

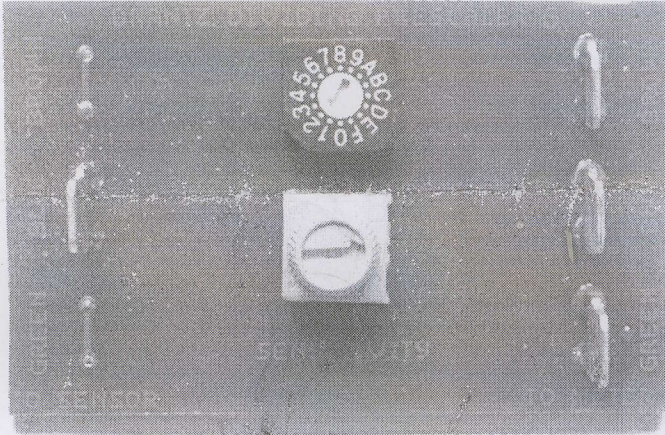
Part Number (Brantz)

BR5

file=SensorBR5

BRANTZ PRESCALING INTERFACE:

Test before installing onto the vehicle by connecting the triple terminals to the Brantz meter's sensor input wiring (normally the grey cable), put the tripmeter on a low calibration figure (say 009) then tap a succession of negative (Earth) pulses onto the single interface input terminal. The tripmeter should increment.



CE

This interface is intended to safely drive Brantz meters from digital pulse supplies found on vehicles fitted with digitally pulsed electronic speedometers or tachographs and as such, substitute for other types of motion sensors. Some types of ABS sensors are suitable as inputs to the interface, though some ABS systems do not generate a speedometer pulse until they reach a certain speed and so are not capable of accurate work. Check with your car supplier. The three push-on connectors on the right of the device are colour coded to match the wires inside the GREY cable coming from the Brantz meter. The single push-on connector on the left of the interface will respond to digital ground pulses coming from the vehicle. Confirm suitability with a voltmeter before connecting the interface to the vehicle's pulse wire: Low signal = less than one volt, high signal is greater than 4 volts positive with respect to ground. Analogue sources are not suitable. Check that the signal occurs at very low speeds as well as at normal driving speeds.

The rotary switch on the interface sets the prescale ratio and should be greater than zero. The lower the prescale ratio is, the greater the meter accuracy will be, but this facility is provided to compensate for very high pulse rates which would take the Brantz meter out of its normal calibration range of up to 999. If the meter calibration is out of range, rotate the prescale ratio above the normal setting of ONE. Some models have a rotary SENSITIVITY control which can adjust to different voltage thresholds. Adjust this to the centre of its workable range. Technical information: Drain on the vehicle's sensor is less than 0.5mA, TTL Compatible. Interface current consumption is less than 10mA. Input is 'diode'd' to prevent interaction of the interface and the vehicle if the meter is switched off. Divide ratio = figure on the rotary switch (1 to 15) zero is not valid. Power source from meter is 5 volts, interface is not protected from reverse connection. Output is open collector.