Notes for warning lamps

On the drawing, represents general warning and illuminates in various circumstances as follows

1) when the voltage shows that the battery is not charging or is overcharging. This voltage band is set in the b-on, b-off, b-hi setup screens
2) the fuel gauge is showing low fuel level
3) temperature is showing high temperature
4) RPM is too high (set in the RPM setup screen) change gear

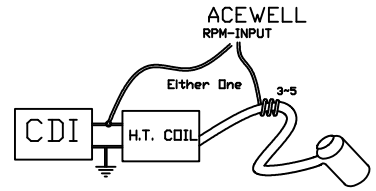
Connecting a low fuel warning lamp.

If the sensor in the fuel tank is a FLOAT then connect the float sensing wire directly to the blue wire on connector 'b' and configure the resitances

If the fuel sensor is a switch with no moving parts then it is called an NTC sensor. NTC sensors are normally connected to a bulb. Current flows through the bulb and heats the NTC sensor. When the sensor is in the petrol it remains cool. When above the petrol it becomes warm, reduces its resistance and the bulb illuminates.

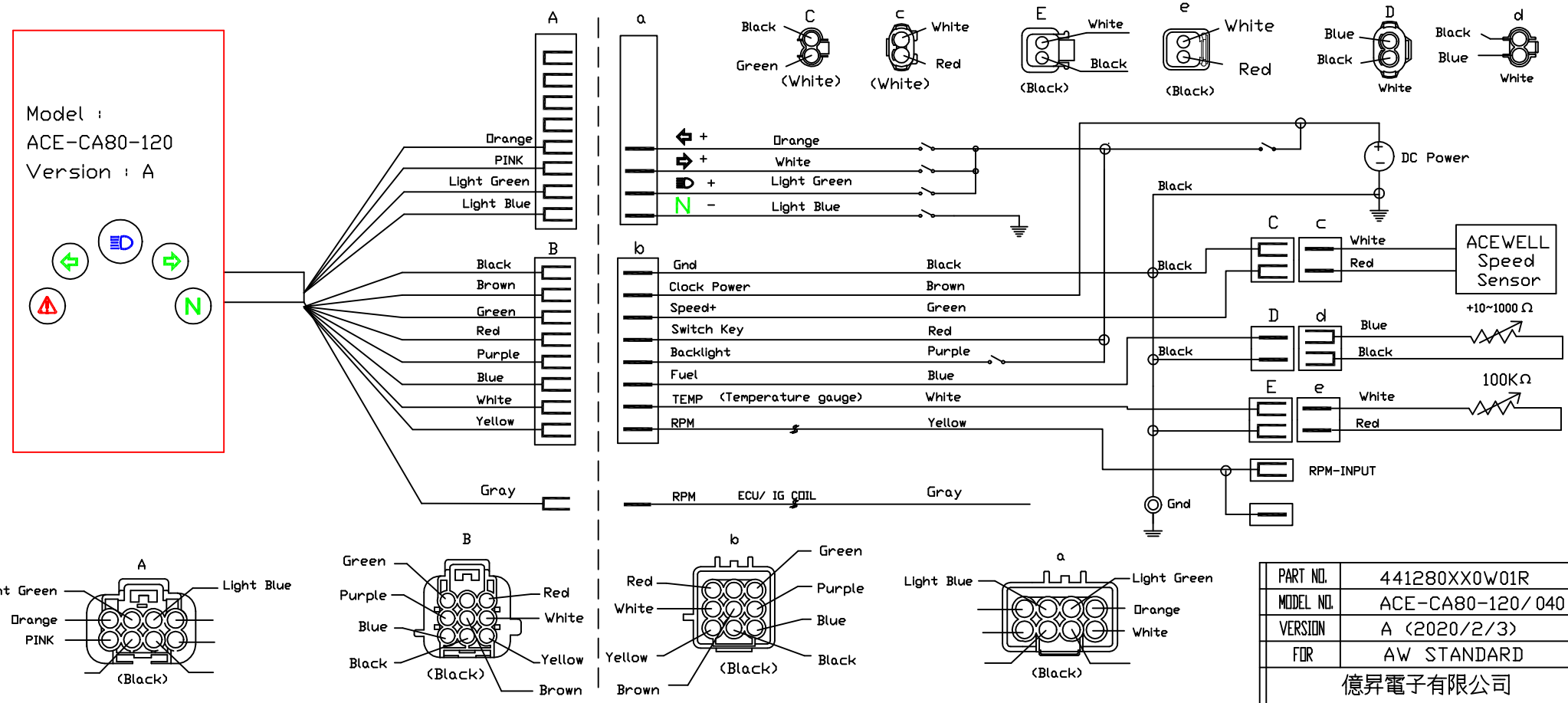
LEDs to not conduct enough current to warm the NTC sensor so an external interface needs to be added to produce the current to warm the NTC sensor and then detect the current and illuminate the LED.

The interface required is an Acewell IVR-03 or IVR-04, and the fuel gauge must be set to LO in the setup screens



RPM Input

The CA80 series have 2 RPM inputs.
Try each of them as per the connections shown above to see which gives the most stable reading. Do not connect both at the same time as the reading will be unstable.



PART NO.	441280XX0W01R
MODEL NO.	ACE-CA80-120/040
VERSION	A (2020/2/3)
FOR	AW STANDARD

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