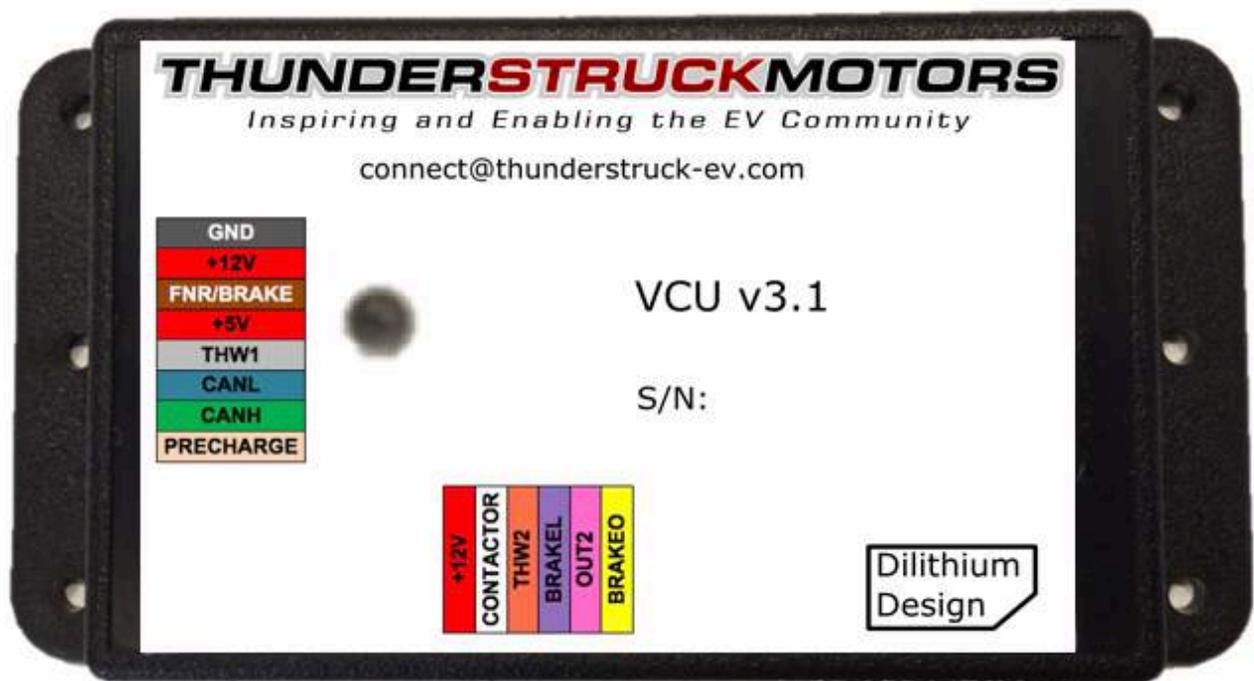


Thunderstruck Motors Vehicle Control Unit v3.1



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Overview

The Thunderstruck Vehicle Control Unit (VCU) converts analog throttle and brake inputs into CAN messages to control either a Nissan Leaf or a UQM PowerPhase® Inverter. This document describes how to install, configure, and troubleshoot the VCU.

This document applies to VCU 3.1 and VCU3.0 hardware. The firmware for both versions is identical, but VCU 3.1 has a more capable interface to the CONTACTOR and PRECHARGE relays. The VCU 3.0 specific differences are described at the end of this document.

See below for a system diagram.

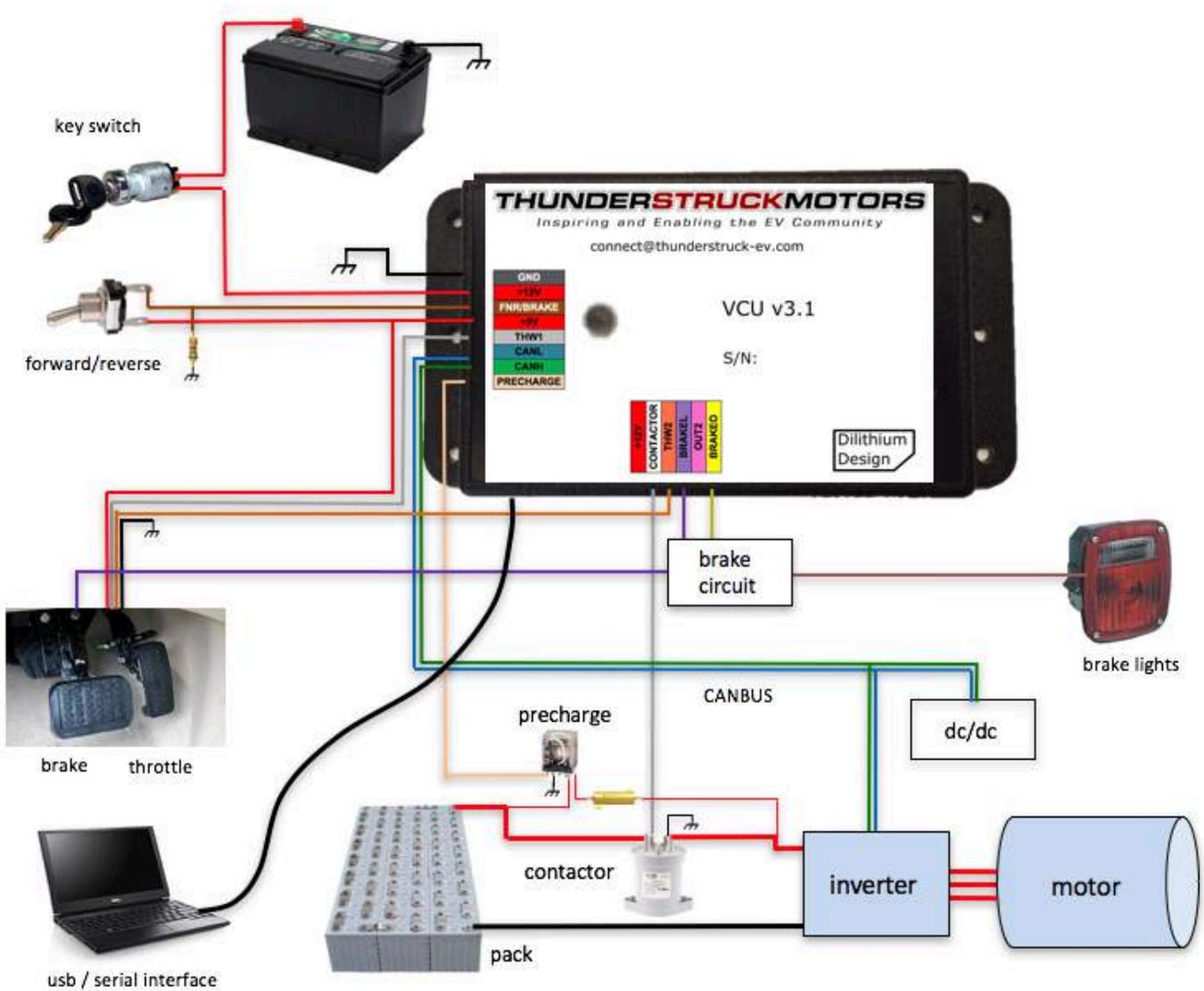


Figure 1 – VCU 3.1 System Diagram

The VCU has the following required interfaces:

- 12V Power, normally connected to an EV accessory battery through the Keyswitch.
- CAN, used to communicate between the VCU and Inverter.
- Throttle, which connects to a Hall or resistive throttle and controls how much torque to request from the Inverter.

The VCU has the following optional interfaces:

- Precharge Control to enable a precharge relay.
- Contactor Control to enable the main contactor.
- Forward/Reverse (or Forward/Reverse/Neutral) input, to determine the direction of motor rotation for direct drive systems.
- Brake Switch, to request regeneration when the brake is applied.
- Brake Pressure Transducer, which can request variable amount of regeneration depending on brake pedal pressure.
- Brake Light output to turn the brake light on when there is braking regeneration.
- DC/DC Converter Control, which can control a DC/DC converter.

A serial port interface is used for configuration and debugging, but is not required for normal operation.

Installation and Wiring

Mechanical

The VCU is housed in a Serpac WM010I enclosure, a 4.61 x 2.32 x 0.6 plastic enclosure with mounting flanges. The datasheet can be found at http://www.serpac.com/userprints/wm010i_up_reva.pdf.

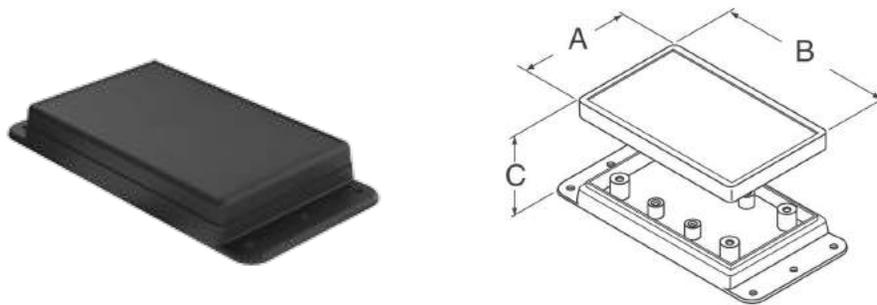


Figure 2 – VCU Enclosure

The enclosure has two connectors: “Connector A” and “Connector B”, a 3.5 mm serial port jack, and an LED. The connectors are “push-in” connectors which accept 20-24 gauge stranded or solid wire; stranded 20 or 22 gauge wire is recommended. To make a connection, strip the wire back 1/4”. Twist the wire end and insert. Be sure that all strands of wire get correctly inserted to prevent shorting between adjacent wires.

away from electromagnetic interference such as the motor, and parallel runs next to EV traction cabling should be avoided.

The CAN network must be terminated on both ends of the string by 120ohm termination resistors. Wiring stubs to non-endpoint nodes should be kept as short as possible, ideally less than a few inches. The VCU contains an internal, configurable, CAN termination resistor. By default, this termination is enabled, however this may be disabled in software.

Throttle (THW1, THW2)

THW1 and **THW2** are throttle wiper inputs. By default, the VCU assumes that a single wiper throttle and only **THW1** is used. The **THW2** input may be used as a second throttle wiper input. A dual wiper throttle is configured with the command “**set thtype dhall**”.

Hall throttles require power and ground connections to operate. If the throttle uses +5V power, this may be provided by +5v. Both **THW1** and **THW2** expect a 0 to 5v input.

PRECHARGE and CONTACTOR

The VCU supports **PRECHARGE** and **CONTACTOR** outputs. The **PRECHARGE** output is switched to +12V when active and is rated to 400ma. The **CONTACTOR** output is switched to +12V and is rated to 1.5A. If the main contactor requires more than 1.5A then an additional relay is required. See below for suggested wiring.

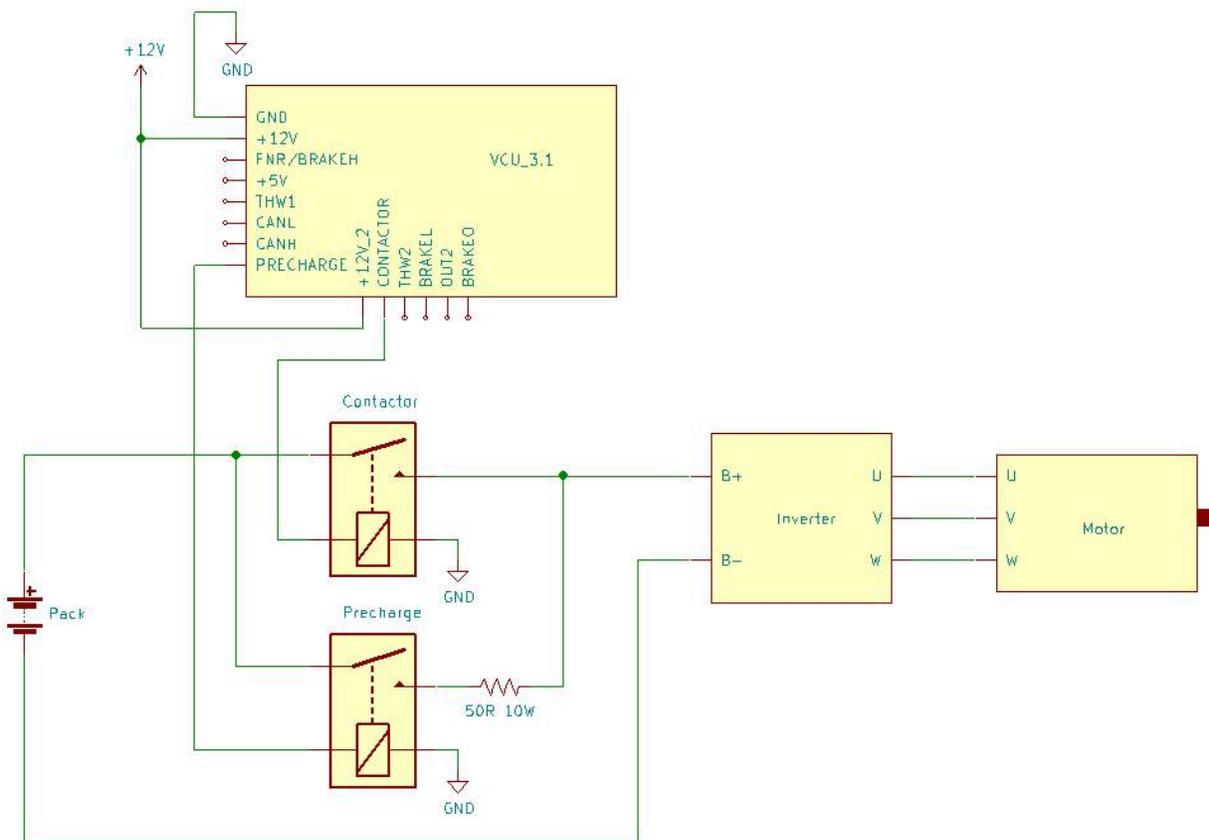


Figure 5 – PRECHARGE and CONTACTOR Wiring

FNR/BRAKE

The **FNR/BRAKE** input can be used as a direction switch (forward/reverse or forward/neutral/reverse), or used as a brake pressure transducer input.

If a direction switch is used, then see below for suggested wiring.

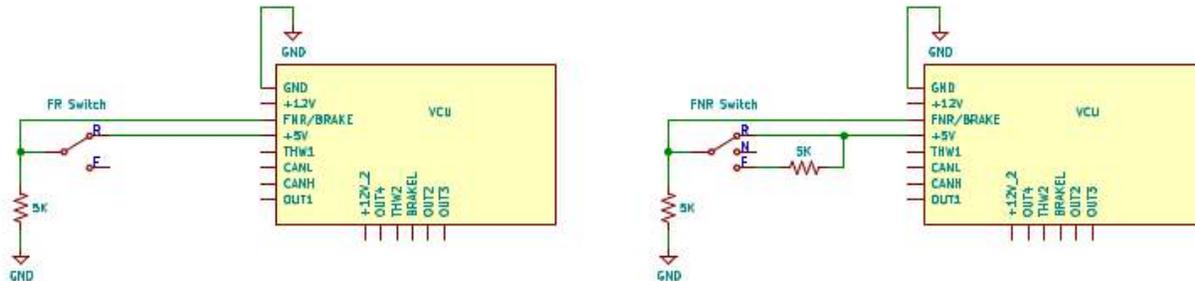


Figure 6 – Direction Switch Wiring

In order to configure a Forward / Reverse switch, use the command “**enable fr**”. Once configured, if the **FNR/BRAKE** input is $\leq 4.0V$ then the requested direction is forward, and if the input is $> 4.0v$, the requested direction is reverse.

To configure a Forward / Neutral / Reverse switch, use the command “**enable fnr**”. Once configured, if the **FNR/BRAKE** input is $\leq 1.5V$ then the requested direction is neutral, else if the input is $\leq 4.0V$ then the requested direction is forward, else the requested direction is reverse.

If a Brake Transducer is used, then the **FNR/BRAKE** input should be connected to the wiper input of the brake transducer. In this case, the VCU will request a variable amount of reverse torque depending on brake pedal pressure. To use this feature, the VCU must be configured with “**set brake hall**”.

BRAKEL (Brake Light Input) and BRAKEO (Brake Light Output)

BRAKEL is a brake light input. This input connects can connect directly to the brake light switch: it expects the connection to be is open (or disconnected) when there is no brake and is +12V when the brake is applied. When the brake is on, the throttle input is ignored and the VCU requests a configurable amount of braking regeneration.

The VCU can also directly operate the brake light using **BRAKEO**. The VCU will enable the brake light if it is supplying sufficient negative torque. The **BRAKEO** output is an “open collector to ground” output that can operate a 200ma relay which can provide +12V to the brake lights.

The Brake Light Input and Brake Light Output features can be used independantly or together, as desired. However, if both features are used together, an additional relay is required.¹

¹ The VCU needs to distinguish between “brake light is on because the user presses the brake pedal” and “brake light is on because the VCU itself is generating negative torque”.

See suggested wiring diagrams below. The diagram on the left shows the wiring for just the BRAKEL connection (with the BRAKEO connection unused). The diagram on the right shows an example of using both the BRAKEL and BRAKEO connections. The third example, just using BRAKEO, is not shown. (But if desired, would be the right side diagram with only a single relay.)

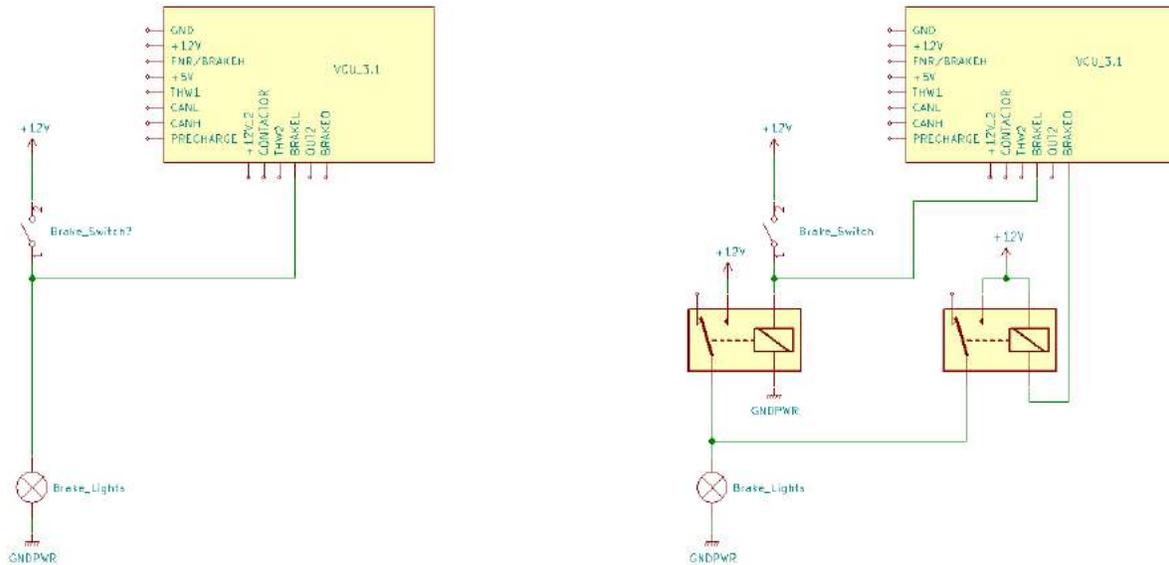


Figure 7 – BRAKE Light Input and BRAKE Light Output Wiring

Leaf Drivetrain

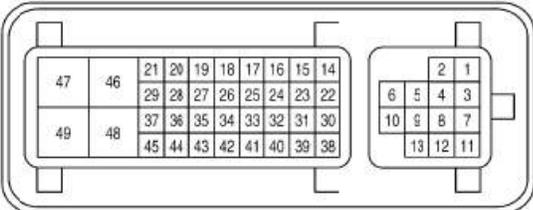
This section gives general information on the Leaf Drivetrain.

Leaf Installation

The following pinouts found in the Nissan Leaf manual are used for the VCU setup.

Connector No.	F13
Connector Name	TRACTION MOTOR INVERTER
Connector Color	BLACK





Terminal No.	Color of Wire	Signal Name
1	-	-
2	-	-
3	-	-
4	-	-
5	-	-
6	-	-
7	-	-
8	-	-
9	-	-
10	-	-
11	-	-
12	-	-
13	-	-
14	L	EV SYSTEM CAN-H
15	G	EV SYSTEM CAN-L
16	-	-
17	P	REZ_S2
18	L	REZ_S4
19	R	REZ_R1
20	B	REZ_S1

Terminal No.	Color of Wire	Signal Name
21	W	REZ_S3
22	-	-
23	-	-
24	-	-
25	-	-
26	-	-
27	G	REZ_R2
28	-	-
29	-	-
30	-	-
31	-	-
32	-	-
33	-	-
34	-	-
35	-	-
36	-	-
37	-	-
38	-	-
39	-	-
40	-	-
41	-	-
42	LG	IGN_SW
43	-	-
44	O	TMGND
45	Y	TM
46	G	VB1
47	B	VBGND1
48	G	VB2
49	D	VBGND2

Connect 12V power through a switch or a relay to 42, 46 and 48, and connect 47 and 49 to ground. The Leaf inverter requires about 1 Amp of 12V power, using it to run all the logic and the IGBT drivers.

CAN is found on pins 14 (CANH) and 15 (CANL).

These are used for power and control:

14: CAN-H
15: CAN-L
42: 12V switch-on signal
46,48: 12V power
47,49: Ground

These are left as-is: Do not change

17,18: Motor resolver S2-S4
19,27: Motor resolver R1-R2
20,21: Motor resolver S1-S3
44,45: Motor temperature sensor

Leaf Operation

The following operations are handled by the VCU after 12V power is applied. These are required for the inverter to operate normally.

1. Switch on 12V power
2. The Inverter expects to receive CAN messages within 2 seconds of startup.
3. Finish precharging to at least 140V within 10 seconds of switching the power on. Precharging is typically complete within about 3 seconds.

Note that the Leaf requires a continuous stream of CAN messages otherwise it will go into a failsafe mode and the system will need to be power cycled in order to recover.

UQM Drivetrain

This section gives general information on the UQM Drivetrain.

UQM Configuration

See the UQM *Installation and Operations Manual P/N 87510-01* and *CANbus Interface Manual P/N 87510-009* from UQM Technologies.

Start the UQM configuration tool. On the Control Tab, enable CANbus Control.

On the CANbus Settings Tab, set the following:

- 11 bit identifiers
- Little Endian
- Drive Mode = Torque
- Baud Rate = 500kbps
- Transmit CAN messages = enabled
- Message “Set Enables” (**see below**)
- Timeout Period = 250 msec
- Counter = Ignore Counter
- Require Heartbeat Command = NOT enabled

On the Message “Set Enables” in the inverter, the VCU firmware only requires one message to be sent from the inverter, which is the Watchdog Status message. All other messages *may* be enabled to the VCU, however the VCU simply logs them and makes them available for message tracing and debugging.

Configuration

Serial Port Drivers

The VCU uses a USB to serial port cable for configuration, firmware upgrade, and debugging. Before using the serial port, host drivers and a terminal application must be installed. See the document *Serial Port Drivers and Firmware Upgrade* for instructions on how to install this software. The document is available at http://www.thunderstruck-ev.com/images/companies/1/DD_SerialPortDriversAndFWUpgradeR1.2.pdf.

Once installed, when power is applied to the VCU, the following banner message will be displayed on the serial port console:

```
*****
*           Vehicle Control Unit v3.0.1           *
*   Thunderstruck Motors / Dilithium Design   *
*****
vcu>
```

At this point, the VCU may be configured. Configuration is stored in non-volatile memory and retained across a power cycle. See *Command Line Interface*, below, for details on commands and syntax.

Note that diagnostics are performed automatically at startup, which results in additional output messages.

Throttle

The VCU supports throttles that output between 0 to 5v. The default throttle type in the VCU is a single wiper **hall** throttle. (This selection will also work with a resistive throttle). The throttle working range must be configured in the VCU (using **set thw1off** and **set thw1max**). To determine the correct values see throttle datasheet or use the “**measure**” command, described below. If the throttle gives a reading that is outside of the working range, it will fail its diagnostics.

The VCU also supports a dual output throttle, which may be enabled by the command (**set thtype dhall**). Dual output throttles provide redundancy: the output from the **THR1** wiper is used as the primary throttle input and the **THR2** output provides a failsafe check. In operation, the VCU requires that the two wiper outputs track together with a fixed offset, (configured using **set thw2ofst**). For example, **THR2** may be configured to be 0.7v “more” than **THR1**. In this case, the throttle outputs are constantly checked to make sure they track together. If they do not, then the throttle is disabled.

If the throttle type is **hall**, the second throttle wiper input, **THR2**, is not used and is available for other functions. See below, Power Takeoff.

Map

In operation, the throttle input is converted to a number between 0% (no throttle) and 100% (full throttle). Percent throttle is then converted to requested torque. By default, the mapping from throttle percent to torque is linear: 20% throttle requests 20% of the maximum configured torque (using the command **set maxtorque**). This mapping can be configured so that the user can tune the throttle response: for example, the user may want 25% throttle to only request 10% of the torque in order to “soften” the throttle response at first.

The VCU can define up to three throttle ranges (between 0% to 100%): range1, range2, and range3. Range1 starts at 0 and ends at r1top, range2 (if configured) starts at r1top and continues to r2top, and range 3 (if

configured) starts at **r2top** and continues to 100. These ranges are set by the commands **set r1top** and **set r2top**.

Once a range is defined, within each range there is a weight or “scale” from 0.0 to 5.0, which determines throttle responsiveness within the range. The command **set r1scale** sets the “weighting factor” for range1 and the command **set r2scale** sets the “weighting factor” for range2. It is not necessary to set the weighting factor for range3 as the VCU computes it automatically.

By default, there is one range: **r1top** is 100, and **r1scale** is 1.00.

Brake

A brake input is optionally supported that can be used to control regenerative braking. The brake type is set using the command “**set brtype**” and can be set to one of: **none**, **hall**, or **switch**.

When a brake input is configured, the total amount of braking regeneration is set using **set brakeregen**.

If the **brtype** is set to **switch**, then if the brake is applied (the **BRAKEL** input is 12V), then the throttle input is ignored and the VCU will request the configured amount of braking regen.

If the **brtype** is **hall**, then the BRAKE input is used to apply a variable amount of regen (up to a maximum configured **brakeregen** value), depending on the braking pressure. As with the throttle, the working range of the a hall BRAKE input must be configured (using **set broff** and **set brmax**).

If the **brtype** is **none** or **switch**, the brake transducer input, **FNR/BRAKE**, is not used.

Motor / Inverter

This section describes the parameters used to control the motor and inverter.

The following parameters are required:

- **invtype** sets the inverter type. It must be one of **leaf** or **uqm**.
- **maxtorque** sets the maximum torque.

If regeneration is configured, the following parameters are configured:

- **idleregen** sets the amount of regeneration when the throttle is at 0%. If not used, set to 0.
- **brakeregen** sets the amount of regeneration when braking. If not used, set to 0.

The following optional UQM-only parameters are supported. See UQM documentation for their function.

- **acellim** sets the acceleration limit
- **surgelim** sets the surge limit
- **maxrpm** sets the RPM limit.
- **maxrpm2** sets the RPM limit for power takeoff function.

The following parameters are used for automatic transmission operation. This feature is only available if a Direction Switch is NOT being used

- **idletorque** sets the maximum torque used when idle
- **idlerpm** sets the rpm target for idle

DC/DC Converter

The Volt DC/DC converter is supported. The commands **set ddtype** and **set ddvoltage** enable the DC/DC converter.

Diagnostics

measure

The **measure** command can be used to measure the voltage present on the **THW1**, **THW2**, and **FNR/BRAKE** inputs. When commanded, the command repeatedly measures and prints the analog value of these inputs for up to 30 seconds. The measurement can be stopped by pressing any key.

In a similar way, the **measure** command can be used to read the value of the (digital) **BRAKEL** input.

The **measure** can be used to characterize the hall throttle and hall brake inputs at zero and full throttle. The measurements thus obtained can be used to determine the **thw1off**, **thw1max**, **thw2off**, **thw2max**, **broff**, and **brmax** configuration parameters.

can trace

CAN message tracing is available that dumps the CAN ID, message source, and raw contents. CAN message tracing is enabled using the command **trace can**.

message trace

Message tracing is used to trace specific CAN message ids. If enabled, the message trace will present the results in a decoded form.

As an example, see below: the UQM Universal Command is being traced. This command is sent from the VCU to the inverter. The output includes timestamp, percentage throttle, requested torque, and requested RPM. In the example, the user “stepped on the gas” and one can see the requested torque proceed from -20Nm (the idleregen value) to 950Nm (the maxtorque value). Also, notice that the requested rpm limit is 0 at idle and limited to 1000rpm when the torque is nonzero.

```
vcu> trace uc
trace enabled: AF SS UC
vcu> 00:00:36.7 0% -20.0Nm 0.0rpm
00:00:36.9 0% -20.0Nm 0.0rpm
00:00:37.0 0% -20.0Nm 0.0rpm
00:00:37.1 7% 66.5Nm 1000.0rpm
00:00:37.3 7% 66.5Nm 1000.0rpm
00:00:37.4 8% 76.0Nm 1000.0rpm
00:00:37.6 9% 85.5Nm 1000.0rpm
00:00:37.8 10% 95.0Nm 1000.0rpm
00:00:37.9 10% 95.0Nm 1000.0rpm
```

<etc>

```
00:00:40.8 38% 361.0Nm 1000.0rpm
00:00:40.9 41% 389.5Nm 1000.0rpm
00:00:41.1 42% 399.0Nm 1000.0rpm
00:00:41.3 45% 427.5Nm 1000.0rpm
00:00:41.4 49% 465.5Nm 1000.0rpm
00:00:41.6 51% 484.5Nm 1000.0rpm
00:00:41.8 55% 522.5Nm 1000.0rpm
00:00:41.9 61% 579.5Nm 1000.0rpm
00:00:42.1 64% 608.0Nm 1000.0rpm
00:00:42.2 68% 646.0Nm 1000.0rpm
00:00:42.4 76% 722.0Nm 1000.0rpm
```

```
00:00:42.6 82% 779.0Nm 1000.0rpm
00:00:42.7 88% 836.0Nm 1000.0rpm
00:00:42.9 95% 902.5Nm 1000.0rpm
00:00:43.0 97% 921.5Nm 1000.0rpm
00:00:43.2 99% 940.5Nm 1000.0rpm
00:00:43.4 99% 940.5Nm 1000.0rpm
```

<etc>

```
00:00:46.0 99% 940.5Nm 1000.0rpm
00:00:46.1 99% 940.5Nm 1000.0rpm
00:00:55.3 0% -20.0Nm 0.0rpm
00:00:55.5 0% -20.0Nm 0.0rpm
00:00:55.7 0% -20.0Nm 0.0rpm
00:00:55.8 0% -20.0Nm 0.0rpm
00:00:55.9 0% -20.0Nm 0.0rpm
```

Startup Diagnostics

At power-up (and whenever throttle parameters are reconfigured), a throttle diagnostic is performed by the VCU. If an error is detected, it will be printed to the serial port, the throttle will be rendered non-operational.

Example failure output:

```
vcu> FAULT: Throttle 1 A2D too low!
Throttle Failed; check connections and configuration ...
```

Example success output:

```
Throttle self test complete
Throttle Enabled ...
```

Operation

Startup

At startup, the **PRECHARGE** output is enabled and throttle diagnostics are performed. A 2.5 second timer is started. At the end of 2.5 seconds the VCU verifies that the throttle is at idle, and if **prechgminv** is configured, verifies that the inverter voltage is higher than the precharge minimum voltage. If these tests pass, the **PRECHARGE** output is disabled, the **CONTACTOR** output is enabled, and the VCU enters an operational state. If the throttle is not at idle or if the inverter voltage is not high enough, the VCU will print out error messages and continually retry.

Note: If the throttle diagnostics fail, then, verify throttle configuration and **THW1** and **THW2** measurement readings. If the precharge diagnostic fails, then verify the correct operation of the precharge and contactor relays.

During operation, the VCU continues to verify that the throttle readings stay within the configured ranges. If they do not, then the VCU will disable the contactor. It will then automatically retry running startup diagnostics a few times but if they continue to fail, the VCU will give up. In this state, the LED will blink in the Failed state and it will be necessary to power cycle the VCU to retry.

Direction Switch

If a “forward / reverse” or “forward / neutral / reverse” switch is configured:

- When the requested direction is Neutral, no torque will be requested, regardless of throttle position. While driving, it is always possible to switch into Neutral.
- Requests to switch to the opposite direction of the motor rotation are generally prevented. If the motor is turning at >120 RPM, then the VCU will ignore a request to switch to Reverse and will switch to Neutral instead. Similarly, if the motor is turning at < -120 RPM, then the VCU will ignore a request to switch to Forward and will switch to Neutral instead.
- It is possible to switch from Forward to Neutral and back again if the motor is moving in a forward direction. However, if the motor is moving in a forward direction, then if the driver tries to switch to Reverse, then the VCU will instead switch to Neutral until the motor RPM drops to below 120RPM.

Throttle

Percent throttle is converted to percentage requested torque based on motor RPM, requested direction, torque map, and “deadspot” (described below). The maximum torque that can be requested is the configured value **maxtorque**.

The inverter is operated in “torque mode with speed control”. A constant stream of CAN messages (the “Universal Command”) is sent to the inverter to keep it updated with current requested torque.

Braking Regen

The brake input, if active, takes precedence over the throttle. If the brake type is set to **switch**, and brake is applied, then the configured value of **brakeregen** is requested from the controller. If the brake type is set to **hall**, then depending on how hard the pedal is depressed and the motor RPM, a percentage of **brakeregen** is requested from the inverter.

Idle Regen / Throttle Braking

If **idleregen** is configured, the full amount of idleregen torque will be experienced if the motor is turning at greater than 1600rpm and the throttle is completely released.

The throttle position of 0 torque is configurable using the command **set deadspot**, which is specified in percentage. If the motor is turning at greater than 1600rpm, then a deadspot of 20 means that at 20% throttle the VCU will request 0 torque; larger than 20% throttle will request positive torque (up to **maxtorque** at full throttle), less than 20% throttle will request negative torque, and 0% throttle will request the full amount of **idleregen** torque. This feature allows the driver to brake the EV largely by using the throttle only.

In order to smooth the response, the amount of regen requested depends on throttle position and motor rpm when the motor is turning at less than 1600RPM.

The VCU supports a regen voltage limit (using **set regenvmax**). The VCU monitors inverter voltage and limits the amount of regen requested as it the inverter approaches or exceeds this limit.

Operation – Leaf

The VCU recomputes torque command parameters every 100ms. These values may be traced using the command “**trace uc**”.

The VCU firmware does not support rpm limits for the Leaf (**maxrpm** or **maxrpm2**). RPM limits are enforced by Leaf inverter firmware.

The VCU sends the Universal Command information to the Leaf (using the 0x1df message) every 10ms.

The VCU logs two messages from the Leaf the “nissan feedback” message (0x1da), which can be traced with “**trace nf**” and the 0x55a message which can be traced with “**trace nt**”.

Leaf testing to date has been with a direct drive application and a position switch.

Operation – UQM

The VCU operates the inverter in “torque mode with speed control”, up to the rpm limit configured using **set maxrpm**.

The VCU sends the Universal Command information to the UQM every 125ms. The UQM inverter supports additional parameters that are also sent in this command: the VCU supports configuring the **accellim**, **surgelim** parameters in the UQM Universal Command (see UQM documentation for details).

The UQM Acceleration Limits CAN command is not sent by the VCU.

The UQM Heartbeat command is sent to clear a Watchdog error, if reported from the Inverter in the Watchdog Status message. If that message indicates that the Inverter has detected a watchdog error, the VCU will recover using the recommendations in section 3.4.3 of the *CANbus Interface Manual*.

UQM support includes configurable braking and idle regen, similar to the Leaf.

The VCU supports a second rpm limit for a “power takeoff” application. In this application, the operation of the throttle remains the same, but an alternate maximum rpm (**maxrpm2**) may be configured and used.

Enabling the second limit is done by the **THW2** input and is only available if the thtype is set to **hall** (not **dhall**). If **THW2** is $> 4v$, then the second rpm limit is chosen.

LED

The single green LED provides basic status. There are three blink patterns:

- **FAILED** is shown as a fast blink. This means either that the VCU diagnostics failed or that the Inverter is not communicating properly.
- **WARMUP** is shown as a slow blink.
- **RUNNING** is a solid ON.

Firmware Upgrade

See the document *Serial Port Drivers and Firmware Upgrade* for instructions on how to perform a firmware upgrade.

Serial Interface

Startup Banner

When the VCU is powered up, it will print the following:

```
*****
*                VCU Throttle Control v3.0. 1                *
*      Thunderstruck Motors / Dilithium Design                *
*****
vcu>
```

help

The **help** command prints out command help.

```
vcu> help
SHow [<>|Version|Config]
  <>      - status
  version - firmware version
  config  - configuration
SEt  [<>|THTYPE|THW1OFF|THW1MAX|THW2OFST|
  <>      - 'set' help
  BRTYPE|BROFF|BRMAX|
  THR1HI|THR2HI|THR1SCALE|THR2SCALE|DEADSPOT|
  MAXTORQUE|MAXRPM|MAXRPM2|ACCELLIM|SURGELIM|
  IDLEREGEN|BRAKEREGEN|
  PRECHGMINV|REGENVMAX|
  IDLETORQUE|IDLERPM|
  INVERTER|
  DDTYPE|DDVOLTAGE|
ENABLE [CANTERM|FR|FNR]
  canterm - enable can termination resistor
  fr       - enable forward/reverse switch
  fnr      - enable forward/neutral/reverse switch
DISABLE [CANTERM|FR|FNR]
  - disable option
TRace [<>|CAN|OFF|UC|AL|HC|AF|SS|FC|LT|TP|WS|NF|NT|DD]
  <>      - trace toggle ON/OFF
  can     - trace can messages
  verbose - verbose tracing
  off     - disable all tracing
>>UQM
  uc      - (Universal) Torque Command
  al      - Acceleration Limits
  hc      - Heartbeat Command
<<UQM
  af      - Accurate Feedback
  ss      - System Status
  fc      - Fuel Cutback
  lt      - Limited Torque
```

```

    tp          - Temperature
    ws          - Watchdog Status
>>LEAF
    uc          - (Universal) Torque Command
<<LEAF
    nf          - nissan feedback
    nt          - nissan temperature
>>DCDC
    dd          - DC DC converter
TRace- [CAN|UC|AL|HC|AF|SS|FC|LT|TP|WS|NF|NT|DD]
        - disable trace
MEasure [<>|THW1|THW2|FR|FNR|BRAKE|BRAKEL]
    <>         - 'measure' help
    thw1       - measure throttle wiper1 A/D
    thw2       - measure throttle wiper2 A/D
    brake      - measure brake wiper A/D
RESET CONFIG - resets configuration to defaults
UPGRADE      - performs a firmware upgrade

```

In some cases, either a full version or an abbreviated version of a command (or command parameter) can be used. This is shown in the “help” with the use of uppercase and lowercase letters. For example, the abbreviation for **show** is **sh**, and the abbreviation for **show config** is **sh c**.

show

The **show** command displays configured parameters or status.

show <>

If **show** is entered without parameters, current status will be displayed.

```

vcu> show
  thstate   : running
  thw1      : 0.03V
  thw2      : 0.07V
  brakel    : off
  brake     : 0.06V
00:08:17.3 AF/4871: -0.8Nm, 377.6V, 2.1A, 0.0rpm
00:08:16.4 TP/495: inv=26C, rot=16C, sta=19C, IGBT=26C, t=33.0secs
00:08:17.3 LT/4871: -1.8Nm, 4A, HB=100%, LB=100%, SS=0%, AD=29829
00:08:16.9 WS/985: wd=32802, sw ver=4.12.7, can ver=4
00:08:17.3 SS/1050:  error=00000000 00000000
                   history=00000000 10001000
                   status=00000000 01010000
  uptime    : 0 hour(s), 8 minute(s), 17 second(s)

```

The **thstate** values are: **warmup**, **self test**, **idlewait**, **running**, and **failed**.

The **thw1** and **thw2** values are the THW1 and THW2 wiper values as read by the VCU.

The **brakel** value is the reading at the BRAKEL input (“off” = 0, “on” =12v).

The **brake** value is the brake wiper value.

The next five rows display the last message of each type received from the inverter. In this example, messages from the UQM inverter are shown. First is the timestamp of the message. Next (e.g., “AF/4871” is the message type and count. Finally, there are the decoded contents.

```

AF = Accurate Feedback
TP = Temperature
LT = Limited Torque

```

WS = Watchdog Status

FC = Fuel Cutback

SS = System Status

If no messages of a given type have been received, then nothing is printed. For more details on the contents of these messages, see the UQM inverter documentation.

The **uptime** is the VCU uptime since power on.

show version

The **version** command displays firmware version number and build date.

```
vcu> show version
version   : v3.0.1; Oct 3 2018 11:21:19
vcu>
```

show config

The **show config** command displays configuration parameters.

```
vcu> show config
THROTTLE
  thtype      : hall
  thwloff     : 0.80v
  thw1max     : 4.45v
  FNR         : enabled
MAP
  range1      : 0..100% throttle => 0..100% torque
  -----
  r1top       : 100
  r1scale     : 1.00
BRAKE
  brtype      : switch
MOTOR/INVERTER
  inverter    : leaf
  maxtorque   : 950.0Nm
  idleregen   : 40.0Nm
  brakeregen  : 100.0Nm
DC/DC
  ddtype     : none
OPTIONS
  : canterm (CAN termination resistor enabled)
```

Configuration information is displayed in several sections:

The **THROTTLE** section shows throttle parameters. The throttle type can be **hall** or **dhall**. **thwoff** is the low value of the THW1 wiper and **thw1max** is the high value of the THW1 wiper.

If the throttle type is **dhall**, then an additional parameter, **thw2ofst** shows the expected offset value between THW1 and THW2. See below:

```
THROTTLE
  thtype      : dhall
  thwloff     : 0.40v
  thw1max     : 4.20v
  thw2ofst    : 0.60v
```

FNR (or FR) will appear if the Forward/Neutral/Reverse (or Forward/Reverse) switch has been enabled.

The **MAP** section defines the mapping between throttle percentage and requested torque percentage. The example above gives the default mapping. One range is defined, **r1top** is 100, and in that range the weight is 1.00. This results in a single range, “range1” which maps 0..100% throttle to 0..100% torque.

The **BRAKE** section shows the brake parameters. The brake type, **brtype**, can be **none**, **switch**, or **hall**. If the brtype is **none** or **switch**, no additional parameters are shown.

If **brtype** is **hall**, then the values of **broff** and **brmax** may be edited, which give the range of the brake pressure transducer. See below:

```
BRAKE
  brtype      : hall
  broff       : 0.00v
  brmax       : 5.00v
```

The **MOTOR/INVERTER** section shows motor parameters. The value of **maxtorque** defines the maximum amount of torque requested from the inverter (e.g., at 100% throttle).

The UQM inverter supports: **maxrpm**, **accellim**, and **surgelim**. The **maxrpm** sets the maximum RPM limit for the inverter. The **accellim** and **surgelim** parameters affect throttle responsiveness, See the UQM documentation for more details.

In addition, the UQM inverter supports the parameters **idletorque** and **idlerpm**, which are used for automatic transmission applications.

The **DC/DC** section is used to define and configure a DC/DC converter. Currently only the Volt DC/DC converter is provided.

The **OPTIONS** section shows configurable options.

set

This command sets the configurable parameters.

set <>

If **set** is entered with no parameters, **set help** will be displayed:

```
vcu> set
Set [
  THW1OFF|THW1MAX|THW2OFST
  thw1off      - A2D reading with no throttle (from 'measure thw1')
  thw1max      - A2D reading at max throttle (from 'measure thw1')
  thw2ofst     - A2D voltage difference between thw1 and thw2
  R1TOP|R2TOP|R1SCALE|R2SCALE|
  r1top        - Range1 High Limit (0 <= r1top <= 100)
  r2top        - Range2 High Limit (r1top <= r2top <= 100)
  r1scale      - Range1 Scale factor (0.01 to 5.00)
```

```

    r2scale    - Range2 Scale factor (0.01 to 5.00)
    deadspot   - idle regen throttle setpoint
BRTYPE|BROFF|BRMAX|
    brtype     - [NONE|SWITCH|HALL]
    broff      - A2D reading with no brake (from 'measure brake')
    brmax      - A2D reading at max brake (from 'measure brake')
INVERTER|
    inverter   = [UQM|LEAF]
MAXTORQUE|MAXRPM|MAXRPM2|ACCELLIM|SURGELIM|
    maxtorque  - maximum available motor torque
    maxrpm     - maximum allowable motor rpm (default range)
    maxrpm2    - maximum allowable motor rpm (alternate range)
    accellim   - acceleration limit (rpm/sec)
    surgelim   - surge limit (rpm/sec)
IDLETORQUE|IDLERPM|
    idletorque- torque at idle (used for automatic transmissions)
    idlerpm    - rpm at idle
IDLEREGEN|BRAKEREGEN|
    idlereg   - (negative) torque to apply when no throttle
    brakereg   - (negative) torque to apply when braking
PRECHGMINV|REGENVMAX
    prechgminv- minimum inverter voltage to consider precharge complete
    regenvmx   - pack hi voltage limit for regen
DDTYPE|DDVOLTAGE|
    ddtype     - dc/dc converter type, one of [<> | VOLT]
    ddvoltage  - dc/dc output voltage setpoint

```

Throttle Configuration (thtype, thw1off, thw1max, thsw2ofst)

The command **set thtype** sets the throttle type. Valid values are **hall** and **dhall**.

The command **set thw1off** sets the throttle 1 wiper voltage when the throttle is off.

The command **set thw1max** sets the throttle 1 wiper voltage when the throttle is fully depressed.

The command **set thw2ofst** sets the offset between the throttle1 and throttle2.

Example configuration:

```

vcu> set thw1off .4
Reinitializing Throttle
vcu> Throttle self test complete
Throttle Enabled ...
vcu> set thw1max 4.2
Reinitializing Throttle
vcu> Throttle self test complete
Throttle Enabled ...
vcu> set thtype dhall
Reinitializing Throttle
vcu> FAULT: Throttle 2 A2D too low!
Throttle Failed; check connections and configuration ...
vcu> set thw2ofst .6
Reinitializing Throttle
vcu> Throttle self test complete
Throttle Enabled ...
vcu> show config
  THROTTLE
    thtype      : dhall
    thw1off     : 0.40v
    thw1max     : 4.20v
    thw2ofst    : 0.60v

```

.. etc

The VCU reinitializes and performs a self test whenever throttle parameters are edited.

Throttle Mapping (r1top, r2top, r1scale, r2scale, deadspot)

The following example defines two ranges. The first range is from 0 to 20% throttle, with a weighting factor of 2. The result will be that the first 20% of throttle will request 40% of the total torque. The effect of this will be that the throttle will be more responsive in the first 20% of throttle.

```
vcu> set r1top 20
vcu> set r1scale 2
vcu> set r2scale .8
vcu> show config

MAP
  range1      : 0.. 20% throttle => 0.. 40% torque
  range2      : 20..100% throttle => 40..100% torque
  -----
  r1top       : 20
  r1scale     : 2.00
  r2top       : 100
  r2scale     : 0.80
```

The command **set deadspot** sets the throttle position of 0 torque for “throttle braking”.

```
vcu> set deadspot 25
vcu> show config

MAP
  range1      : 0..100% throttle => 0..100% torque
  -----
  r1top       : 100
  r1scale     : 1.00
  deadspot    : 25%
```

Brake Configuration (brtype, broff, brmax)

The command **set brtype** sets the brake type. It can be one of **none**, **switch**, or **hall**.

The command **set broff** sets the brake wiper voltage when the brake is off. This parameter is only valid if **brtype** is **hall**.

The command **set brmax** sets the brake wiper voltage at maximum braking. This parameter is only valid if **brtype** is **hall**.

As an example:

```
vcu> set brtype hall
vcu> set broff .4
vcu> set brmax 4.5
vcu> show config

BRAKE
  brtype      : hall
```

```

    broff      : 0.40v
    brmax      : 4.50v
vcu> set brtype switch

```

Motor Configuration (maxtorque, maxrpm, maxrpm2, accellim, surgelim)

The command **set maxtorque** sets the maximum torque that the VCU will request, when the throttle is at 100%.

The command **set maxrpm** sets the rpm limit.

The command **set maxrpm2** sets a secondary rpm limit.

The command **set accellim** sets the acceleration limit.

The command **set surgelim** sets the surge limit.

For example:

```

vcu> set maxtorque 900
vcu> set maxrpm 2500
vcu> set accellim 4000
vcu> set surgelim 2000
vcu> show config

```

```

MOTOR
  maxtorque : 900.0Nm
  maxrpm    : 2500
  accellim  : 4000rpm/sec
  surgelim  : 2000rpm/sec
  idlereg  : 0.0Nm
  brakereg : 0.0Nm

```

```
vcu>
```

Regen Configuration (idlereg, brakereg, regenvmax)

The command **set idlereg** sets the amount of braking regeneration to request when the throttle is at 0%.

The command **set brakereg** sets the amount of braking regeneration to request when the (hall) brake is at 100% or when the (switch) brake input is ON.

The command **set regenvmax** sets a maximum pack voltage in which regen is allowed.

For example:

```

vcu> set idlereg 20
vcu> set brakereg 200
vcu> show regenvmax 325
vcu> show config

```

```

MOTOR
  maxtorque : 900.0Nm
  maxrpm    : 2500
  accellim  : 4000rpm/sec
  surgelim  : 2000rpm/sec
  idlereg   : 20.0Nm
  brakereg  : 200.0Nm
  regenvmax : 325.0V

```

Automatic Transmission Configuration (idletorque, idlerpm)

The command **set idletorque** sets the amount of torque available at idle.

The command **set idlerpm** sets the target rpm at idle.

For example:

```
vcu> set idletorque 100
vcu> set idlerpm 600
vcu> show config
```

MOTOR

```
maxtorque : 900.0Nm
maxrpm    : 2500
accellim  : 4000rpm/sec
surgelim  : 2000rpm/sec
idleregen : 20.0Nm
brakeregen: 200.0Nm
regenvmax : 325.0V
idletorque: 100.0Nm
idlerpm   : 600rpm
```

DC/DC Converter Configuration (ddtype, ddvoltage)

The command **set ddtype** sets the DC to DC converter type. Currently this may be set to **none** or **volt**.

The command **set ddvoltage** sets the DC to DC output voltage setpoint, entered in volts.

```
vcu> set ddtype volt
vcu> set ddvoltage 13.8
```

enable / disable

Can Termination

The command **enable canterm** enables the CAN termination resistor.

The command **disable canterm** disables the CAN termination resistor.

Forward / Reverse Switch

The command **enable fr** enables the forward/reverse switch.

The command **disable fr** disables the forward/reverse switch.

Forward / Neutral / Reverse Switch

The command **enable fnr** enables the forward/neutral/reverse switch.

The command **disable fnr** disables the forward/neutral/reverse switch.

measure

The **measure** command is a diagnostic that shows the actual value read at the VCU inputs. This command may be used to verify Throttle and Brake wiring, and to characterize the working range of these devices. Measure can be used with **thw1**, **thw2**, **brake**, or **brakel**. Once typed, it will repeatedly show the current input value. It can be stopped by pressing any key.

Example:

```
vcu> measure thw1
vcu> Throttle A/D= 0.02V
Throttle A/D= 0.02V
```

```
Throttle A/D= 0.02V
```

trace

The **trace** command enables various forms of message or state tracing. These commands show a timestamp (uptime) and can be useful for logging or debugging. Trace configuration is stored in EEPROM and is present after reboot.

trace <>

Trace with no parameters toggles state trace on and off.

trace can

The **trace can** command displays canbus messages to and from the inverter. Each line gives a timestamp, the source of the message (if known), the CAN ID and CAN message contents, in hexadecimal. Note that message abbreviations are used.

```
vcu> trace can
trace enabled: can
vcu> 00:01:18.4 <<AF 0029: 1e 7d 10 8c 8e 7d 80 7d
00:01:18.4 UC>> 0025: 01 18 b8 7c 80 7d 80 7d
00:01:18.5 <<LT 002d: 03 fa fa 00 ea 02 3d 7d
00:01:18.6 <<AF 0029: 16 7d 12 8c 95 7d 80 7d
00:01:18.6 <<LT 002d: 03 fa fa 00 ea 02 3d 7d
00:01:18.7 UC>> 0025: 01 18 b8 7c 80 7d 80 7d
00:01:18.7 <<WS 002f: a5 00 68 80 a2 40 04 00
00:01:18.8 <<TP 002e: 63 63 50 53 00 63 61 5c
00:01:18.9 UC>> 0025: 01 18 b8 7c 80 7d 80 7d
00:01:18.9 <<AF 0029: 17 7d 13 8c 95 7d 80 7d
00:01:18.9 <<LT 002d: 03 fa fa 00 ea 02 3d 7d
```

trace uc, af, tp, lt, ws, fc, ss, dd, nf, nt

Individual message types can be traced using the **trace** command. Messages types can be added to the list of what is traced (using **trace**) and can be removed from the list (using **trace-**). If enabled, messages are printed in a decoded form as they are received.

The acronyms stand for the following UQM message types

```
AF = Accurate Feedback
TP = Temperature
LT = Limited Torque
WS = Watchdog Status
FC = Fuel Cutback
SS = System Status
UC = Universal Command
```

The acronyms stand for the following Leaf message types

```
NF = Nissan Feedback
```

NT = Nissan Temperature

Examples:

```
vcu> trace uc
trace enabled: AF SS UC
vcu> trace- ss
trace enabled: AF UC
```

trace off

The **trace off** command turns off all tracing.

```
vcu> tr off
all tracing now OFF
```

upgrade

The **upgrade** command is used to perform a firmware upgrade. This command will place the VCU into the serial bootloader mode, waiting for the load to begin. The VCU must be power cycled in order to leave this mode.

```
vcu> upgrade

***
***           Starting VCU Upgrade           ***
*** 1) Exit from the terminal application     ***
*** 2) Start the bootloader and download a new .hex file ***
*** 3) Restart the VCU                      ***
```

VCU 3.0 Hardware

This section describes the differences between VCU 3.0 and VCU 3.1 hardware. The figure below shows the VCU 3.0 connections.

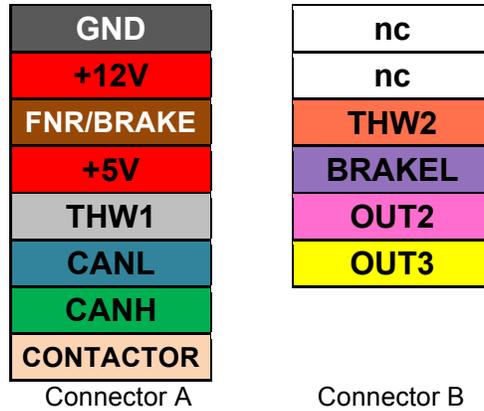


Figure 8 – VCU 3.0 Connections

Contactor and Precharge (OUT2)

VCU 3.0 Hardware supports a **CONTACTOR** output on Connector A. This output is switched to 12V when active but is only rated to 400ma. A typical main contactor requires more than 400ma to operate and so an additional relay is usually required.

VCU 3.0 also supports a **PRECHARGE** output. This is designated **OUT2** on Connector B. The **PRECHARGE** output is rated to 200ma and is an “open collector to ground” output (e.g., is grounded when active). See below for suggested wiring.

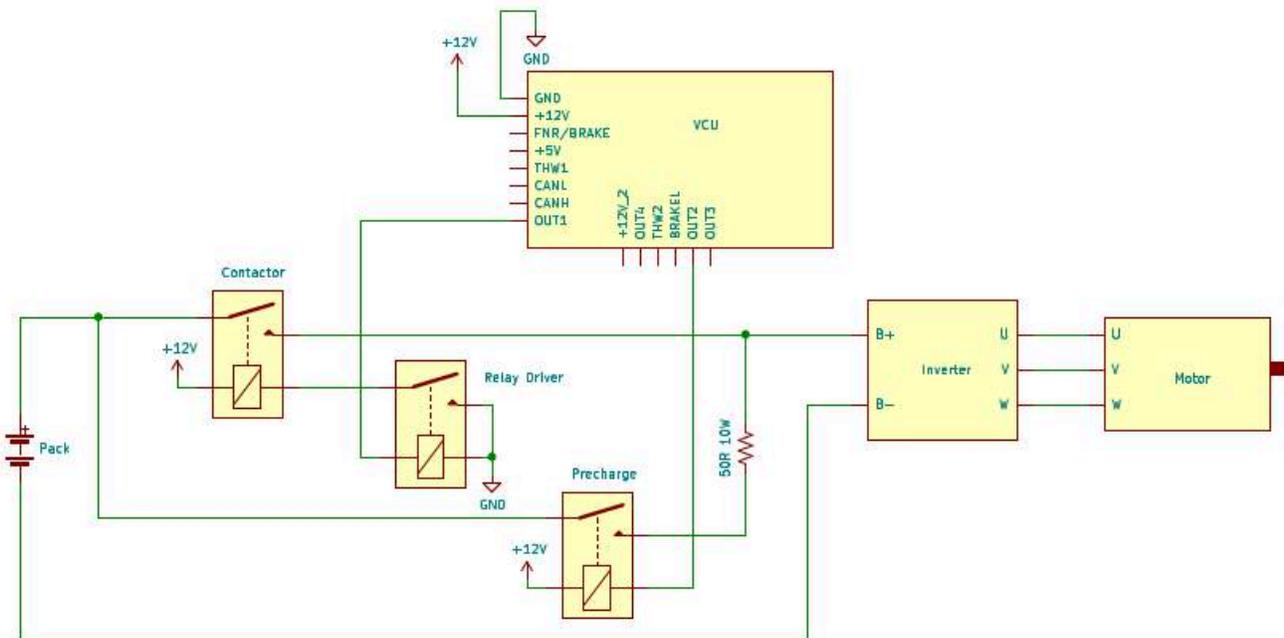


Figure 9 – VCU 3.0 PRECHARGE and CONTACTOR Wiring

Warranty and Support

The Thunderstruck return policy is available at <http://www.thunderstruck-ev.com/return-policy.html>.

The Vehicle Control Unit is warranted to be free from defects in components and workmanship under normal use and service for a period of 1 year.

When failing to perform as specified during the warranty period we will undertake to repair, or at our option, replace this product at no charge to its owner, provided the unit is returned undamaged and shipping prepaid, to Thunderstruck motors.

The product is intended for non-commercial use by hobbyists. The warranty does not apply to defects arising from miswiring, abuse or negligence, accidents, opening the enclosure, or reverse engineering. Thunderstruck Motors and Dilithium Design shall not be responsible for any incidental or consequential damages.

Thunderstruck Motors and Dilithium Design reserve the right to make changes or improvements in design or manufacturing without assuming any obligation to change or improve products previously manufactured and / or sold.

For general support and warranty issues, contact
connect@thunderstruck-ev.com

For errors in this document, or comments about the product, contact
djmdilithium@gmail.com

Document History

Rev 3.0	Oct 2018	initial document
Rev 3.0.1	Nov 2018	added automatic transmission support
Rev 3.1	Dec 2018	update to 3.1 hardware