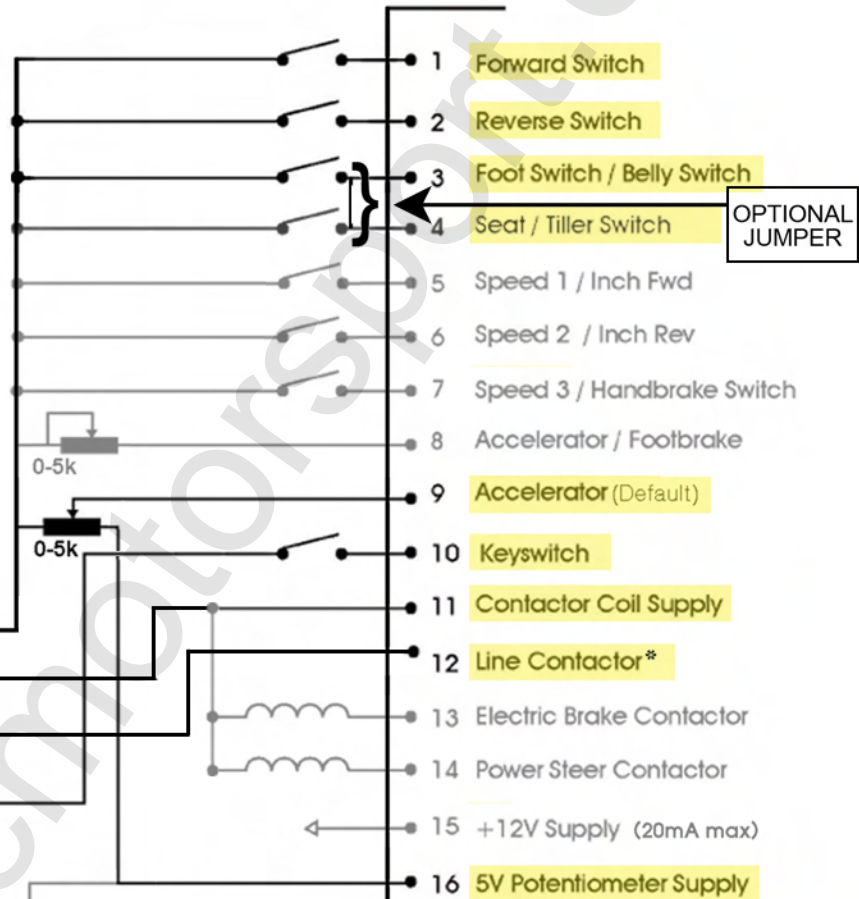
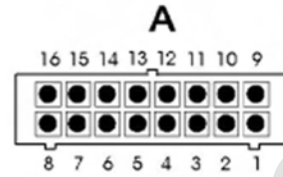
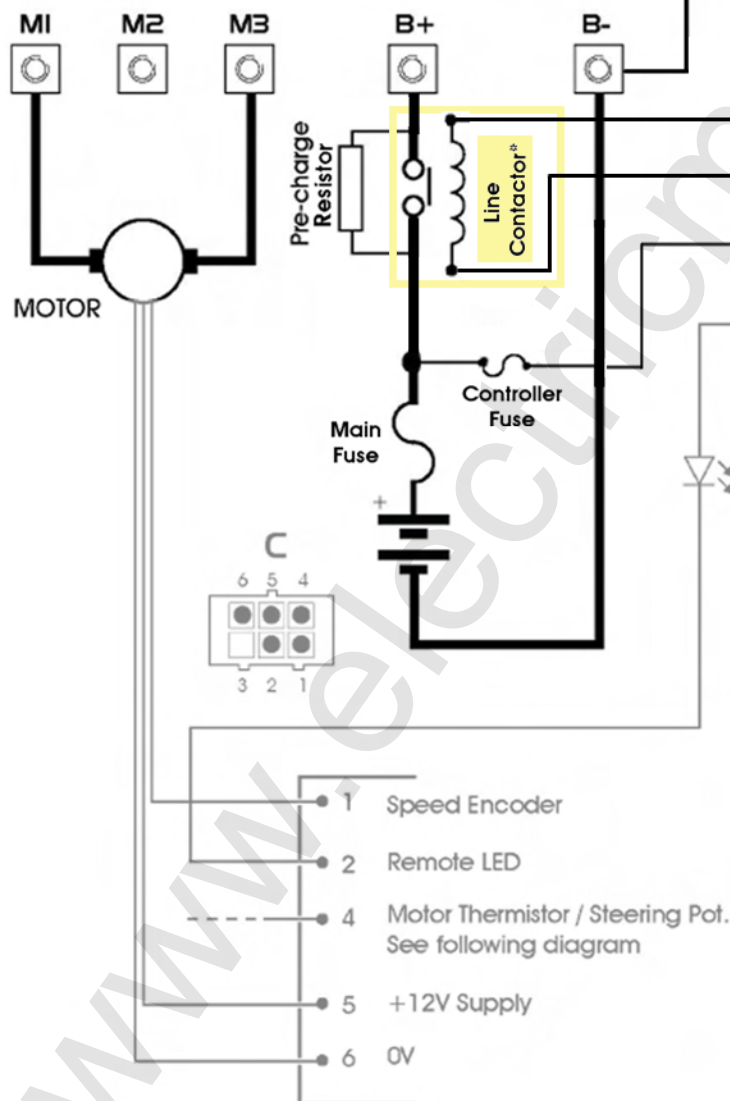
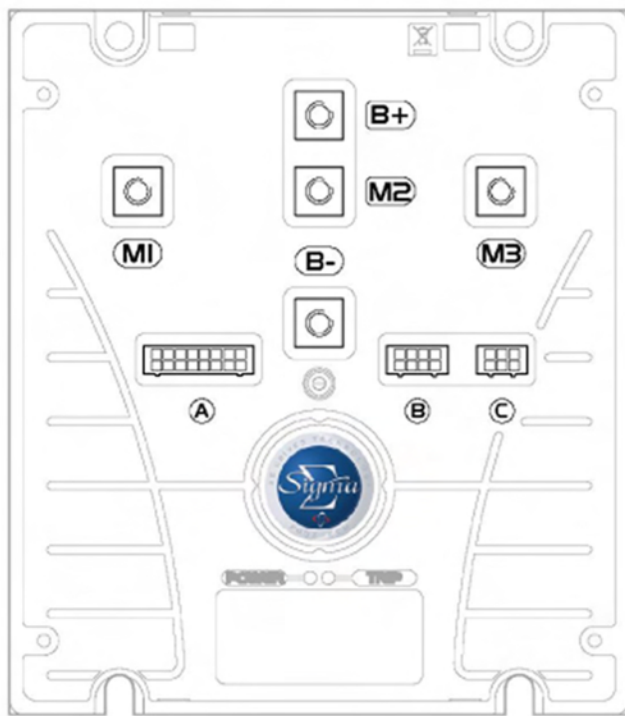
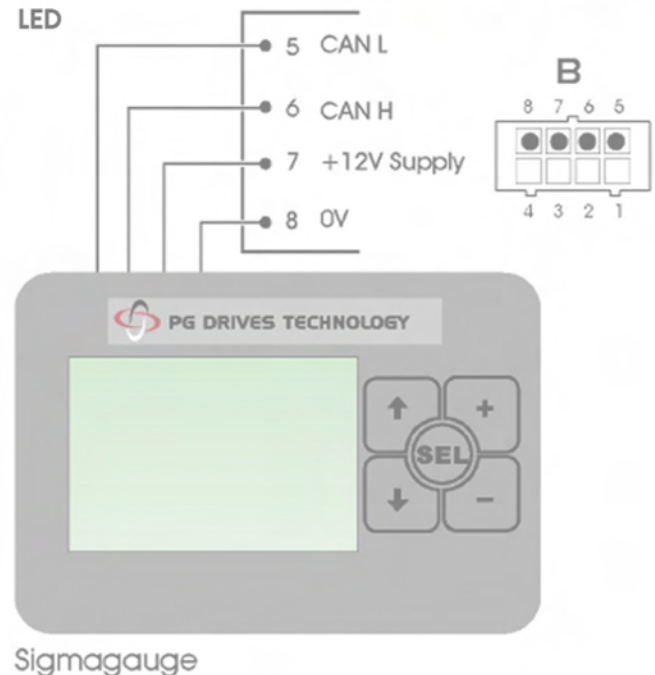


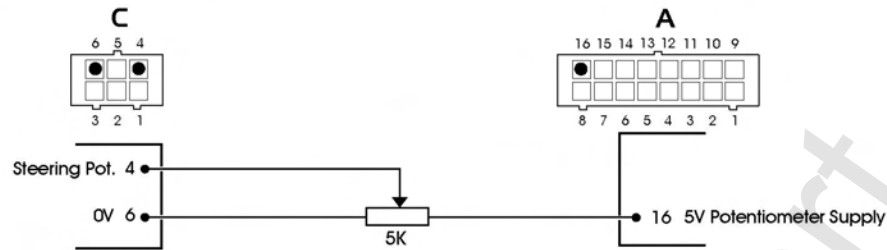
Wiring Guide



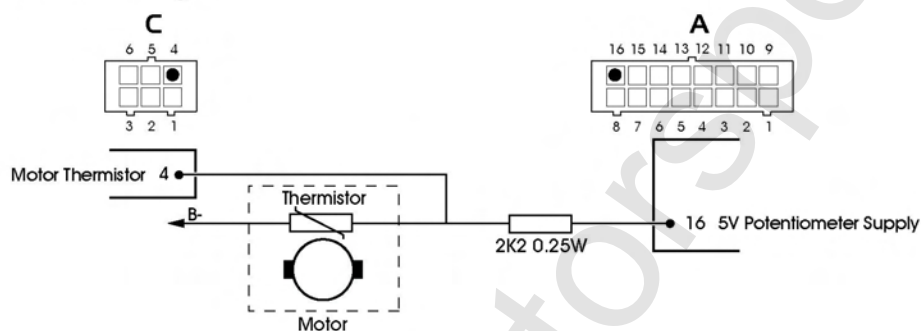
= Most commonly used I/Os



Steering Potentiometer Wiring



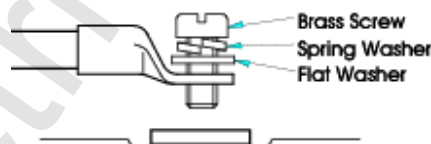
Motor Thermistor Wiring



5.I Battery and Motor Connections

Five copper terminals with threaded holes are provided for the high current connections. These are identified as B+, B-, M1, M2 and M3. The controller is provided with suitable screws, spring washers and flat washers for fastening the battery and motor cables. PGDT recommends the arrangement of screw, spring washer and flat washer as shown below for the correct termination of the high power connectors.

The small frame size has M6 threaded holes, while the medium and large frame sizes have M8 threaded holes.



If alternate screws or bolts are used, it is essential that the thread insertion depth is less than 14mm. Damage to the controller may occur if this depth is exceeded.



After securely fitting the high current cables, do not put undue upward pressure on them by twisting or pulling – this may result in damage to the terminal pillars. If the cable position needs to be readjusted, loosen the screw and washer arrangement first.

5.I.I Tightening Torque for Battery and Motor Connections

The medium and large frame sizes use M8 screws and these should be tightened to 11Nm.

The small frame size uses M6 screws and these should be tightened to 9Nm.