



AiM Sports Webinar
"AiM CAN 102"
8.4.20
Edited Q&A

1 **Q:** Is the number of twists per foot critical?

A1: One twist per inch is sufficient.

A2: [Answered live at 16:30]

2 **Q:** Normally end of line resistors are used to stop end to end reflection, correct?

A: [Answered live at 15:45]

3 **Q:** Are there materials that can be used to insulate the CAN wires from interference?

A: The quality of wire, twist, and installation location are all going to be the best defense. 99% of the time these wires are also in heat shrink, which helps protect from interference.

4 **Q:** What does CAN stand for?

A: Controller Area Network.

5 **Q:** Is TPMS broadcasting based on priority rather than polling it?

A: [Answered live at 45:10]

6 **Q:** Aftermarket ECUs, like Performance Electronics PE3, have the same basic information, correct?

A: [Answered live at 46:33]

7 **Q:** As we expand our in-car CAN complexity, can you suggest an aftermarket CAN switch to help with devices that can't all run at the same speed?

A: [Answered live at 47:20]

8 **Q:** Porsche certainly uses gateways. Can we get around this by connecting to CAN in a different location?

A: Yes, this is why you often find a different protocol available at OBDII vs hardwire connections.

9 **Q:** How are CAN sensors, such as TPMS sensors, added to a datalogger?

A: They are connected to a secondary CAN Bus receiver on many of our new data loggers. Just like with vehicle CAN protocols, the logger must then understand the code that is being sent to it. You will need to either select one of the pre-made CAN protocols from the list, if applicable, or a custom protocol would need to be created.