

# Body/Equipment Mounting Directives for Vans



Australian & New Zealand Supplement to the Sprinter Body/Equipment  
Mounting Directives – BR 907

Edition AU2023-09

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## 1.1 Aim of this Body/Equipment Mounting Directives

This modification information is a supplement to the Body/Equipment Mounting Directives, Model series BR 907 of Mercedes-Benz Group AG, hereinafter referred to as “the BR907 primary directives”.

The aim of this supplement is to provide additional information specific to the Australian and New Zealand markets. It does not replace the BR907 primary directives.

This supplement shall be used only as a complete document; excerpts must not be used in isolation. The information described in this supplement applies exclusively in combination with the BR907 primary directives. Please refer to the latest version of the BR907 primary directives for more detail, and any subjects not described in this supplement.

Should there be any discrepancy or inconsistency between this supplement and the BR907 primary directives, this supplement overrules the BR907 primary directives, to the extent of the inconsistency.

## 1.2 Conventions

The structure and conventions used in this supplement correspond to those of the BR907 primary directives.

The BR907 primary directives are divided into 10 interlinked chapters to help you find the information you require more quickly:

Chapter 1 Introduction

Chapter 2 General

Chapter 3 Planning of bodies

Chapter 4 Technical limit values for planning

Chapter 5 Damage prevention

Chapter 6 Modifications to the basic vehicle

Chapter 7 Design of bodies

Chapter 8 Electrics/electronics

Chapter 9 Calculations

Chapter 10 Technical details

Where chapters or subsections are not presented here, the information in the BR907 primary directives applies.

## 2 General

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### 2.1 Advice for body manufacturers

Contact details for local bodybuilder support are available from the contacts page in the Bodybuilder Portal.



▶ Select your country from the dropdown menu under National Contacts

#### 2.1.2 Applying for a Letter of Compatibility (LoC)

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The following requests for Gross Vehicle Mass (GVM) changes are handled by the local representatives in market and do not have to be submitted via the bodybuilder portal:

Certified GVM [kg]	Requested GVM [kg]
3880	4100
4100	3880
4490	5000
5000	4490
5500	4490

The appropriate form that needs to be completed and submitted for a LoC request that falls within the scope listed above, can be obtained from Mercedes-Benz Australia/Pacific Pty Ltd (MBAuP) or one of its retailers.

Your local representative can also assist with any requests that fall outside of the scope listed above, by liaising with the team at the “Vans Body Manufacturer Center” at Mercedes-Benz Group AG (MBAG) and submit any requests for individual LoCs on your behalf.

#### 2.1.4 Documents required to apply for an individual letter of compatibility

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In general, the documentation requirements as outlined in Sec 2.1.4 of the BR907 primary directives also apply for any individual LoC requests handled by the local representatives.

You can contact your local representative for a more detailed discussion about the document requirements.

#### 2.1.5 Documents required to apply for a concept letter of compatibility

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Registered bodybuilders can now apply for a concept LoC via the tool in the Bodybuilder Portal. In general, the documentation requirements as outlined in Sec 2.1.5 of the BR907 primary directives also apply for any concept LoC requests via the portal.

You can contact your local representative for a more detailed discussion about the document requirements.

## 2.2 Product and vehicle information for body manufacturers

### 2.2.2 Information for non-MB body manufacturers

On 1 July 2022, the *Competition and Consumer Amendment (Motor Vehicle Service and Repair Information Sharing Scheme) Act 2021*, came into effect in Australia. Under the Act, vehicle manufacturers are required by law to share certain motor vehicle service and repair information with Independent Service Providers (ISPs) and Registered Training Organisations (RTOs) at a fair market price.

Requests for such information are facilitated by the Australian Automotive Service and Repair Authority (AASRA). Please refer to the AASRA website:



### 2.2.9 Australian Legislation

Before a road vehicle can be provided to another person for road use in Australia for the first time, it must be entered on the Register of Approved Vehicles (RAV). The RAV is an online database of vehicles that have met the requirements of the Road Vehicle Standards (RVS) legislation and have been approved for provision to the Australian market. To be entered on the RAV, a road vehicle must first be granted either a Vehicle Type Approval (VTA) or a concessional RAV entry approval. A VTA verifies that all variants covered by the VTA meet the Australian Design Rules (ADRs) applicable for the road vehicle type at the time of first supply.

As the VTA holder, MBAuP must not give approval to any modification to a vehicle imported under the VTA, which alters vehicle compliance with ADRs or any other legislative requirements.

All modifications remain the responsibility of the bodybuilder and must comply with relevant Federal and local laws and regulations, including ADRs, Vehicle Standards Bulletins, Australian Standards and any applicable industry codes of practice.

### Partially completed vehicles

It is not always practical to supply a complete vehicle in circumstances where the vehicle is to undergo a second stage of manufacture before delivery to the end customer/user.

Some vehicle types e.g., SingleCab Chassis (C907.1xx) and DualCab Chassis (C907.2xx) variants, have been manufactured to comply with the ADRs applicable to those portions of the vehicle which are unlikely to be modified or repositioned by a second stage of manufacture.

Secondary works must be performed prior to supplying such a vehicle to the market and these works must be carried out in accordance with this supplement, the BR907 primary directives and all applicable Federal and local State/Territory government regulations.

These regulations include, but are not limited to ADR 13/00 (rear lighting and/or side marker lamps), ADR 42/04 (Clause 14.2.1, rear wheel guards/mudflaps) and ADR 61/02 (CL. 9.1.1.1, rear registration plate and/or CL. 10, rear marking plates). The secondary manufacturer is required to ensure the compliance of the vehicle with all such directives and regulations.

In addition, any operation or use of the vehicle before completion of the secondary works will be subject to any conditions which may be imposed by the registration authorities in the State or Territory in which the vehicle is to be operated or used. If you are unsure as to what, if any, conditions may be imposed by such authorities you should contact them before operating or using the vehicle.

This information is intended to be a guide only and does not constitute legal advice. When modifying a vehicle, seek independent advice to ensure you are compliant with all relevant laws, regulations and applicable standards, codes of practice and manuals.

## 2 General

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### 2.2.10 New Zealand Legislation

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Every vehicle officially imported into New Zealand by a vehicle manufacturer, or its local representative must undergo entry certification. Every vehicle is linked to a Waka Kotahi New Zealand Transport Agency (NZTA) model code. The model code is held by the manufacturer's representative and defines the required vehicle specifications e.g., engine type, mass data, axle spacing etc. as well as all regulation requirements for entry certification.

#### **Light vehicles (GVM ≤ 3500kg)**

- Mercedes-Benz New Zealand Ltd (MBNZ) is approved by NZTA to undertake entry inspection and certification of all MBNZ light vehicles imported and distributed in New Zealand. For light vehicles as supplied from the original manufacturing location, MBNZ may issue a blanket Statement of Compliance (SoC) to NZTA verifying that it is aligned with the applicable NZTA model code and that it meets all relevant vehicle standards and other requirements for entry certification.

#### **Heavy vehicles (GVM > 3500kg)**

- MBNZ cannot undertake entry certification of heavy vehicles. Heavy vehicles require entry inspection and certification from an NZTA approved heavy vehicle entry certifier.
- For heavy vehicles as supplied from the original manufacturing location, MBNZ may issue a Statement of Compliance (SoC) verifying that it is aligned with the applicable NZTA model code.

A modified (light/heavy) vehicle may require additional specialist inspection and certification. The body builder is solely responsible for obtaining this specialist inspection and certification (where applicable) and must ensure the vehicle and all modifications comply with all relevant laws and regulations (including the Land Transport Rules) and any applicable standards, industry codes of practice and manuals, before the vehicle's entry into service.

MBNZ is not responsible for any modification to a vehicle which alters the vehicle's compliance with any legislative requirements. Furthermore, MBNZ will not request new model codes or issue modified SoCs for modified vehicles.

This information is intended to be a guide only and does not constitute legal advice. When modifying a vehicle, seek independent advice to ensure you are compliant with all relevant laws, regulations and applicable standards, codes of practice and manuals.

### 3.3 Selecting the basic vehicle

In order to ensure that the basic vehicle is fit for purpose, it is crucial that a suitable vehicle specification is purchased / ordered from MBAuP / MBNZ or one of their retailers. Careful consideration should be given to the basic vehicle specification during the planning of the build prior to purchasing / ordering the vehicle, as specification changes on existing vehicles are generally not possible.

Due to the complexity of various vehicle systems, only a small number of sales codes can be retrofitted post-production and the number of these retrofittable codes are inevitably reduced with every development cycle.

A current and up-to-date list of retrofittable codes is published in WIS and reviewed regularly. The following table contains a list of all retrofittable codes for BR907 applicable to Australia and New Zealand, at the time of publishing this supplement. Always refer to WIS document AN00.01-Z-9907JA for an up-to-date list. Not all codes are available on all variants.

Please consult with your local representative to confirm if a code can be retrofitted to a specific VIN.

Description	Code +	Code -	Precondition
Mounting rails for roof rack	D13		-D05/D06
Full-width partition with window	D51	D62	D62
Digital radio (DAB)	E1D		E3M/E4M
Trailer-hitch coupling 13 pin	E43	E57	E57
Parameterizable special module	ED5	ED8	ED8
Wet wiper system	FM3		
Reversing camera with rear-view mirror display	FR3		F61
Reversing camera	FR8		(E3M/E4M)-(FR7/FR8)
Communication module (LTE) for digital services	JH3		JH6
PTO at front with carrier for extra alternator	N62		
PTO at front with carrier for extra refrigerant compressor	N63		
Retarder	O01+PB2	BR9	BR9+IR6+IT5
Activation of reversing camera with guide lines	O1N		(E3M/E4M)+FR7
Loudspeakers retrofitted in rear	O49		EP7
Tyre - 205/75 R16	RG3		
Tyre - 225/75 R16	RG8		
Tyre - 195/75 R16C	RH1		
Tyre - 235/65 R16C	RH2		
Tyre - 235/60 R17C	RH3		
Tyre - LT 215/85 R16	RH7		
Tyre - LT 245/75 R16	RH8		
Tyre - 225/65 R16C	RN5		
Tyre - 245/65 R17 XL	RN7		
Armrest for driver's seat	S22		
Armrest for co-driver's seat	S25		
Intermediate detent for load compartment sliding door	T12		T16/T19-IR2-T55/T56
Opening limiter, electrically operated sliding door	T60		T16/T19+T55/T56
Sidewall tie-down rails on waist rail	V42		
Sidewall tie-down rails on roof frame	VC4		

### 8.3 Battery

#### 8.3.2 Auxiliary battery

##### Auxiliary battery, general

Only the same type of battery (AGM) should be used for main and auxiliary batteries.

It is recommended to always use the ex-factory special equipment options offered by Mercedes-Benz AG if these are required for an auxiliary battery.

Available auxiliary batteries for BR907:

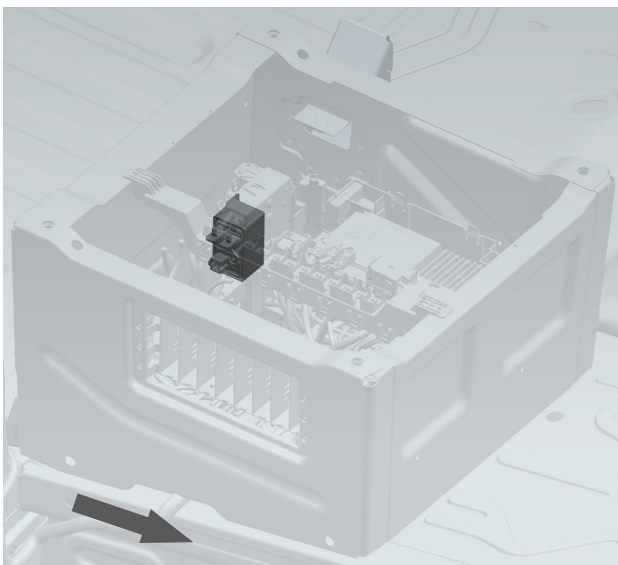
- Code E2I: Auxiliary battery for retrofitted consumers, in front passenger seat base, battery size H8 (92Ah AGM).

E2I is NOT compatible with:

- S88 Co-driver's seat frame, low
- S99 Deletion of passenger's seat base
- SB4 Co-driver's suspension seat, luxury version
- SR9 Swivel base for co-driver's seat

- Code E2M: Auxiliary battery for retrofitted consumers, in engine compartment, is NOT available on vehicles with RHD.

Where the installation of E2I is not feasible, an auxiliary battery can be installed in a suitable location and connected via the optional cut-off relay for extra battery (code E36), located in the driver's seat box.



#### 8.3.3 Battery maintenance and storage

The information available on maintaining and storing batteries under 3.11.2 of the BR907 primary directives also apply to auxiliary batteries.

##### ! NOTE

During non-operation periods, the auxiliary battery must be isolated from all electrical consumers. Excessive quiescent current will continuously drain the auxiliary battery, potentially causing damage to the battery.

If the open circuit voltage (unloaded for 4 hours in the removed state) of the battery drops below 11 V, it will be damaged and will have to be replaced.

## 8.5 Lighting

### 8.5.3 Tail lamps

When retrofitting aftermarket LED tail lamps on SingleCab Chassis (C907.1xx) and DualCab Chassis (C907.2xx) variants, code L91 must be added to the vehicle data card in VeDoc, followed by SCN coding through Xentry. You can contact your preferred authorised Mercedes-Benz workshop for assistance with this.

With code L91 implemented, the lamp failure monitoring strategy will be modified to suit LED lamps as per the table below.

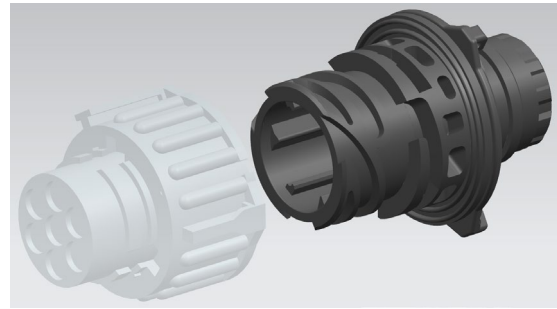
Lamp function	Failure monitoring range
Tail lamp	0.02 – 4.00 A
Licence plate lamp	0.02 – 4.00 A
Turn signal lamp	0.02 – 4.00 A
Brake lamp	0.02 – 4.00 A
Reverse lamp	0.02 – 4.00 A
Rear fog lamp	0.02 – 4.00 A

Aftermarket tail lamps can be connected directly to the vehicle wiring via a suitable mating connector that can be sourced from an authorised Mercedes-Benz retailer. The connector kit consists of the following parts:

#### Connector kit – A 005 540 40 81

Part Number	Description	Qty
A 052 545 17 28	PLUG HOUSING	1
A 000 545 32 63	CONTACT PIN 0.5 – 1.0 mm <sup>2</sup>	7
A 000 545 34 63	CONTACT PIN 1.0 – 2.5 mm <sup>2</sup>	7
A 000 545 28 39	SINGLE WIRE SEAL 0.5 – 1.0 mm <sup>2</sup>	7
A 000 545 29 39	SINGLE WIRE SEAL 1.0 – 2.5 mm <sup>2</sup>	7
A 000 545 62 80	BLANKING PLUG	3
A 000 546 05 22	LOCKING RING	1

**i** Please consult your preferred Mercedes-Benz retailer for advice regarding successor part numbers if the above item is no longer valid.



Tail lamp harness mating connector

The tables below provide the connector pin assignments and wire colours.

#### Left Hand Tail Lamp

Pin Number	Lamp Function	Wire Colour
1	31 – Ground	Brown
2	58 – Licence plate	Gray/Green
3	BUL_(+) – Reverse	White/Blue
4	SIG – Turn signal	Black/White
5	54 – Stop	Black/Red
6	–	–
7	58 – Tail	Blue/Yellow

#### Right Hand Tail Lamp

Pin Number	Lamp Function	Wire Colour
1	31 – Ground	Brown
2	58 – Licence plate	Green/ Gray
3	BUL_(+) – Reverse	
	w/ E2A → (10/18)	White/Blue
	(11/18) →	White/Green
	w/o E2A	White/Blue
4	SIG – Turn signal	Black/Green
5	54 – Stop	White/Green
6	NSL – Rear Fog	
	→ (05/19)	Gray/Brown
	(06/19) →	Gray
7	Tail	Gray/Red

A purpose-built tail lamp wiring harness extension (approx. 2m) is also available from an authorised Mercedes-Benz retailer under the following part number:

#### A 906 440 71 09

**i** Please consult your preferred Mercedes-Benz retailer for advice regarding successor part numbers if the above item is no longer valid.

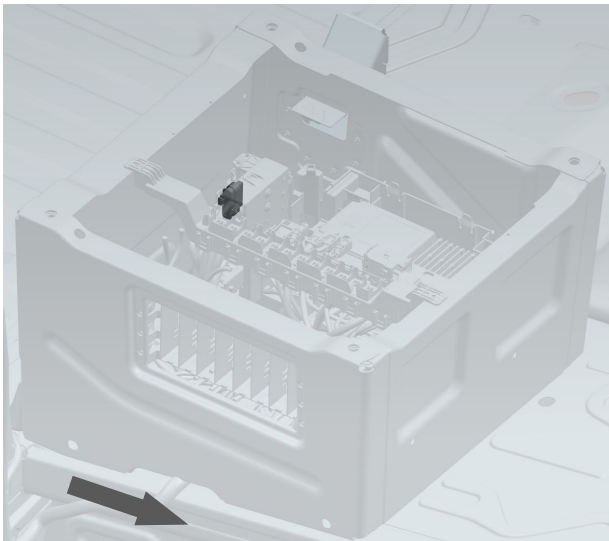
## 8 Electrics and electronics

### 8.7 Electronic ignition switch (EIS)

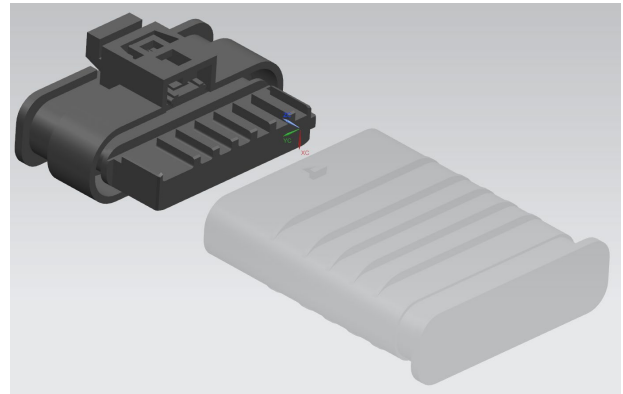
#### 8.7.2 Central locking system/post-delivery integration of doors of body manufacturer

General information on the integration of body manufacturer doors via the PSM (code ED5) or SAM (code EA5) can be found in Sec 8.7.2 of the BR907 primary directives.

For integration of body manufacturer doors via the SAM, the EA5 connector is located in the driver's seat box.



EA5: Connector location



EA5: Vehicle connector

The following mating parts are required to connect the body manufacturer doors via EA5.

Part number	Description
<b>A 048 545 39 28</b>	CONNECTOR HOUSING
<b>A 000 982 41 28</b>	CONTACT PIN – MLK1.2 0.5mm <sup>2</sup>
<b>A 047 545 99 28</b>	CONTACT PIN – MLK1.2 0.75 – 1.0mm <sup>2</sup>
<b>A 001 545 50 80</b>	SINGLE WIRE SEAL – MLK1.2 0.22 – 1.0mm <sup>2</sup>

**i** Please consult your preferred Mercedes-Benz retailer for advice regarding successor part numbers if the above item is no longer valid.

The table below provides the connector pin assignments and wire colours.

Pin Number	Function	Wire Colour	VeDoc Code		
			O04	OA5	OA6
<b>1</b>	Central locking actuation – Open	Blue/Brown	X	X	X
<b>2</b>	Central locking actuation – Close	Blue/Black	X	X	X
<b>3</b>	CL w/Double Lock actuation (code FY2) – Open	Grey/Brown			
<b>4</b>	CL w/Double Lock actuation (code FY2) – Close	Grey/Black			
<b>5</b>	Back door rotary tumbler – Status	Blue/White	X		
<b>6</b>	Left rear door rotary tumbler – Status	Yellow/Black		X	
<b>7</b>	Right rear door rotary tumbler – Status	Yellow/White			X
<b>8</b>	Circuit 31 – Ground	Brown	X	X	X

## 8.9 Driving assistance systems

### 8.9.3 Active Brake Assist/Active Distance Assist (DISTRONIC PLUS)

The DISTRONIC PLUS sensor detects objects via a short- and long-range radar up to 200m in front of the vehicle. Variations in the vehicle height can affect the calibration of the radar e.g., due to the mass and axle distribution of the bodybuild.

The DISTRONIC PLUS radar self-checks its calibration against stored parameters in the control unit. If the self-check determines that the radar signal is outside this range, the system may temporarily deactivate, until the system passes the self-check.


The vertical and angular adjustment of the DISTRONIC PLUS radar sensor must be checked by a qualified specialist workshop and recalibrated if necessary. You can contact your preferred authorised Mercedes-Benz workshop for assistance with this.

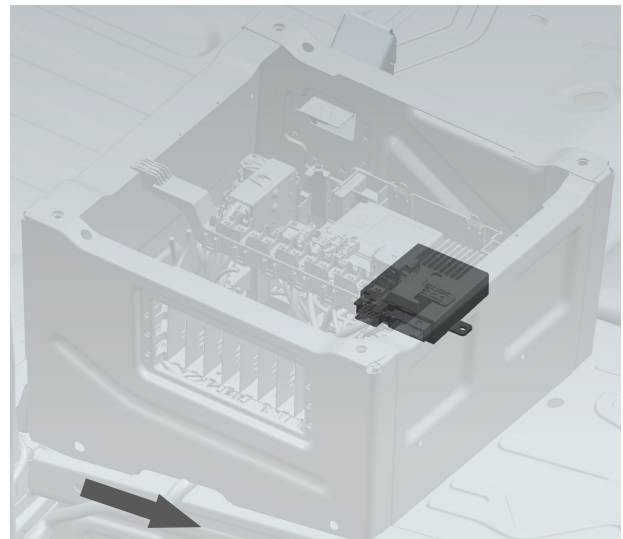
## 8.10 Parameterizable special module PSM

### 8.10.4 Connections

Preinstallation of electrical system, PSM (code ED8) is standard for Australian and New Zealand markets. The PSM itself (code ED5) is an additional option however a retrofit kit is available from any authorised Mercedes-Benz retailer under the following part number:

#### **A 907 540 85 82**

-  Please consult your preferred Mercedes-Benz retailer for advice regarding successor part numbers if the above item is no longer valid.



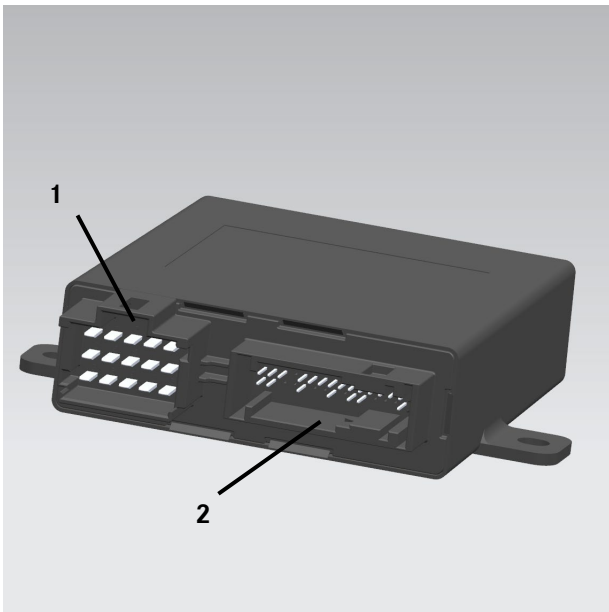
ED5: Parameterizable Special Module (PSM)

The connector configuration for connecting to the PSM depends on the vehicle configuration ordered. An extension of the PSM standard contact (code E5M) is available as an additional option. E5M cannot be retrofitted as it is fully integrated into the vehicle body harness.

E5M is available as an option in combination with either ED8 or ED5.

### Standard connector configuration (w/o E5M)



For vehicles without E5M, connections to the PSM need to be implemented directly into the two connectors of the control unit.



N26/15: PSM control unit

The following mating parts are required to connect directly to the PSM control unit.

Part number	Description
<b>A 013 545 76 26</b> (15-pin)	CONTACT SOCKET - MCP2.8 0.5 - 1.0 mm <sup>2</sup>
<b>A 008 545 55 26</b> (32-pin)	CONTACT SOCKET - MQS 0.5 - 0.75 mm <sup>2</sup>

-  Please consult your preferred Mercedes-Benz retailer for advice regarding successor part numbers if the above items are no longer valid.
-  Information about the pin assignments for each connector is available to registered bodybuilders in the document "PSM function description" in the Bodybuilder Portal:

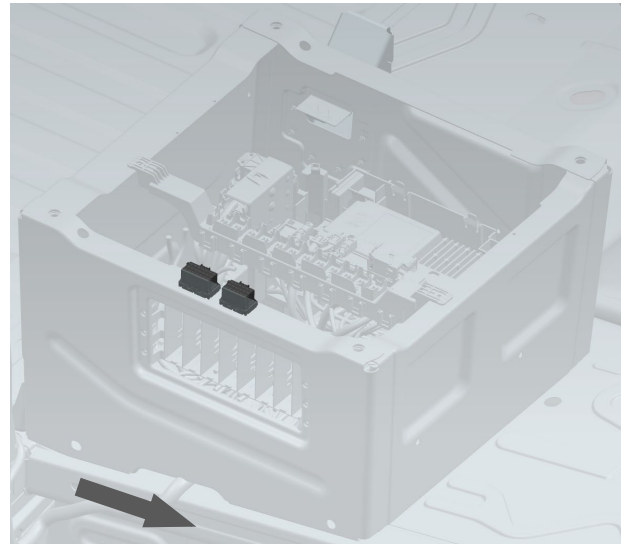


Refer to the following WIS document for the circuit diagram (also available in the Bodybuilder Portal):

pe54.21-d-2500-971aa

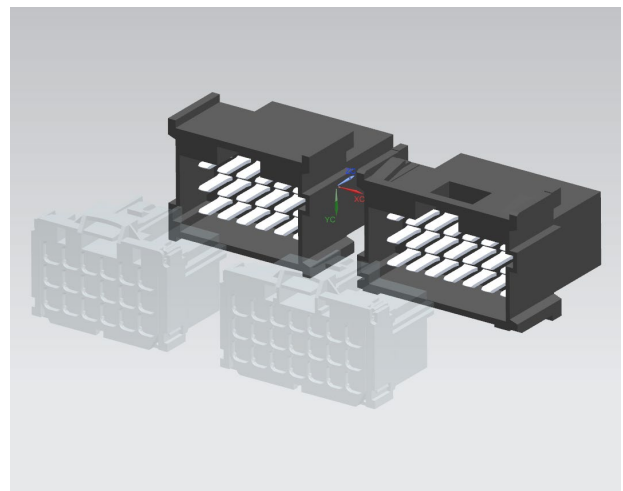
### Extension of the PSM standard contact (w/ E5M)

E5M is an extension of the PSM connection. It consists of two connectors in the driver's seat box: a 21-pin connector for the outputs of the PSM and an 18-pin connector for the inputs to the PSM. A few additional signals may also be present, depending on the vehicle configuration.



E5M: Vehicle Connectors

E5M simplifies the connection by providing an interface for the bodybuilder to connect their own wiring harness directly to the PSM via mating connectors, instead of having to connect individual pins to the PSM control unit connectors.




E5M: Mating connectors

The following mating parts are required to connect to the PSM via E5M.

Part number	Description
<b>A 028 545 36 28</b>	RECEPTACLE HOUSING 21-pin
<b>A 026 545 94 28</b>	RECEPTACLE HOUSING 18-pin
<b>A 035 545 25 28</b>	CONNECTOR - MCP2.8 0.2 - 0.5 mm <sup>2</sup>

The tables below provide the connector pin assignments and wire colours for the two E5M connectors. Refer to the following WIS document for the circuit diagram (also available in the Bodybuilder Portal):

pe54.21-d-2500-97lab

 Please consult your preferred Mercedes-Benz retailer for advice regarding successor part numbers if the above items are no longer valid.

### Connector 1 (21-pin)

Pin Number	PSM Connection	Date	Code	Wire colour
<b>1</b>	MFA_01		E5M	Blue
<b>2</b>	MFA_02	→ (10/18)	E5M	Green/Violet
		(11/18) →	E5M	Green/Orange
<b>3</b>	MFA_03		E5M + -(M54/MT4)	Brown/Yellow
<b>4</b>	MFA_04		E5M	Gray/Black
<b>5</b>	MFA_05		E5M	Pink/Brown
<b>6</b>	MFA_06	→ (10/18)	E5M	Green
		(11/18) →	E5M	Violet/Yellow
<b>7</b>	MFA_07		E5M	Pink
<b>8</b>	MFA_08		E5M + -(M54/MT4)	Brown/White
<b>9</b>	MFA_09	→ (10/18)	E5M + -MW1	Green/Black
		(11/18) →	E5M + -MW1	Green/Pink
<b>10</b>	MFA_10		E5M	Blue/Green
<b>11</b>	MFA_11		E5M	Gray
<b>12</b>	MFA_12	→ (10/18)	E5M	Green/Black
		(11/18) →	E5M	Green/Violet
<b>13</b>	MFA_15	→ (05/22)	E5M	Blue/Black
	MFA_13	(06/22) →	E5M	Blue/Black
<b>14</b>	MFA_14		E5M	Gray/Black
<b>15</b>	MFA_13	→ (05/22)	E5M	Violet
	MFA_15	(06/22) →	E5M	Violet
<b>16</b>	MFA_16		E5M	White/Green
<b>17</b>	MFA_17		E5M	White
<b>18</b>	MFA_18		E5M	Gray/Violet
<b>19</b>	MFA_19		E5M	White/Orange
<b>20</b>	MFA_20		E5M	Yellow/Pink

<b>Connector 2 (18-pin)</b>				
<b>Pin Number</b>	<b>PSM connection</b>	<b>Date</b>	<b>Code</b>	<b>Wire colour</b>
1	MFE_01		E5M + -MT4	Green/Gray
2	MFE_02		E5M	Blue/Pink
3	MFE_03		E5M	Yellow
4	MFE_04	→ (10/18)	E5M	Green/Violet
		(11/18) →	E5M	Green/Orange
5	MFE_05		E5M + -MW1	Yellow/Brown
6	MFE_06		E5M	Gray/Orange
7	MFE_07		E5M	Pink/Blue
8	MFE_08		E5M	Pink/Green
9	MFE_09		E5M	Violet/Green
10	MFE_10	→ (10/18)	E5M	Violet/Yellow
		(11/18) →	E5M	Green/Black
11	Not used	→ (05/19)	-	Green
		(06/19) →	-	Blue
12	GND_S2		E5M	Brown/Orange
13	GND_S1		E5M	Brown/Pink
14	ABH_CAN_H		E5M	Violet/Blue
15	ABH_CAN_L		E5M	Green/Violet
16	GND (PSM Connector 1)		E5M	Brown/White
17	Not used		-	
18	Not used		-	