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INSTALLATION INSTRUCTION

Club Car Precedent Lithium Battery Pack Installation Notes Including Cars with Installed HPEVS Drive Systems

REVISION: B

Date: 10-13-17

Disclaimer: HPEVS assumes that the installer possesses appropriate knowledge and skill to perform the installation of our drive system into any vehicle. If you feel that you DO NOT have the appropriate knowledge and skill to perform the installation, seek help from a professional installer.

IMPORTANT DISCLAIMER: IF THE VEHICLE IS GOING TO BE STORED FOR A LONG PERIOD OF TIME, **THE VEHICLE NEEDS TO BE PLUGGED IN TO CHARGING POWER AT ALL TIMES AND 12 VOLT CONVERTOR SHOULD BE DISCONNECTED.** FAILURE TO FOLLOW THIS PROCEDURE WILL DRAIN THE LITHIUM BATTERIES DOWN TO A POINT WHERE THE BATTERIES WILL BE DAMAGED. **IF THE BATTERIES ARE DAMAGED FOR NOT FOLLOWING THIS PROCEDURE WILL VOID ANY IMPLIED WARRANTY.**



CAUTION: DO NOT HANDLE THE ELECTRICAL CONNECTORS WHEN THE SYSTEM IS ENERGIZED. DOUBLE CHECK THE VOLTAGE POTENTIAL WITH A VOLTAGE METER PRIOR TO HANDLING MAKING SURE VOLTAGE IS AT 0V. FAILURE TO DO SO WILL RESULT IN INJURY OR DEATH!

SCOPE: This instruction set is given as a detailed guide to install HPEVS complete lithium battery pack into a **Club Car Precedent golf car with a HPEVS motor/controller drive system**. Included in this lithium battery pack are 16 CALB 100Ahr batteries, one Orion Jr. BMS and one delta-Q battery charger. Included in this documentation are instructions on installing the wiring in a golf car that already has a HPEVS drive system installed.

STOCK LEAD ACID BATTERY REMOVAL

1. Set the park brake.
2. Turn ON/OFF Switch to OFF position and remove key from key switch.
3. If equipped, place the Run/Tow switch into the Tow position.
4. Disconnect the stock lead acid battery cables based on (Fig. 1)

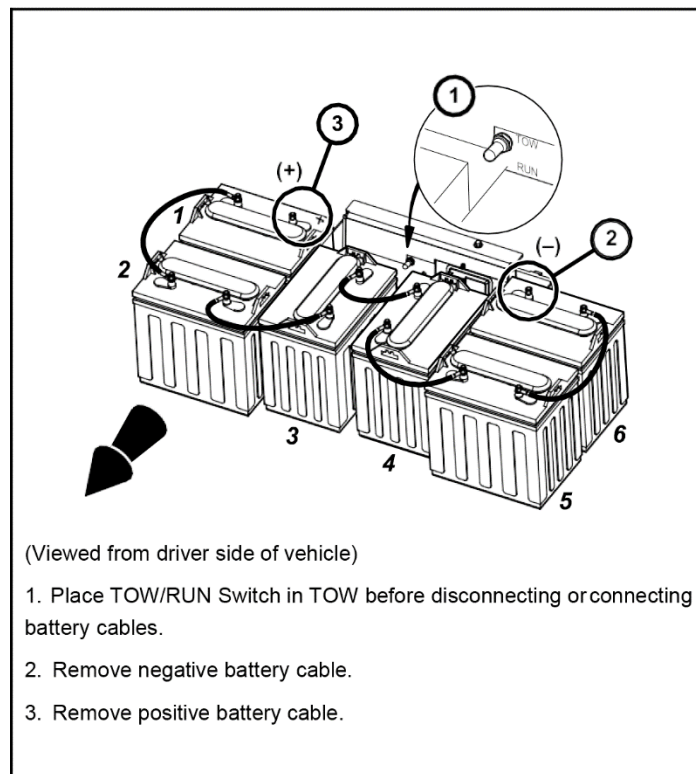


Fig. 1

5. Remove all battery cables from the stock batteries.
6. Remove all batteries from the stock battery tray/tub.

Stock Controller Removal:

1. To remove the stock controller plate, locate the black screw (Torx T-40) located at the top plate. **NOTE: RETAIN THE BLACK TORX BIT SCREW. IT WILL BE USED IN THE INSTALLATION OF NEW CONTROLLER PLATE ANGLE BRACKET.** (Fig. 2)



Fig. 2

2. Remove the controller plate from the cart. (Fig. 3)



Fig. 3

3. Once access is available to the backside of the controller plate, disconnect all the connectors. Do not cut any wires at this time. The original stock wire harness will be re-used. Remove and save the following items from the stock controller plate:
 - a. Stock Contactor. Note: The contactor is removed by sliding it up out of the slot. Do not break the retainer legs. Discard the resistor across the main terminals.
 - b. Controller plate black screw.

Battery Tray/Tub Modifications

Minor modifications need to be performed to the battery tray/tub so that the new lithium battery tray kit can be installed into this position.

There are three areas in the tray/tub that needs to be modified to allow for 1) the lithium battery pack to sit flush in the tray/tub; 2) allowing for the routing of the stock wiring harness through the tub/tray so that it reaches the back area of the vehicle where the controller is located.

1. For reference, here is a stock battery tray/tub that is out of a Club Car Precedent looking into the battery tray area. (Fig.4)



Fig. 4 Looking from the rear of cart forward

2. To ensure that the lithium battery tray sits flush within the battery tray/tub, there is a section of raised plastic that needs to be removed. (Fig. 5)

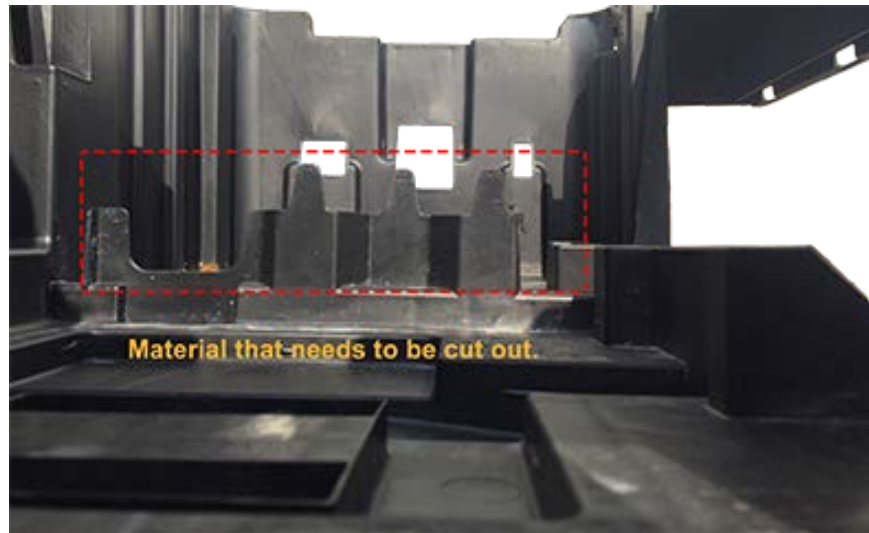


Fig. 5

3. Using a saw or cutoff wheel (pneumatic saw is highly recommended), cut the peak raised plastic material flush to the base from which this plastic material is located. (Fig. 6)



Fig. 6- Raised material removed.

Plastic material removed for wiring harness routing

Next, there is a small piece of plastic located on the bottom of the tray/tub that needs to be removed to allow for proper routing of the stock golf car wiring harness underneath the new lithium battery tray.

1. The piece is located towards the front of the tray/tub on the bottom along the lines of the previous cut. (Fig. 7)
2. The piece needs to be fully cutout and should end up being flush with the surrounding plastic material area.(Fig. 8)

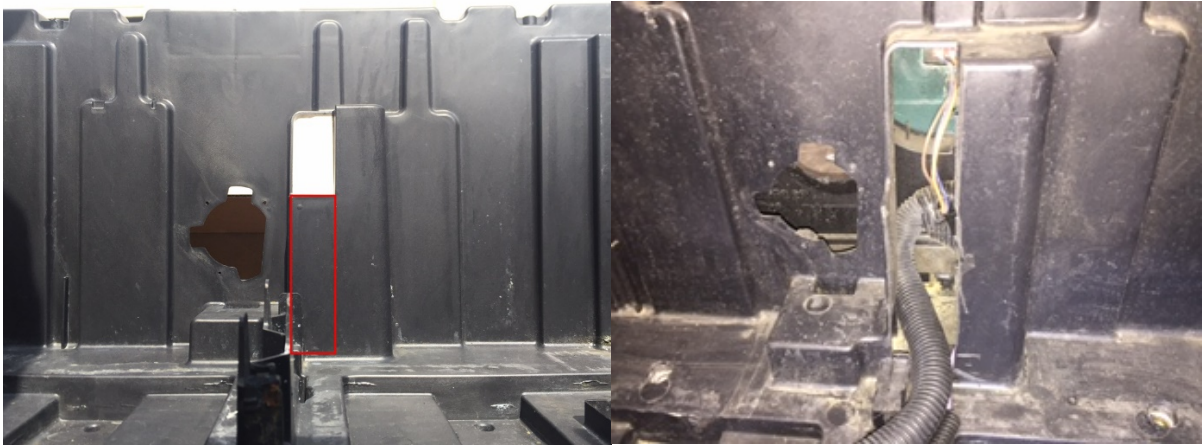


Fig. 7



Fig. 8- Finished cut

3. Cut away plastic along the front side of the battery tub/tray to allow for a slot so that the stock wiring harness can be routed away from the existing access hole. The harness will need to lay as flat as possible along the bottom surface of the battery tray/tub.



4. Next, a through hole needs to be drilled in the plastic to allow for the wiring harness to exit out of the battery tray/tub into the motor/controller area located in the back of the car. Using a 1 3/4" hole saw proceed to drill the hole on the rear driver side of the floor. Note that the hole has to be close as possible as the bottom surface of the battery tub/tray. (Fig. 9)





Fig. 9

5. Proceed to route the OEM harness through the battery tray/tub as shown then carefully feed the connector/harness through the hole. (Fig. 10)

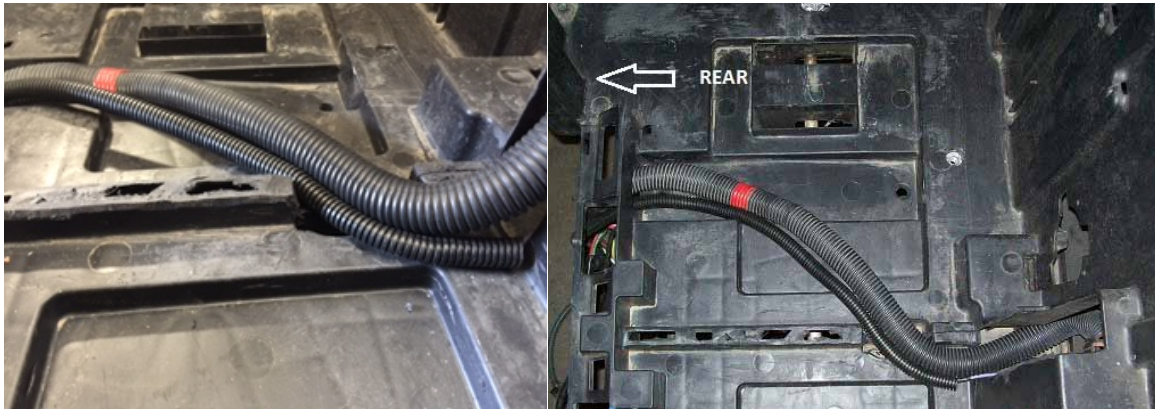


Fig. 10- OEM wiring harness routing

CONTROLLER PLATE INSTALLATION

Prior to installing the battery pack, the controller plate with the motor controller, BMS and contactor needs to be installed on the controller plate.

For reference of mounting of the controllers on the controller plate, please refer to the (Fig. 11).

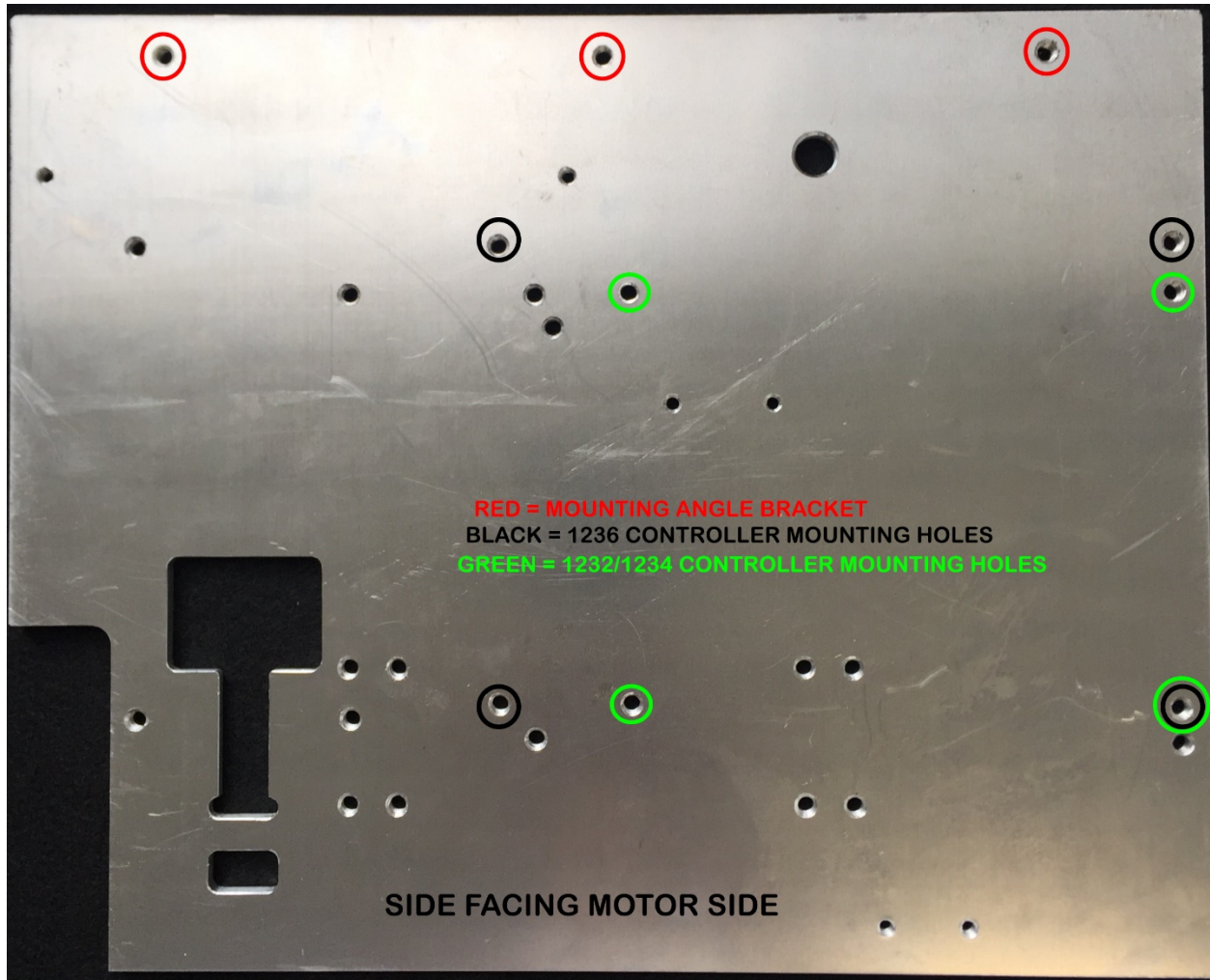


Fig. 11- Motor Controller Mounting Holes

For reference of mounting of the Orion Jr. BMS on the controller plate, please refer to the Fig. 12.

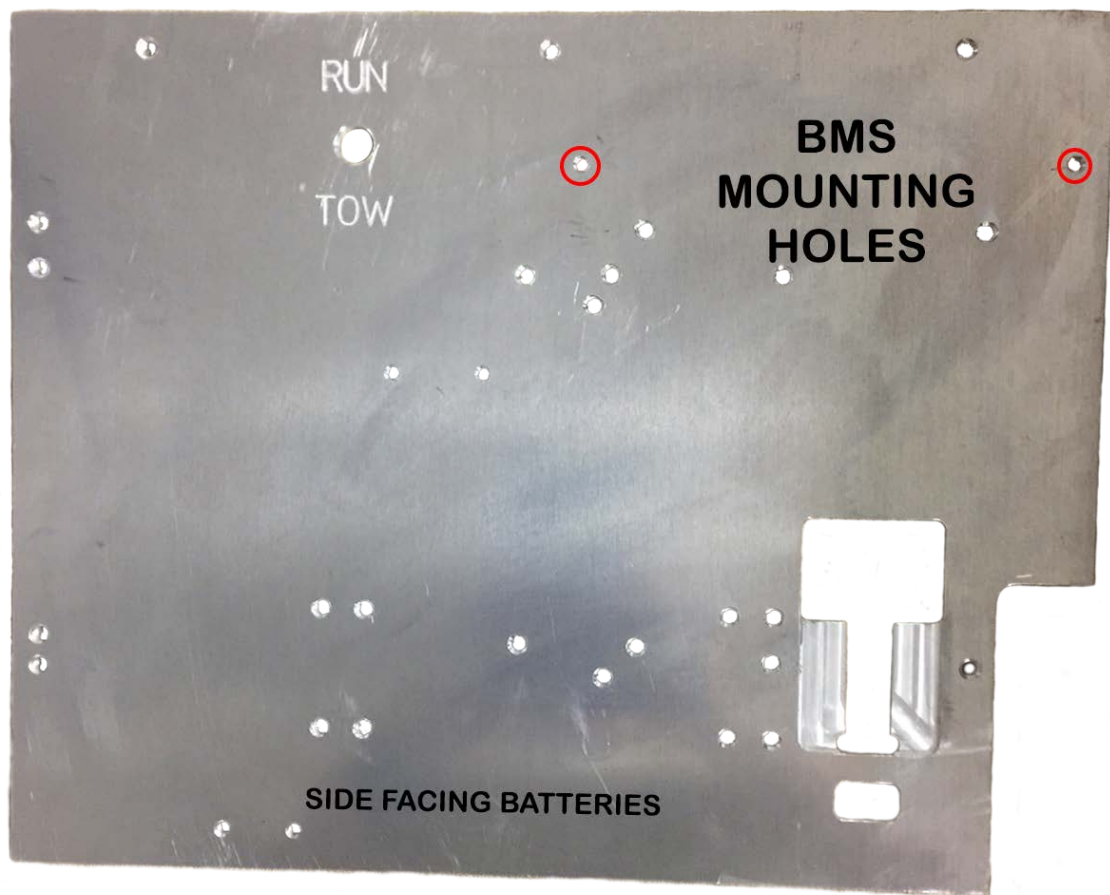


Fig. 12 – Orion Jr. BMS Mounting Holes

For reference of installing the lower support brackets on the controller plate, please refer to Fig. 13.

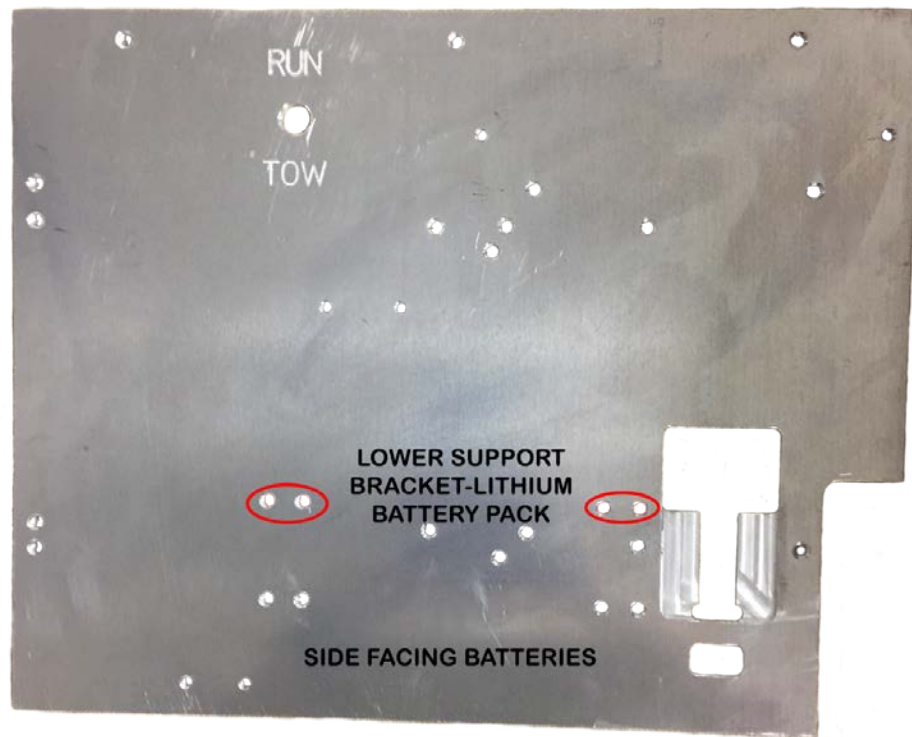


Fig. 13 – Lower Support Bracket Mounting

1. Mount the angle bracket onto the motor facing side of the controller plate. Use three $\frac{1}{4}$ "-20 x $\frac{1}{2}$ " screws, $\frac{1}{4}$ " flat and $\frac{1}{4}$ " lock washers to install. Do not fully tighten the screws at this time. (Fig. 14)

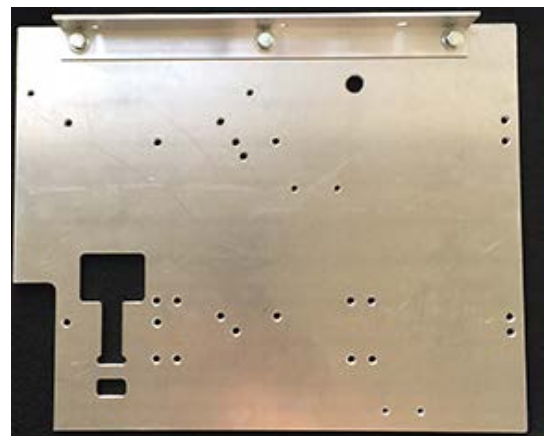
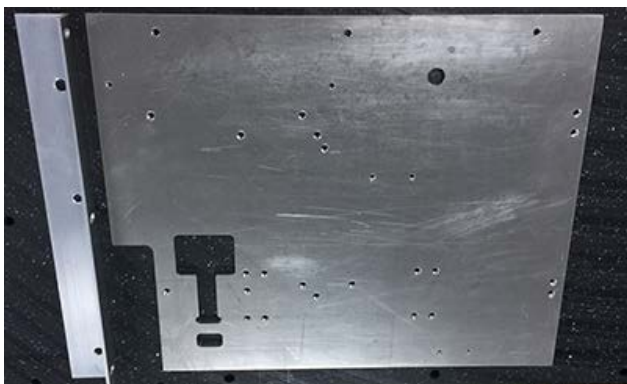


Fig. 14 – Controller plate mounting bracket

2. Flip the plate over to the battery facing side and install the lower support brackets. Use the four $\frac{1}{4}$ "-20 x 1" screws with $\frac{1}{4}$ " flat and $\frac{1}{4}$ " lock washer to install. Make sure that the screws do not protrude out the other side of the mounting plate. Fully tighten the screws. (Fig. 15)



Fig. 15 – Lower Support Brackets

3. Using the two 10-32 x 5/16" Philips head screws, install the Orion Jr. BMS on the battery facing side of the plate. (Fig. 16)



Fig. 16 – Orion Jr. BMS installed

4. Turn the controller mounting plate over and install the controller. (Fig. 17)

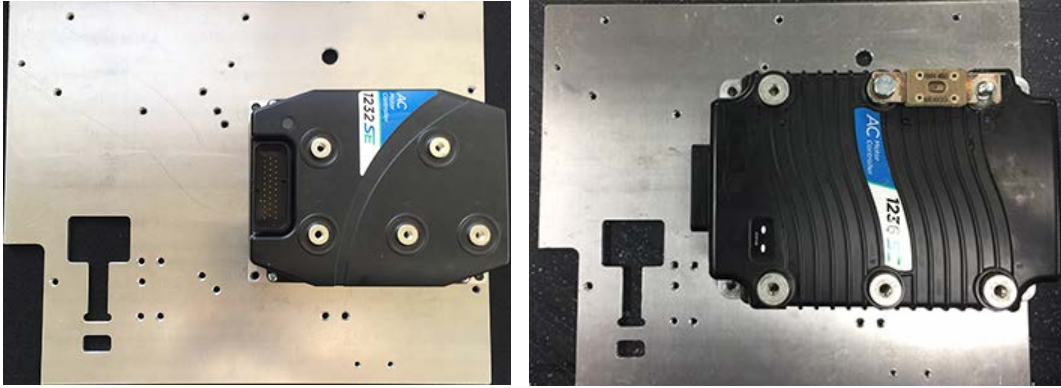


Fig. 17 – 1232 Curtis Controller or 1234/1236 Controller

5. Install the contactor by sliding it in the holder until the retainer bottoms out in the opening. The contactor body must be located on the motor side, similar to the stock location. (Fig. 18)



Fig. 18 – Contactor install

6. Install the controller plate into the cart using the original black screw and a self-tapping screw. Keep the screws loose so that the plate can be pushed outwardly towards the rear of the vehicle when needed. (Fig. 19)



Fig. 19 – Fully assembled controller plate installed

Installation of the HPEVS Lithium Battery Pack into the vehicle will require two people to set the pack into the battery tray/tub safely.

7. Install the lithium battery pack with the delta-Q charger located on the driver side of the vehicle. It is very important that the battery pack is located as far back as possible against the rear wall of the vehicle's battery tray/tub. (Fig. 20)



Fig. 20-Lithium battery pack installed into golf car

8. Using the supplied (4) ¼" x 4" stainless self-tapping; self-drilling screws (Fig. 21), secure the lithium battery pack to the vehicle's frame. There are four predrilled holes located in the bottom piece of the lithium battery pack tray. An impact driver is highly recommended in the process of drilling these screws into the frame.



Fig. 21- Self-tapping screws

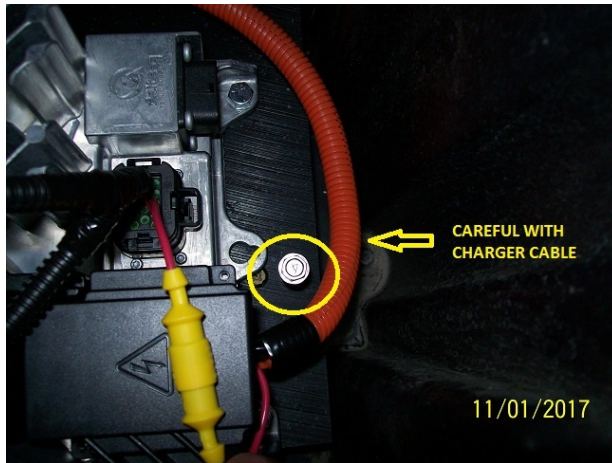
9. There are four locations that need to be secured.



Front passenger side



Front Driver side



Rear Driver side



Rear Passenger side

10. Make sure that all four mounting screws are tight and secure.

11. After securing the lithium battery pack into the vehicle, the wiring for the BMS needs to be plugged in. First plug in the smaller plug (power plug) (Fig. 22), then the larger plug that holds the wires from each battery (Fig. 23). Both plugs are plugged into the BMS with the plugs release tab oriented towards the battery pack.



Fig. 22 - BMS power wires

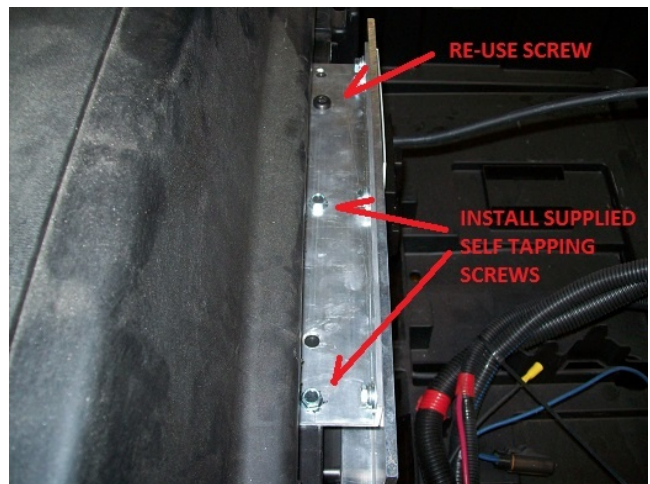
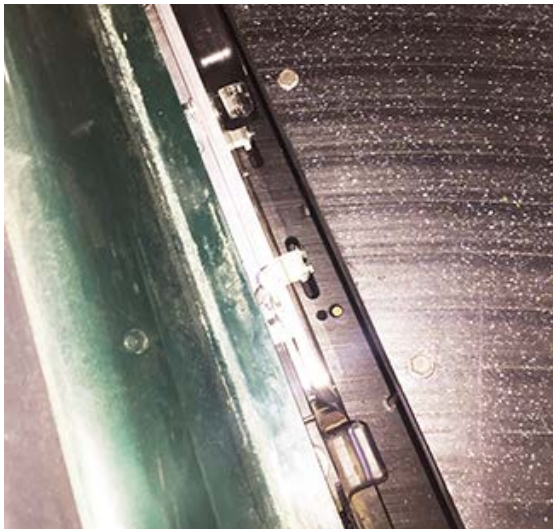


Fig. 23 – Wires leading from batteries

12. Now the controller mounting plate will need to be secured into its final position.

The lower support brackets will need to be placed into the slots located on the bottom piece of the battery pack. To do this procedure requires two people.

While one person lifts up on the controller plate the second person will need to push on the controller plate from the backside of the vehicle through the access hole so that the lower support brackets align with the two slots on the bottom piece of the battery pack. Once aligned, lower the plate so that the lower support brackets are secure in the slots. Tighten the three screws mounting the controller plate to the angle bracket. Tighten the black screw plus the two other self-tapping screws to secure.



13. Install the B- cable from the shunt resistor to controller. The cable has two types of lugs installed at each end. The larger hole (3/8") (Fig. 24) lug needs to be installed onto the shunt load side. (Fig. 25)



Fig. 24 - 3/8" lug

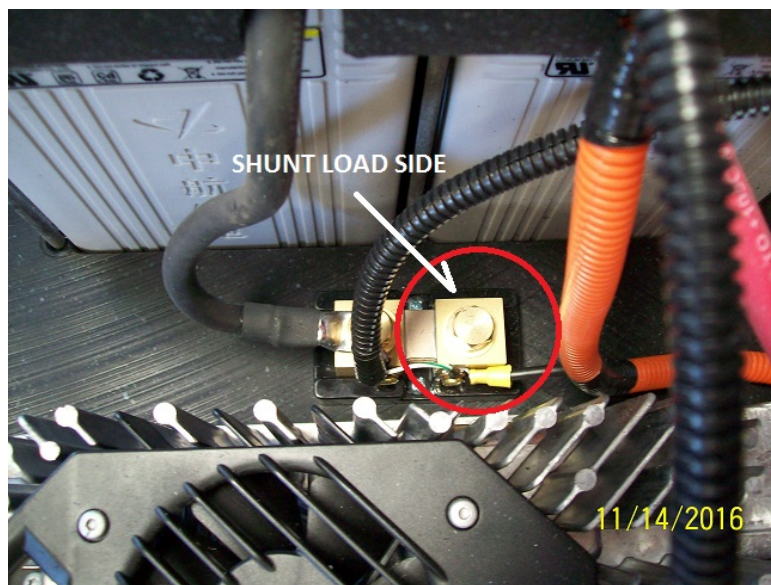


Fig. 25 - Shunt load side

14. Carefully feed the power cable and pack negative (B- cable) beneath the controller plate and into the motor/controller area at the back of the vehicle. (Fig. 26)



Fig. 26- Cable routing from battery pack

15. Carefully remove the electrical tape off of the pack positive cable lug install the lug onto the contactor. (Fig. 24)

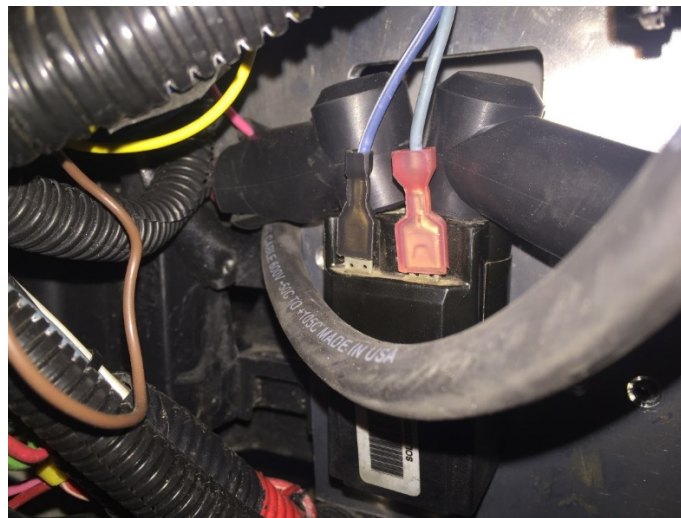


Fig. 24- Install pack positive cable onto contactor

16. Install the pack negative (B- cable) onto the B- terminal located on the controller. (Fig. 25)

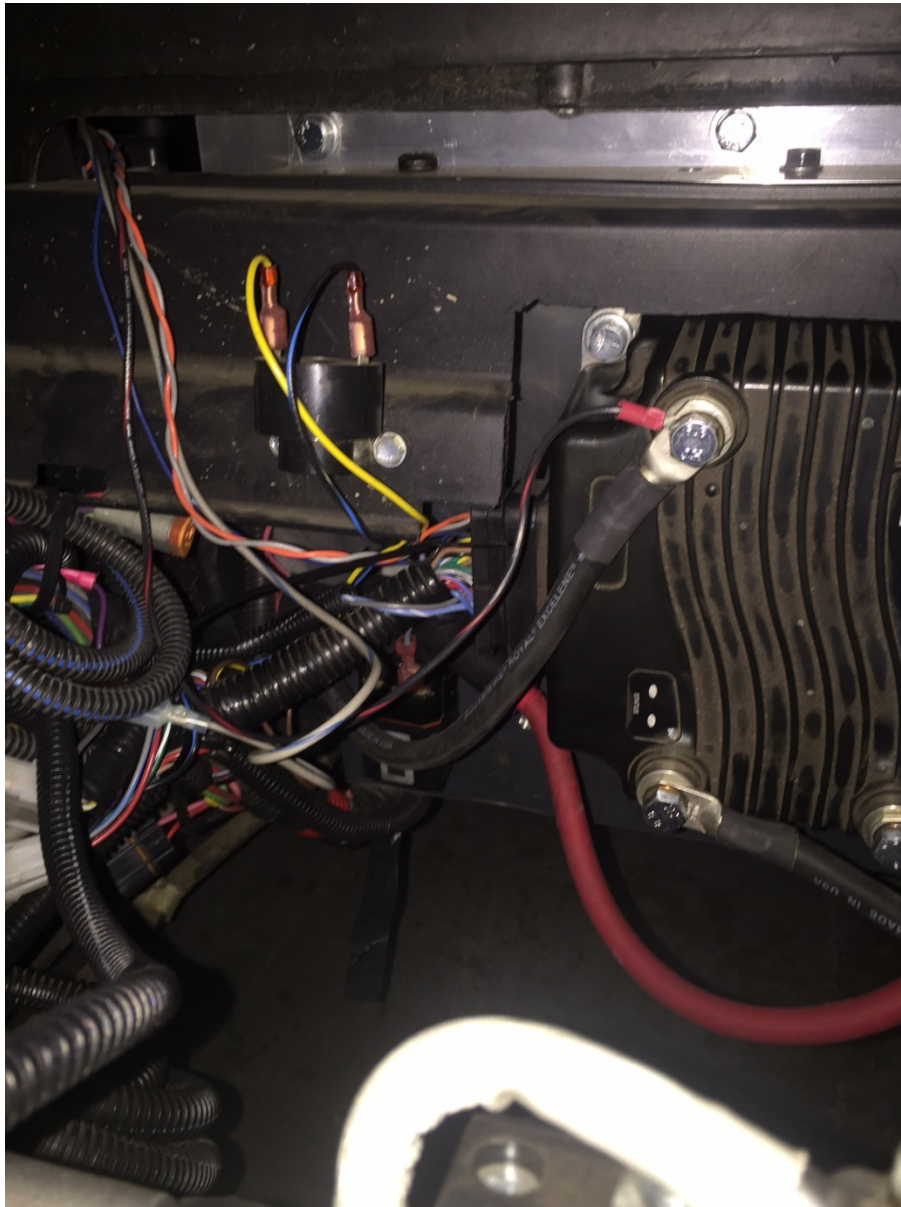


Fig. 25- Connect pack negative to B- on the controller

17. After the HPEVS drive system has been installed (SEE Precedent System Installation Instructions), proceed to connect the 2 pin Deutsch connector and the blue wire to the drive system harness. (Fig. 26)



Fig. 26- Electrical connections

ELECTRICAL CONNECTIONS FOR GOLF CARS WITH PREVIOUSLY INSTALLED HPEVS DRIVE SYSTEMS

The added CANBUS wiring/connector and the power wire from the lithium battery pack kit needs to be adapted to the existing drive. Included in the kit are the connections/wires to perform this task.

1. To connect the HPEVS lithium battery pack to a Club Car Precedent with an existing HPEVS drive system, locate both the black wire and the CANBUS connector (orange/grey twisted wire). Both of these wires are for CANBUS communication (Fig. 27)

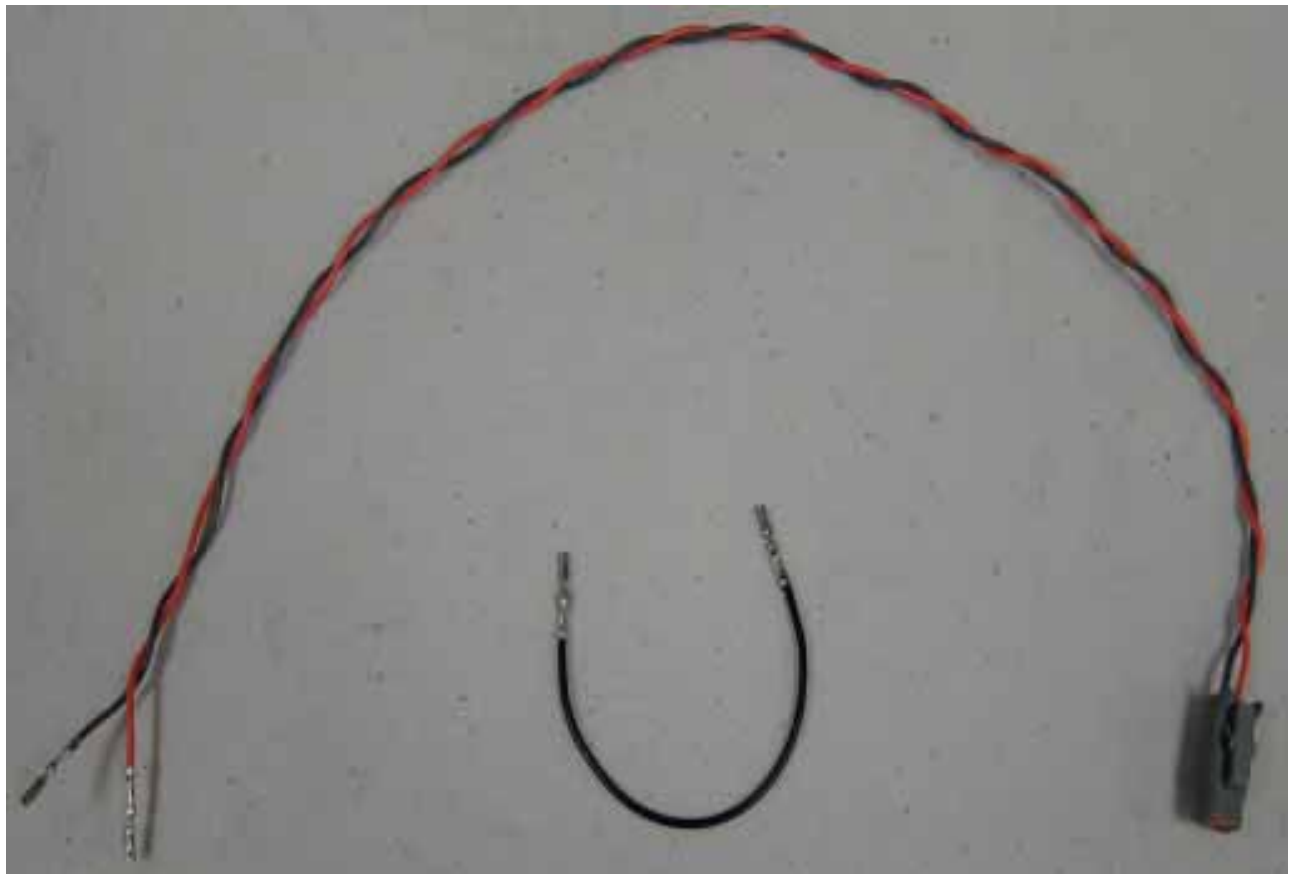


Fig. 27 – CANBUS wiring

2. The four pins need to be inserted into the 35-pin AMPSEAL connector that plugs into the controller. The black wire has two pins on each end. Those two pins are to be inserted into pin location 21 and 34. The CANBUS Deutsch connector has two wires that need to be inserted into the AMPSEAL connector. The orange wire will need to be inserted into pin #23. The grey wire on this connector will need to be inserted into pin #35. (Fig 28)

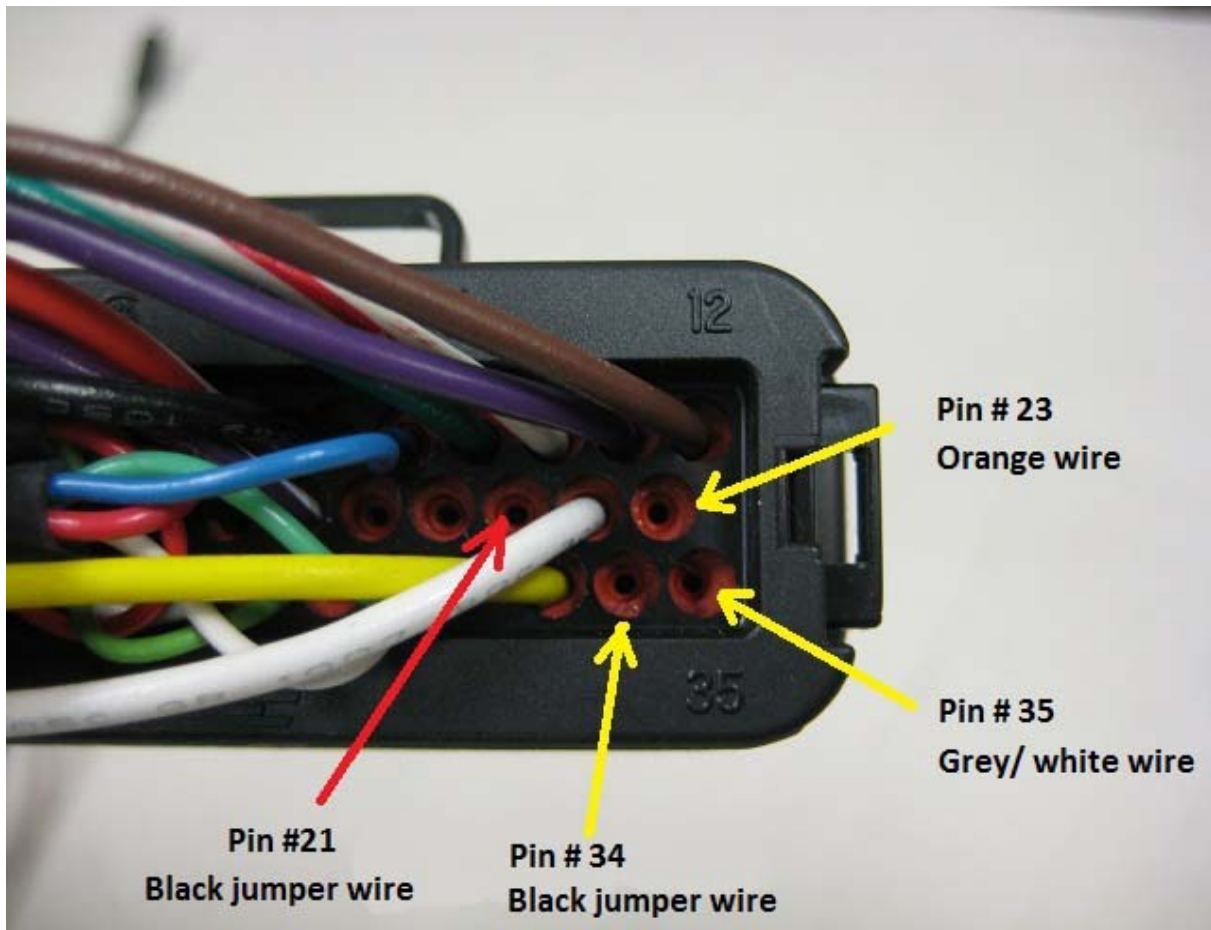


Fig. 28 – AMPSEAL connector CANBUS wire connections

3. Unplug the 35-pin Ampseal connector from the Curtis controller.
4. To get access to inserting the electrical pins into the connector, the red plastic pin capture piece of the connector that locks the connector terminals in place needs to be pried up **ONE CLICK, BUT NOT REMOVED. Warning: if the red connector holder piece is removed, all of the wires within the connector will become loose and will have to be re-installed.**
5. Using a small blade screwdriver, or a similar tool, place the blade of the tool between the black latch of the plug and the red colored body of the plug as shown in the pictures. (Fig. 29 and Fig. 30)



Fig. 29



Fig. 30

6. With the blade of the screwdriver in place at this point, slightly twist the screwdriver to pry the black colored tab on the body of the plug away from the red colored pin capture body of the plug.
7. While prying the black plastic tab away from red plastic pin capture portion of the plug, press the red piece up and away from the body of the plug. There will be a single click when the red plastic plug piece is lifted. This is an indication that the pin capture piece is in the correct orientation. (Fig. 31) Do this procedure for both sides of the plug.

MAKE SURE THAT THE RED PLASTIC PIN CAPTURE PIECE ONLY CLICKS ONCE AND NO MORE!

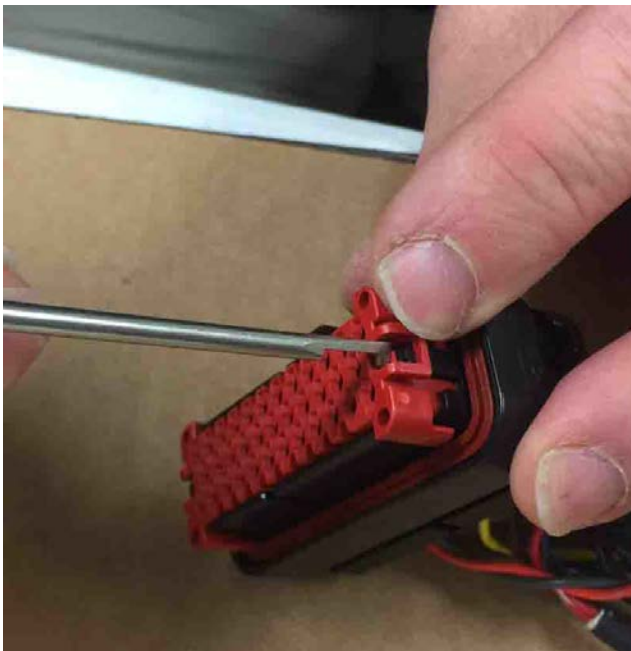


Fig. 31 – Capture release

8. Once completed the plug should look like the following. (Fig. 32) Note the red plastic pin capture piece is not attached to the black plastic tab.



Fig. 32 – Capture Piece

9. Insert the wiring for the CANBUS connections (Orange wire into Pin #23, Grey wire into Pin #35, One end of the Black jumper wire into Pin #21 and the other end of the Black jumper wire into Pin #34). Make sure that the pins are fully seated. (Fig. 33)

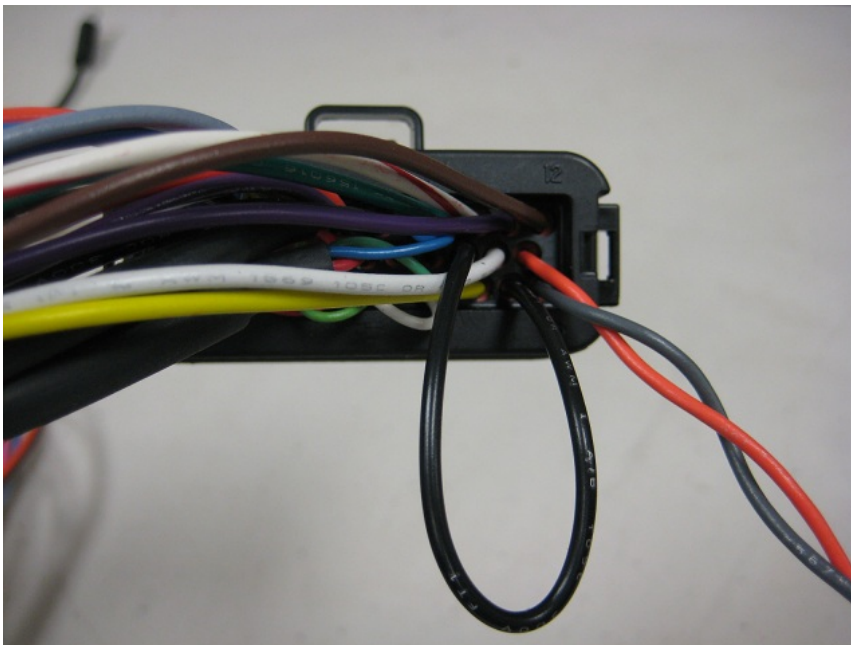


Fig. 33

10. Reset the red plastic pin capture by pressing this piece back in place. After resetting the red plastic pin capture back into place, look at the plug from the front side and make sure that all of the pins are visible and NOT recessed. If any pins look recessed, perform the task of releasing the red capture piece as mentioned earlier in previous steps. (Fig. 34)



Fig. 34

11. Plug the 35-Pin AMPSEAL plug back into the controller.
12. Take the connector end of the CANBUS wiring that was installed into the 35-pin AMPSEAL plug and plug it into the CANBUS connector from the battery pack. Also, the blue wire from the battery pack needs to be spliced into the blue wire from Pin #1 coming from the controller. (Fig. 35)



Fig. 35