Hi Performance Electric Vehicle Systems

1551 S. Vineyard Avenue
Ontario, CA 91761
(909) 923-1973

WIRING SCHEMATICS

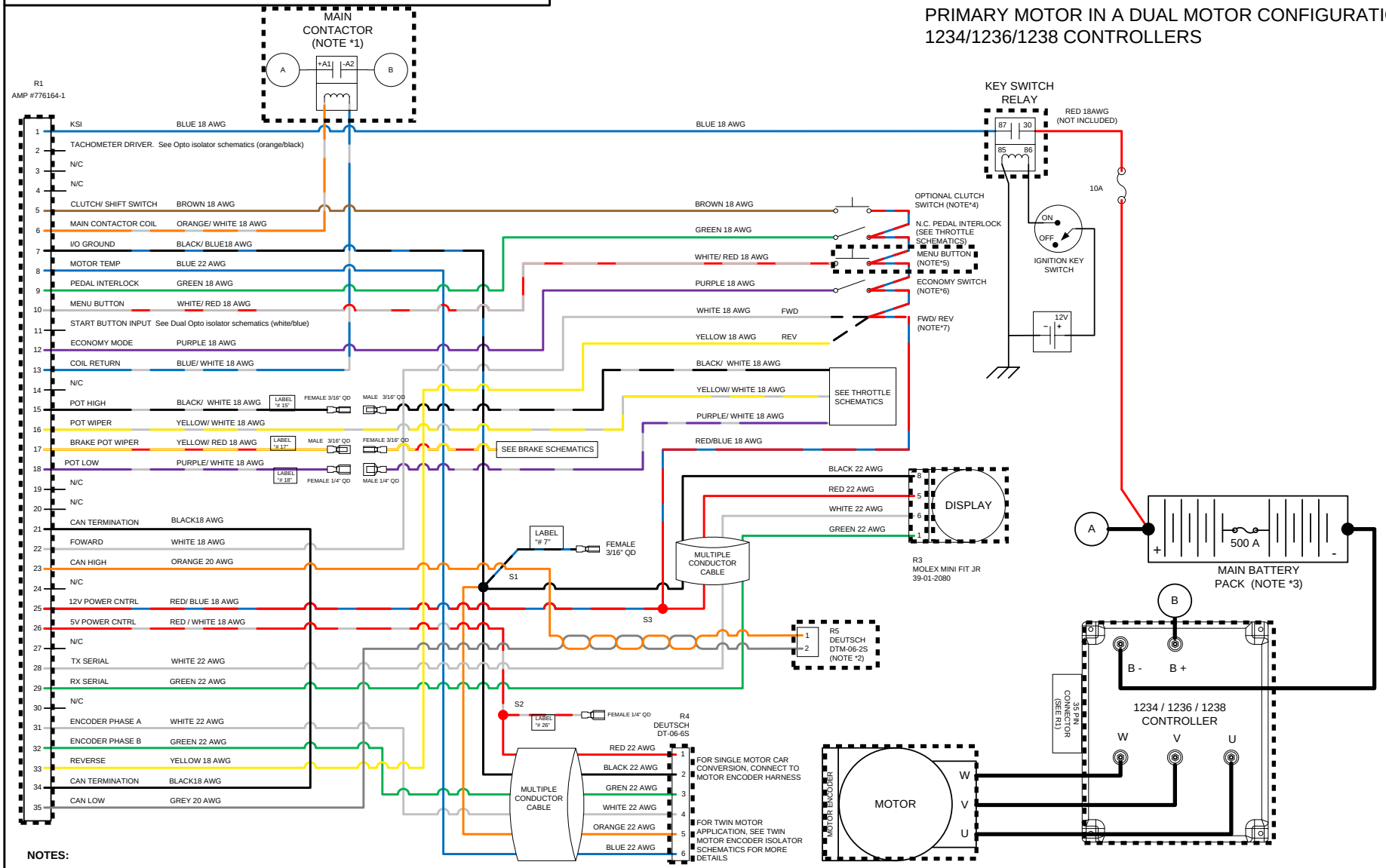
ON-ROAD VEHICLE CONVERSION SINGLE AND DUAL MOTOR APPLICATION

FOR SOFTWARE VERSIONS 5.00 TO 5.12

FOR CURTIS CONTROLLERS 1234/1236/1238

REVISION: B
Date: 4/11/14

ELECTRICAL SCHEMATIC FOR SINGLE MOTOR OR PRIMARY MOTOR IN A DUAL MOTOR CONFIGURATION 1234/1236/1238 CONTROLLERS

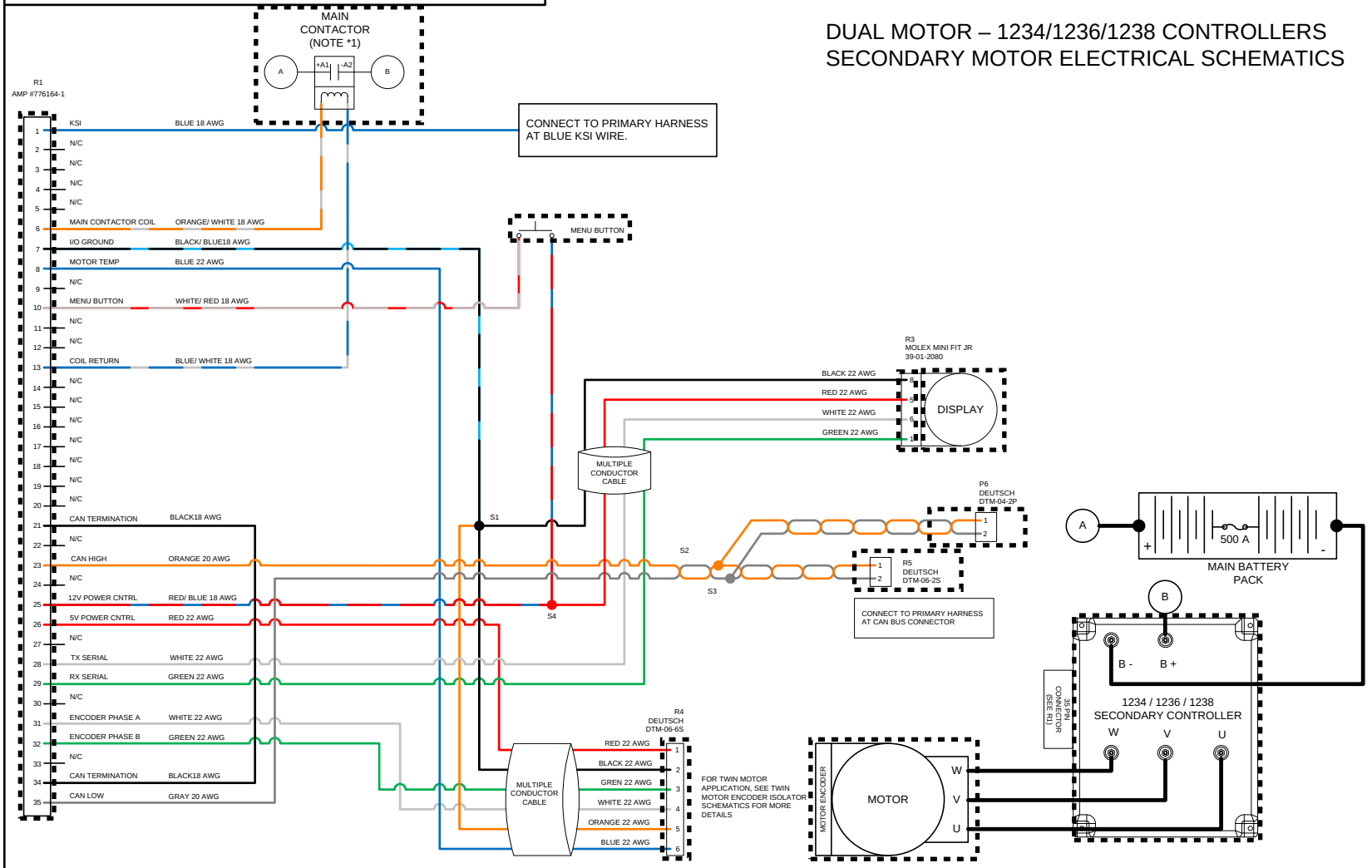


NOTES:

(*1) Use supplied Contactor.
(*2) The Controller CAN Communication needs to be isolated from other CAN based components. A CAN isolator may be needed.
Possible source of CAN isolator is CANOP from B&B Electronics (www.bb-elec.com)
(*3) A Battery Management System (BMS) is strongly recommended if Lithium Ion batteries are used. A possible source of BMS is Ewert Energy System's ORION BMS (www.orionbms.com)
(*4) Install the Optional Clutch/ Shift Switch so that is ON when the clutch pedals is pressed. When the clutch pedal is pressed, the Regen setting is changed to Shift Neutral Braking Parameter to prevent the motor from stalling during gear shifting. In a clutchless system, this allows the user to set the coast down rate of the motor so that the gears align properly See Instructions on SHIFT-NEUTRAL BRAKING PARAMETERS.
(*5) Gives access to Drive System information. Required to access Programming and Diagnostic modes. See Programming Instructions.
(*6) Allows the use of ECONO Mode Parameters. See Programming Instructions.
(*7) Forward is CLOCKWISE motor rotation from Encoder end view. Depending on the transmission configuration, use either wire to obtain desired rotation. Use a FWD & REV Switch in direct drive applications.

CAD TYPE VISIO	APPLICABLE SOFTWARE	VERSION 5.00 to 5.12	
UNIT NONE	DRAWING	1010-AUTO-CONVERSION	
DRW SIZE A	TITTLE	ON-ROAD VEHICLE CONVERSION / PRIMARY DUAL MOTOR SCHEMATICS 1234/1236/1238 CONTROLLERS	
DATE 2/12/13			
SUPPLIER PART	HW-AUTOCONVERSION-HPG		
SCALE 1:1	SHEET 1 OF 1	REVISION C	HPEVS

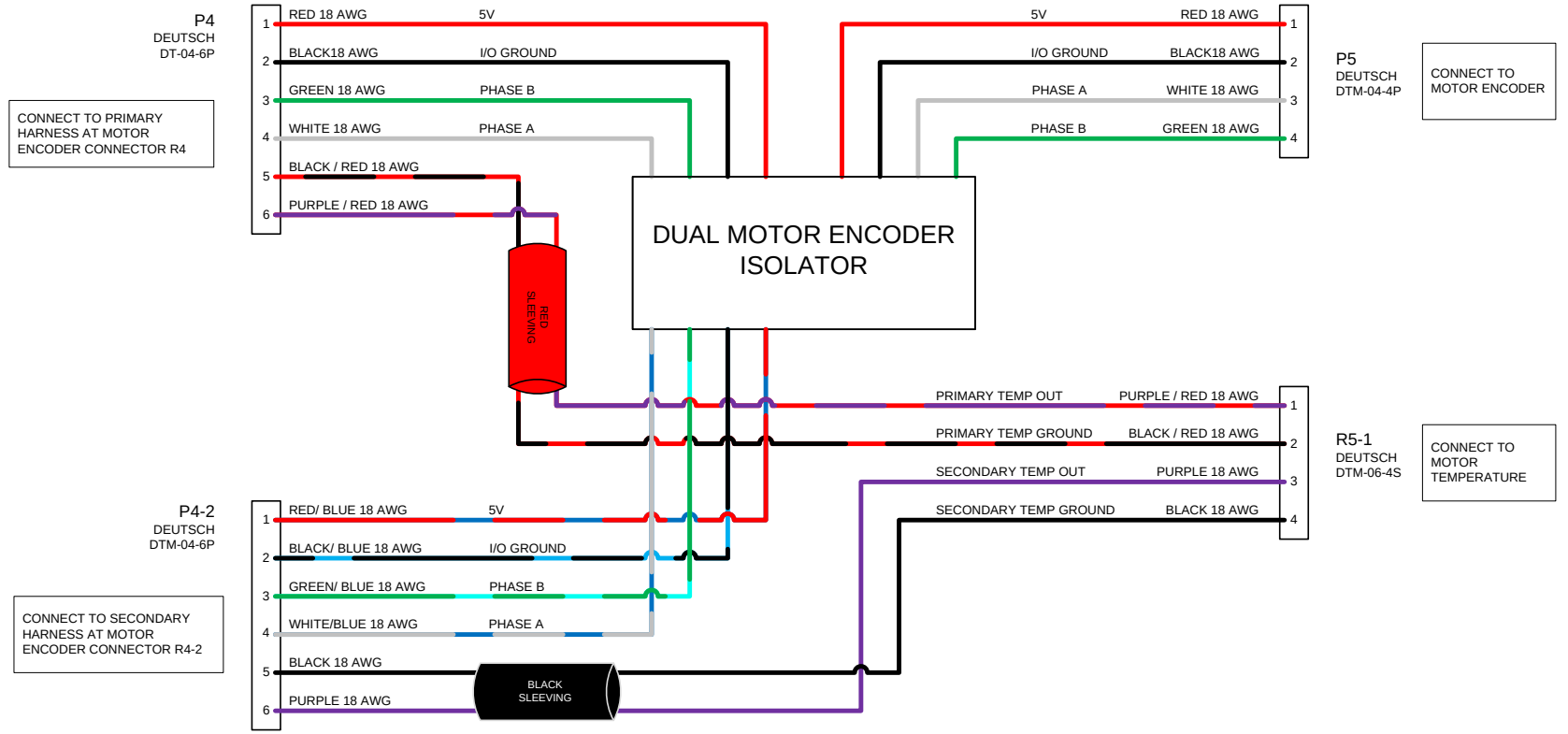
DUAL MOTOR – 1234/1236/1238 CONTROLLERS
SECONDARY MOTOR ELECTRICAL SCHEMATICS



NOTES:

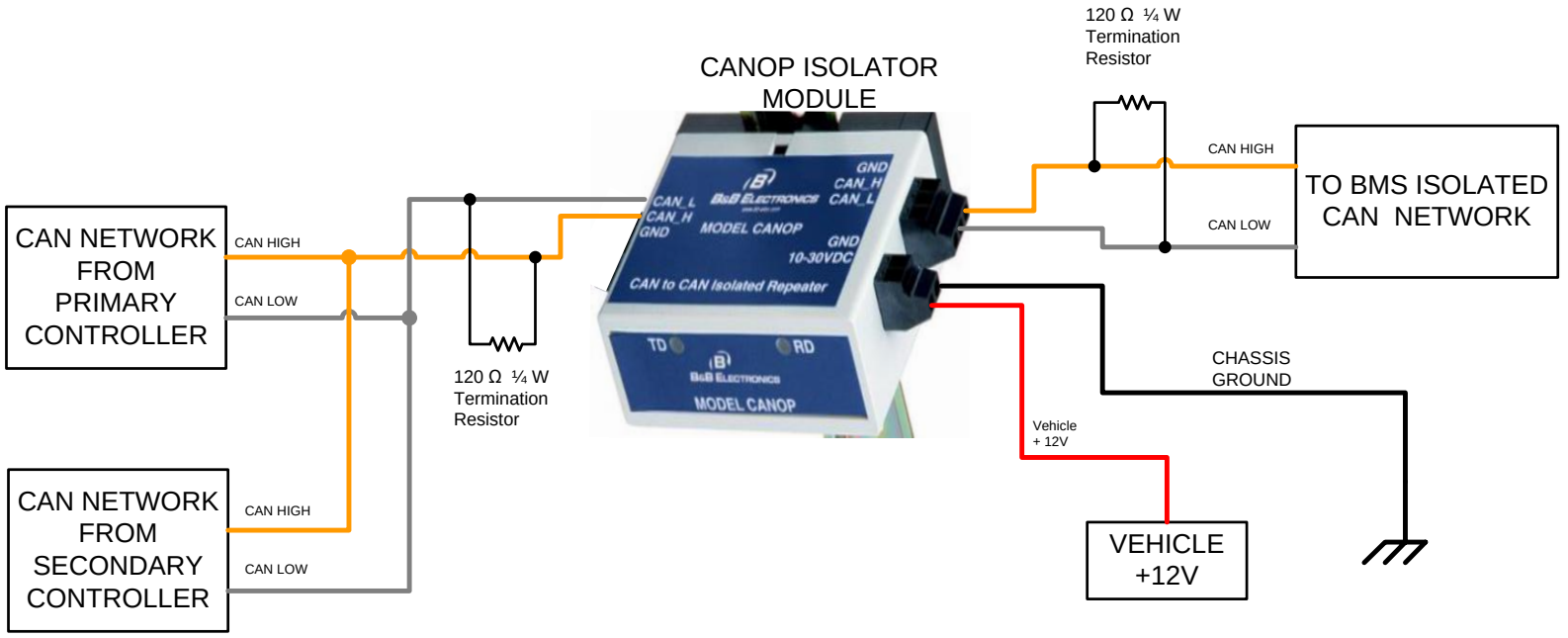
(*1) USE SUPPLIED CONTACTOR

CAD TYPE VISIO	APPLICABLE SOFTWARE	VERSION 5.00 TO 5.12	
UNIT NONE	DRAWING	1010-AUTO-CONVERSION-TWIN MOTOR	
DRW SIZE A	TITTLE	ON-ROAD VEHICLE CONVERSION / SECONDARY DUAL MOTOR SCHEMATICS 1234/1236/1238 CONTROLLERS	
DATE 4/2/13			
SCALE 1:1	SHEET 1 OF 1	REVISION B	**HPEVS**



CAD TYPE VISIO	CAD LOC.	APPLICABLE SOFTWARE	DRW SIZE B
OPER. NO.	UNIT	DRAWING 1010-TWIN-ENCODER-ISOLATOR	
DESIGN	DETAIL	TITTLE DUAL MOTOR ENCODER ISOLATOR SCHEMATICS	
CHECKED	SAFETY		
SCALE NONE	DATE 4/2/2013	REVISION A SHEET 1 OF 1	HPEVS

REVISIONS		
REV	DESCRIPTION	APPROVED
A	INITIAL RELEASE	3/11/2013
B	Revision for clarification	10/30/2013



CAD TYPE VISIO	CAD LOC.	CAD FILE	DRW SIZE A
OPER. NO.	UNIT	DRAWING 1010-CAN-OP-ISOLATOR	
DESIGN	DETAIL	TITTLE CAN ISOLATOR DUAL 1238 CONTROLLER	
CHECKED	SAFETY		
SCALE NONE	DATE 4/17/13	REVISION B SHEET 1 OF 1	HPEVS

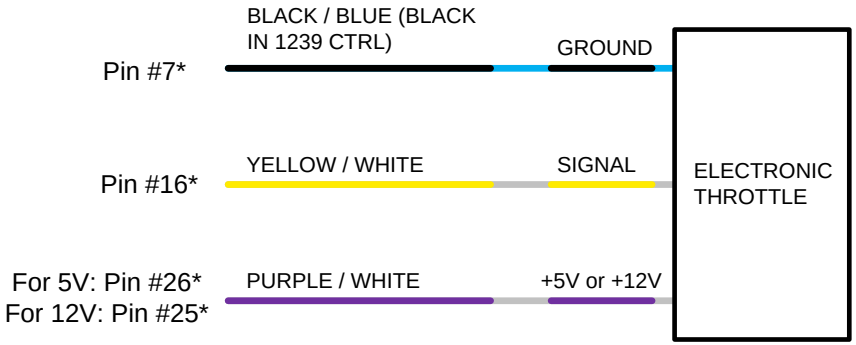
THROTTLE CONFIGURATION

Depending on the type of throttle used for the application, the different types of throttle configurations are listed in the table below. Electrical schematics are also included in the following pages.

THROTTLE CONFIGURATION	**TYPE**
ELECTRONIC without SWITCH	TYPE 1
2 WIRE with SWITCH 0-5k Ω	TYPE 2
3 WIRE with SWITCH 0-5k Ω	TYPE 3
CURTIS PB8 THROTTLE ASSEMBLY	TYPE 3

REVISIONS		
REV	DESCRIPTION	APPROVED
A	INITIAL RELEASE	1/22/2013

TYPE 1 ELECTRONIC THROTTLE**

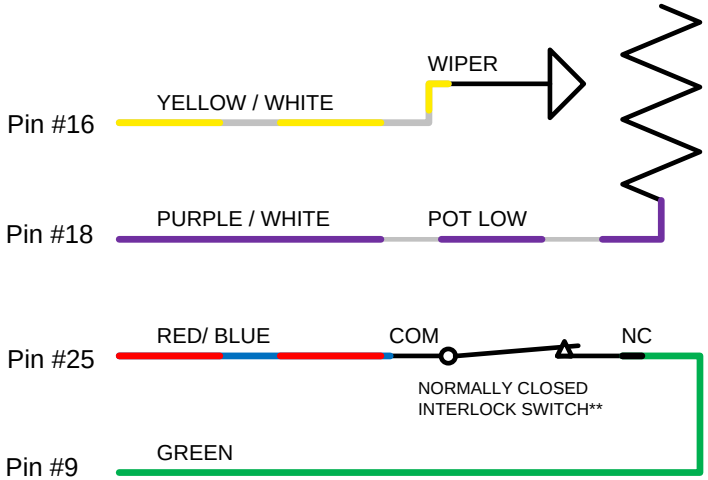


* Typical connection, verify correct voltage and connection in throttle documents or instructions.
Not all Electronic Throttles supported

** When an electronic throttle is used, the GREEN wire from the pedal interlock does not need to be connected.

CAD TYPE VISIO	APPLICABLE SOFTWARE		
UNIT NONE	DRAWING 1010-THROTTLE-001		
DRW SIZE A	TITTLE ELECTRONIC THROTTLE		
DATE 1/22/13			
SUPPLIER PART			
SCALE NONE	SHEET 4 OF 4	REVISION B	**HPEVS**

REVISIONS		
REV	DESCRIPTION	APPROVED
A	INITIAL RELEASE	1/22/2013

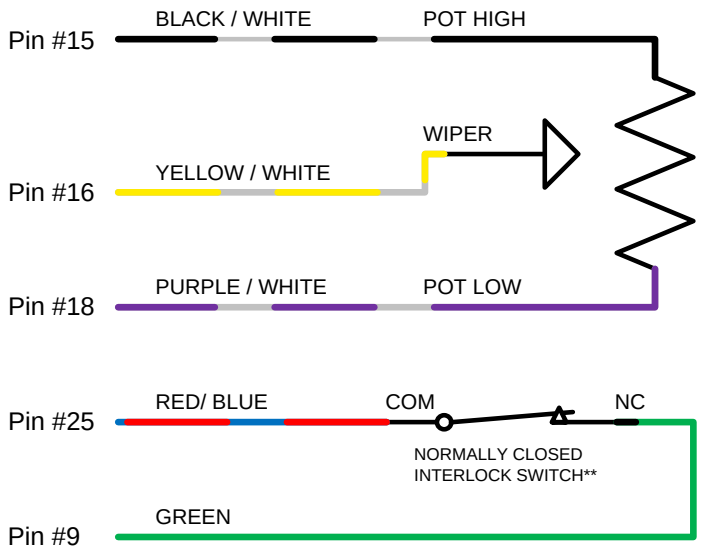


2 WIRE TYPE 2 THROTTLE

** When the accelerator pedal IS PRESSED the interlock switch is released to its NORMAL position (switch not activated) thus completing the circuit since its green wire is connected to the normally closed (NC) connection.

CAD TYPE VISIO	CAD LOC.	CAD FILE	DRW SIZE A
OPER. NO.	UNIT	DRAWING 1010-THROTTLE-001	
DESIGN	DETAIL	TITTLE 2 WIRE TYPE 2 THROTTLE	
CHECKED	SAFETY		
SCALE NONE	DATE 1/22/13	REVISION A SHEET 1 OF 3	HPEVS

REVISIONS		
REV	DESCRIPTION	APPROVED
A	INITIAL RELEASE	1/22/2013

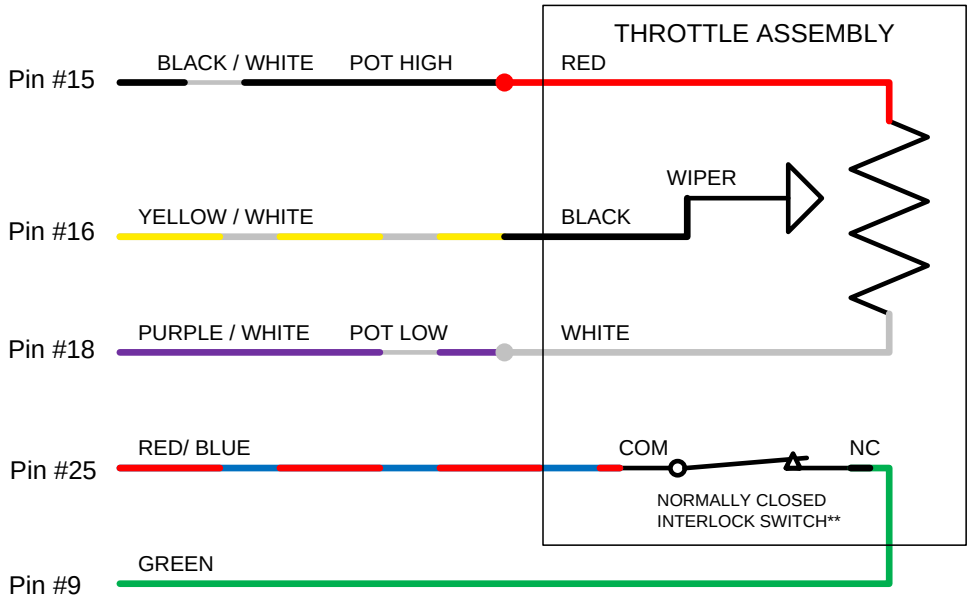


3 WIRE TYPE 3 THROTTLE

** When the accelerator pedal IS PRESSED the interlock switch is released to its NORMAL position (switch not activated) thus completing the circuit since its green wire is connected to the normally closed (NC) connection.

CAD TYPE VISIO	CAD LOC.	CAD FILE	DRW SIZE A
OPER. NO.	UNIT	DRAWING 1010-THROTTLE-001	
DESIGN	DETAIL	TITTLE 3 WIRE TYPE 3 THROTTLE	
CHECKED	SAFETY		
SCALE NONE	DATE 1/22/13	REVISION A SHEET 2 OF 3	HPEVS

REVISIONS		
REV	DESCRIPTION	APPROVED
A	INITIAL RELEASE	11/27/2013



CURTIS PB8 THROTTLE ASSEMBLY

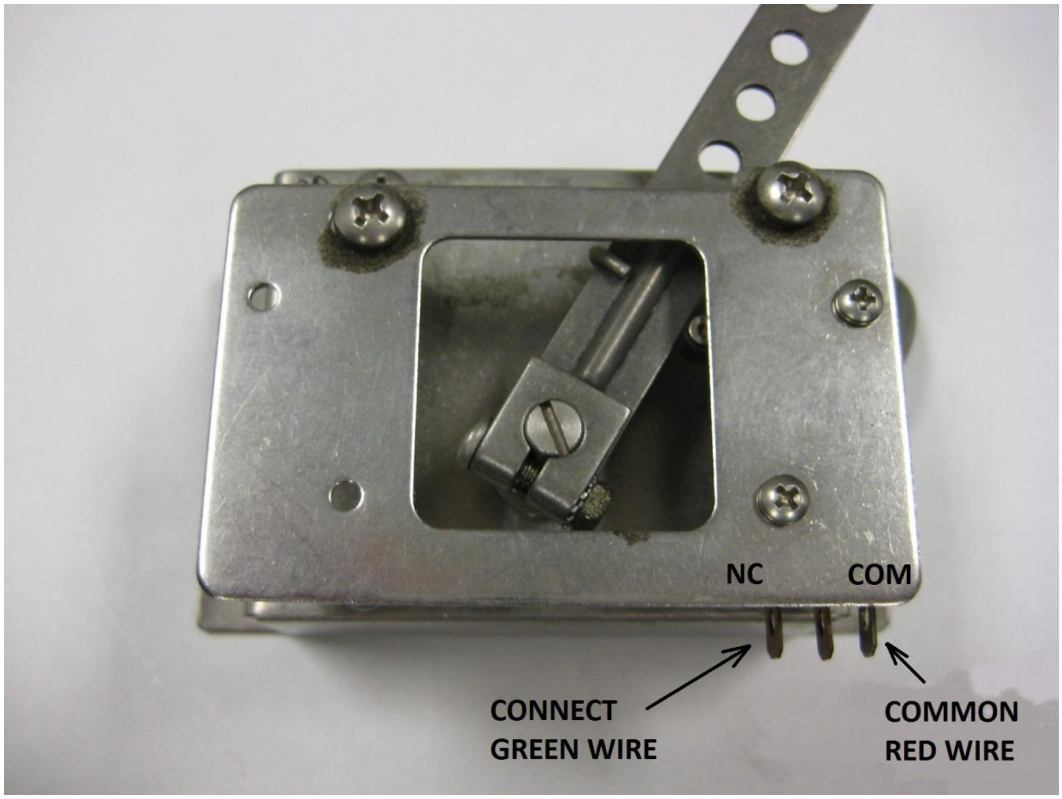
** When the accelerator pedal IS PRESSED the interlock switch is released to its NORMAL position (switch not activated) thus completing the circuit since its green wire is connected to the normally closed (NC) connection.

CAD TYPE VISIO	APPLICABLE SOFTWARE		
UNIT NONE	DRAWING 1010-THROTTLE-001		
DRW SIZE A	TITTLE CURTIS PB8 THROTTLE ASSEMBLY		
DATE 1/22/13			
SUPPLIER PART			
SCALE NONE	SHEET 3 OF 4	REVISION A	**HPEVS**

PEDAL INTERLOCK CONNECTION

The pedal interlock connection is required for both 2 and 3 wire throttle pot assemblies. The Green wire is connected to the Normally Closed tab. The red/blue wire is connected to the common tab. See picture below.

NOTE: when the accelerator pedal IS PRESSED the interlock switch is released to its NORMAL position (switch not activated) thus completing the circuit since its green wire is connected to the normally closed (NC) connection.

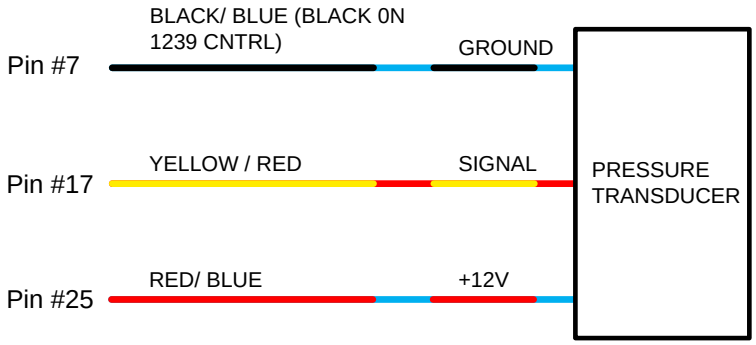


BRAKE INPUT CONFIGURATION

Depending on the type of brake input used for the application, the different types of brake input configurations are listed in the table below. Electrical schematics are also included in the following pages.

BRAKE INPUT CONFIGURATION	**TYPE**
PRESSURE TRANSDUCER/ ELECTRONIC 0-5V INPUT	TYPE 1
2 WIRE 0-5k Ω	TYPE 2

REVISIONS		
REV	DESCRIPTION	APPROVED
A	INITIAL RELEASE	2/19/2013

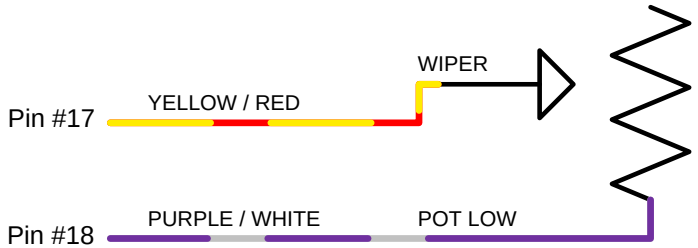


TYPE 1 PRESSURE TRANSDUCER

** Typical Pressure Transducer Ratings
- 8-30 Volt Input
- 1-5 Volt Output
- 2500 PSI

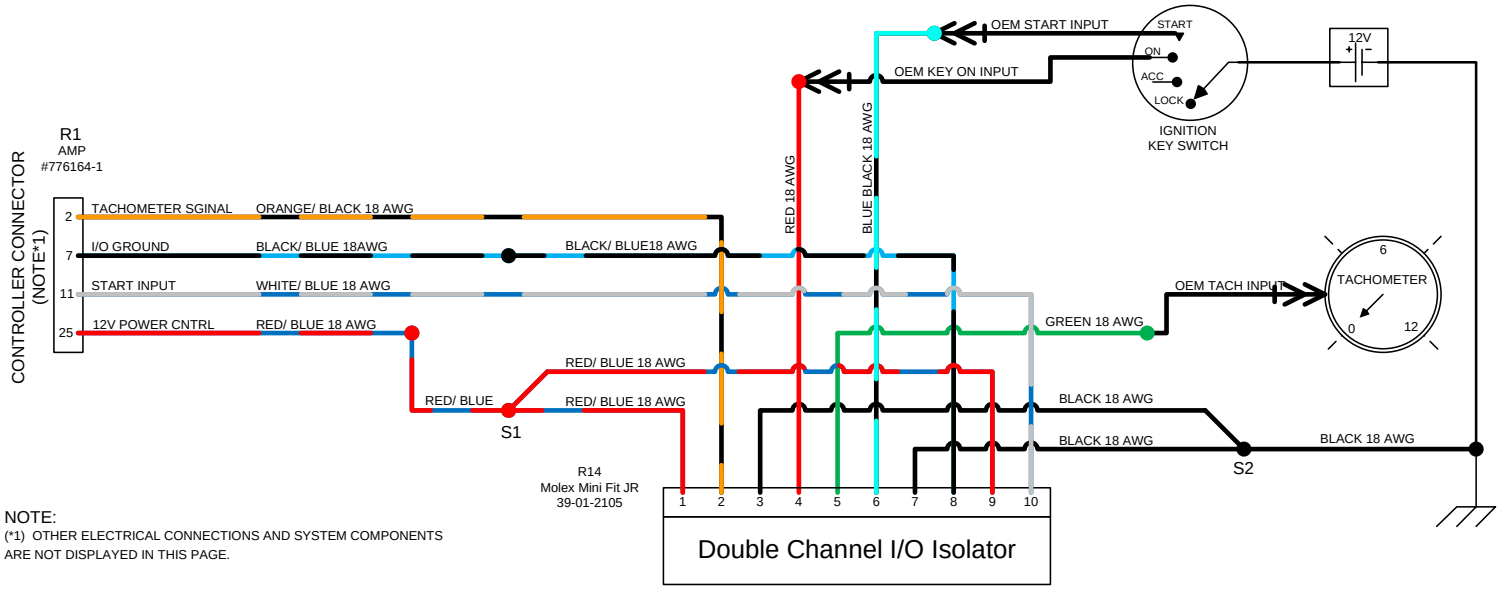
CAD TYPE VISIO	CAD LOC.	CAD FILE	DRW SIZE A
OPER. NO.	UNIT	DRAWING 1010-BRAKE	
DESIGN	DETAIL	TITTLE PRESSURE TRANSDUCER	
CHECKED	SAFETY		
SCALE NONE	DATE 2/19/13	REVISION A SHEET 2 OF 2	HPEVS

REVISIONS		
REV	DESCRIPTION	APPROVED
A	INITIAL RELEASE	2/19/2013



TYPE 2
2 WIRE BRAKE POT

CAD TYPE VISIO	CAD LOC.	CAD FILE	DRW SIZE A
OPER. NO.	UNIT	DRAWING 1010-BRAKE	
DESIGN	DETAIL	TITTLE 2 WIRE BRAKE POT	
CHECKED	SAFETY		
SCALE NONE	DATE 2/19/13	REVISION A SHEET 1 OF 2	HPEVS



NOTE:
(*1) OTHER ELECTRICAL CONNECTIONS AND SYSTEM COMPONENTS ARE NOT DISPLAYED IN THIS PAGE.

I/O ISOLATOR PIN FUNCTION

1 – CHANNEL 1 CONTROLLER 12V
2 – CHANNEL 1 TACHOMETER SIGNAL
3 – CHANNEL 1 GROUND
4 – CHANNEL 1 VEHICLE 12V
5 – CHANNEL 1 OUTPUT TO TACHOMETER
6 – CHANNEL 2 IGNITION KEY INPUT
7 – CHANNEL 2 GROUND
8 – CHANNEL 2 CONTROLLER I/O GROUND
9 – CHANNEL 2 CONTROLLER 12V
10 – CHANNEL 2 CONTROLLER START INPUT

CAD TYPE VISIO	CAD LOC.	CAD FILE	DRW SIZE B
OPER. NO.	UNIT	DRAWING 1010-2CH-ISOLATOR-001	
DESIGN	DETAIL	TITTLE DUAL CHANNEL OPTO-ISOLATOR SYSTEM SCHEMATICS	
CHECKED	SAFETY		
SCALE NONE	DATE 4/19/12	REVISION B SHEET 1 OF 1	HPEVS