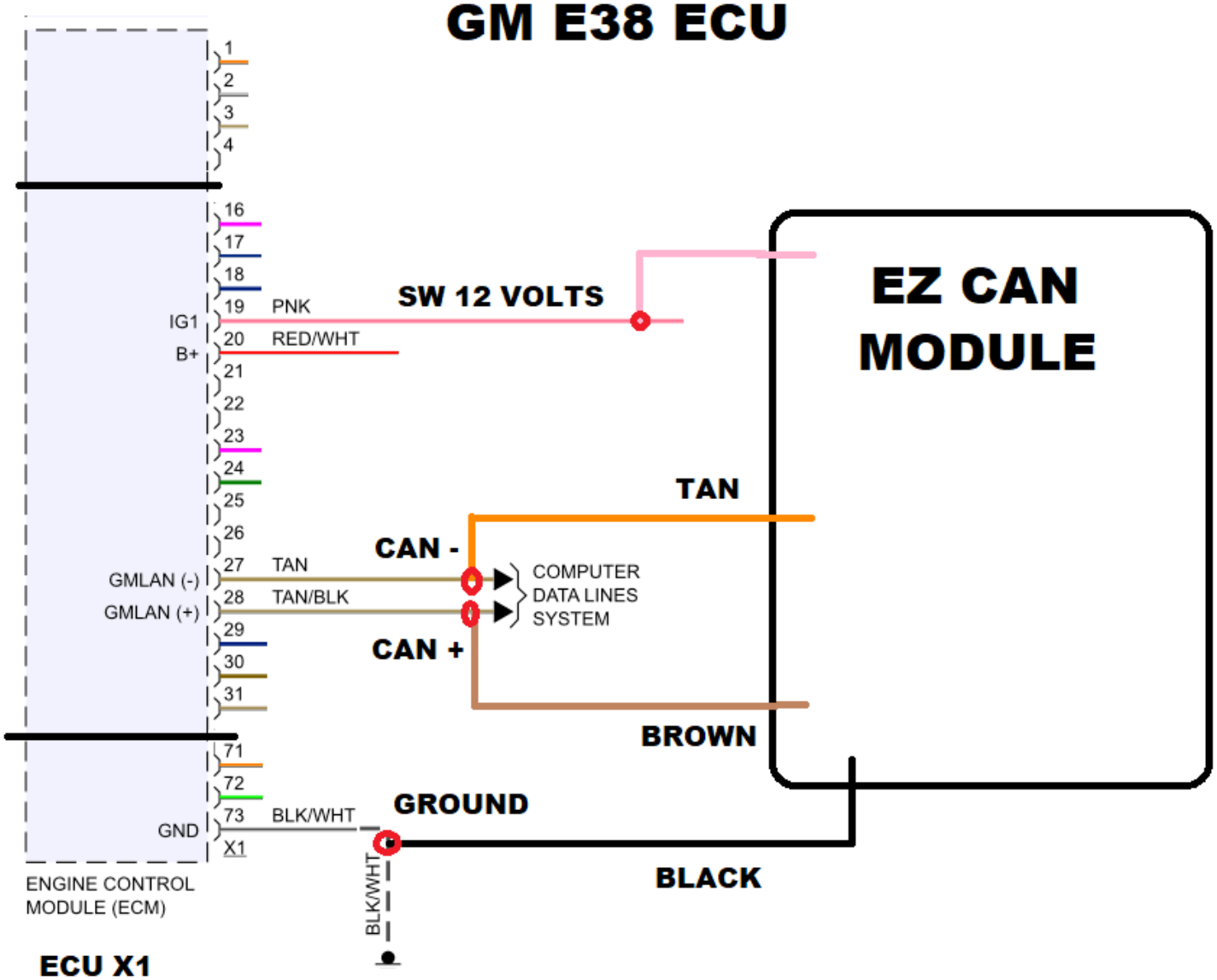
The TAP switch you use should be a momentary type switch. It should trigger the input only when you have it activated and then return to an open state once you release the button.

TOW/HAUL INPUT:
If you apply 12 volts to the WHITE/GREEN wire it will send a TOW/HAUL message to the ECU.
*** truck calibration only ****

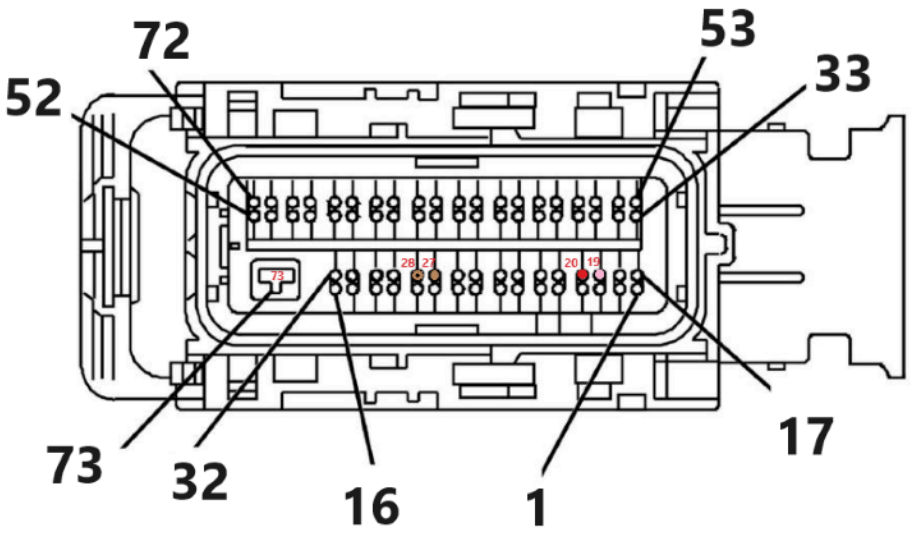
REVERSE LAMP:
When the transmission is in reverse there will be 12 volts on the VIOLET wire. This wire can power your reverse lamps (10 amps max) or power a relay for your reverse lights.

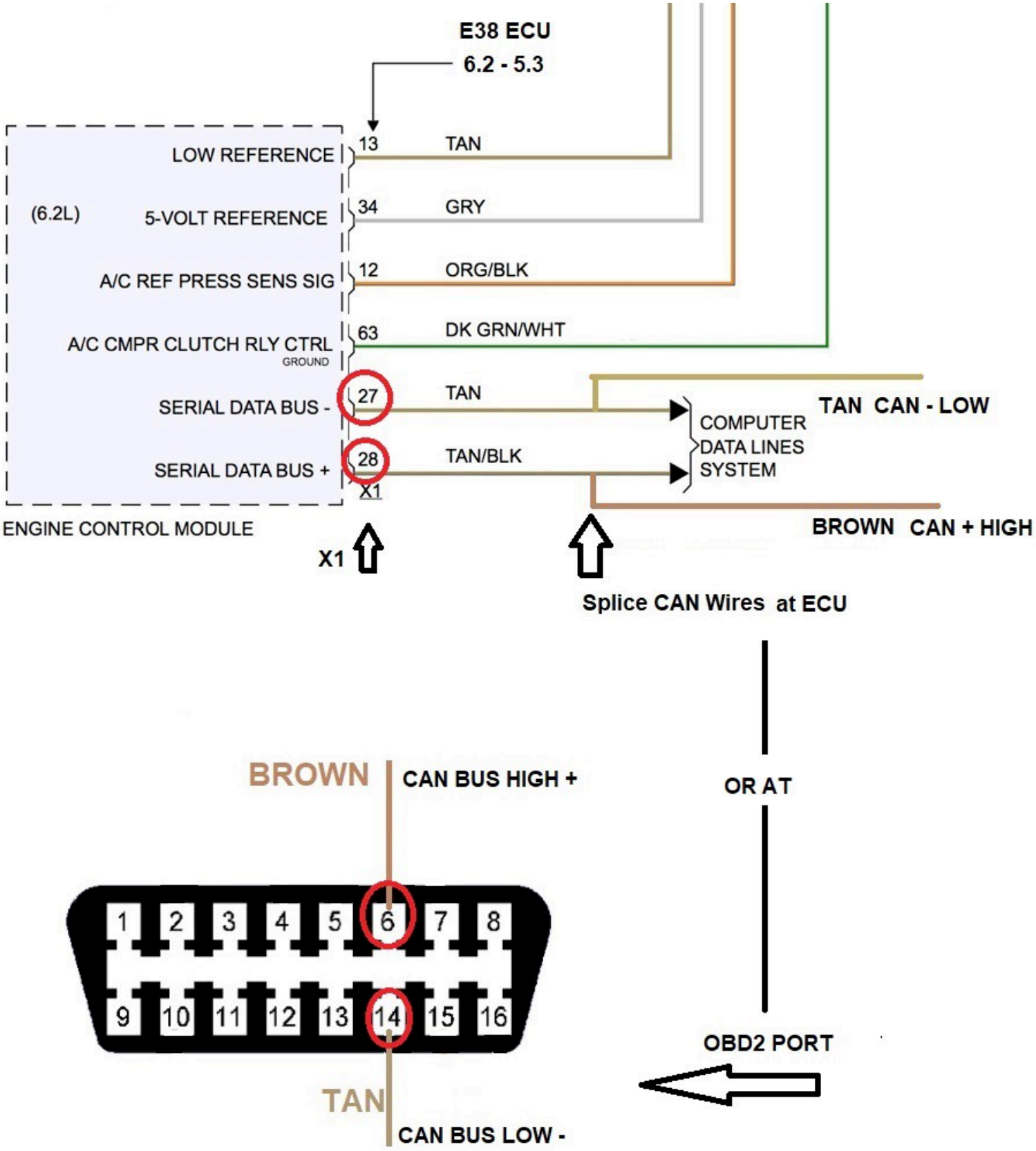

TAP DOWN
White-Black
SW 12 Volts
TAP UP
White-Blue
EZ CanBus
GROUND
C
30
X
TOW INPUT
WHITE/GREEN
31
87a
15
Z
87
Y
TAN CAN - LOW
Brown CAN + HI
REVERSE
Latching Switch
TOW
TOW INPUT
WHITE/GREEN
Sw 12v
OR
Sw 12v
WHITE/GREEN
TOW INPUT
TOW LATCHING Switch
Sw 12v
TAP DOWN
TAP UP
TAP SW
Momentary Switch

GM E38 ECU



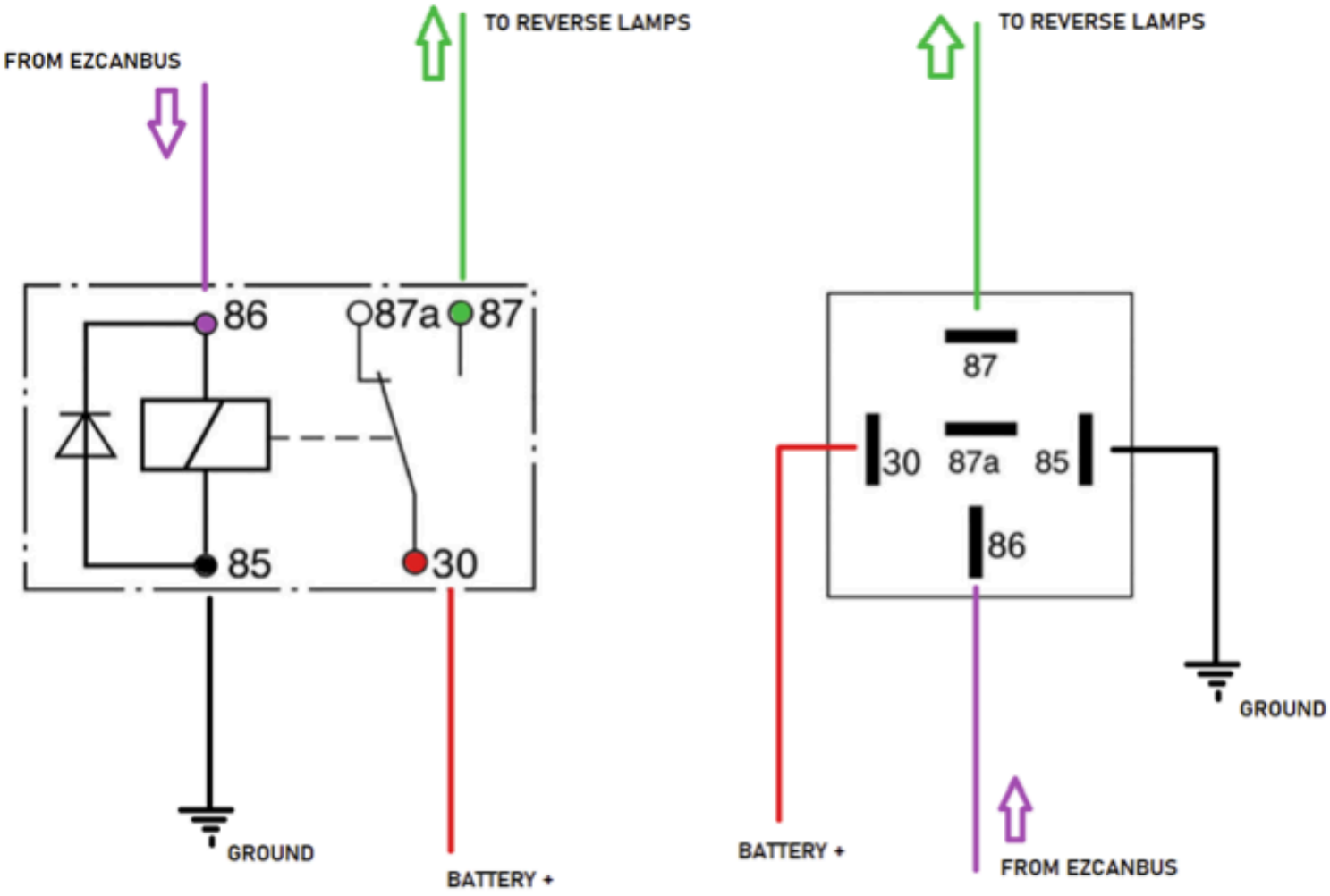
E38 X1 VIEW FROM REAR




E38 ECU
6.2 - 5.3
LOW REFERENCE
13
TAN
(6.2L)
5-VOLT REFERENCE
34
GRY
A/C REF PRESS SENS SIG
12
ORG/BLK
A/C CMPR CLUTCH RLY CTRL
GROUND
63
DK GRN/WHT
SERIAL DATA BUS -
27
TAN
TAN CAN - LOW
SERIAL DATA BUS +
28
TAN/BLK
COMPUTER DATA LINES SYSTEM
X1
ENGINE CONTROL MODULE
BROWN CAN + HIGH
X1
Splice CAN Wires at ECU
BROWN
CAN BUS HIGH +
OR AT
1 2 3 4 5 6 7 8
9 10 11 12 13 14 15 16
OBD2 PORT
TAN
CAN BUS LOW -

Typical Reverse lamp relay wiring:

We recommend running the reverse lamps off of a separate relay. This moves the load to the relay and not on our module. This will isolate the module and protect it in case the reverse lamps draw too much current or short out.



REVERSE LAMP RELAY WIRING