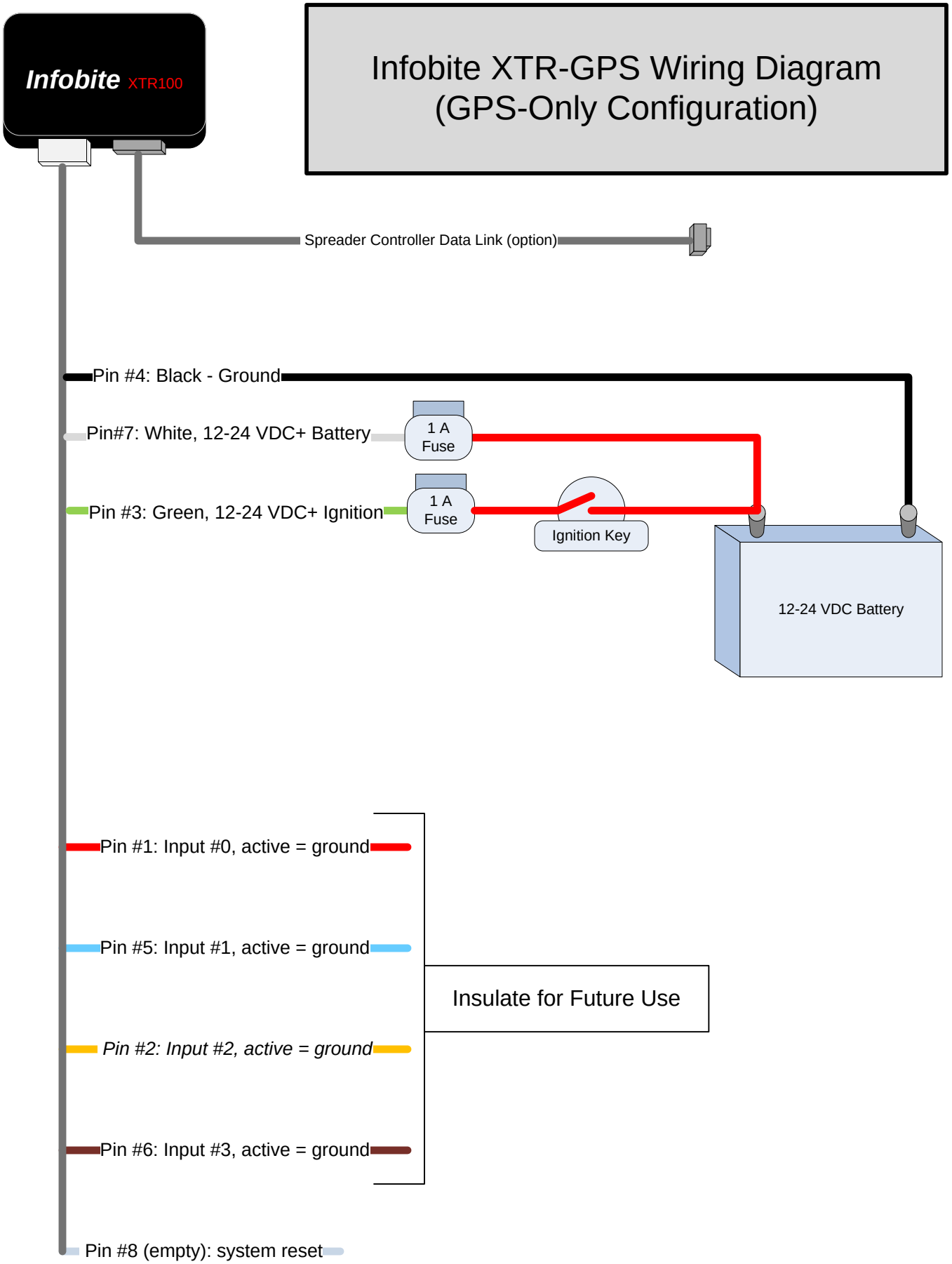
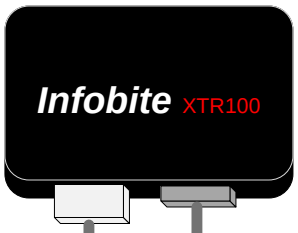
Infobite XTR-GPS Wiring Diagram (GPS-Only Configuration)





Infobite XTR-GPS Wiring Diagram (Spreader Controller Configuration)

Serial Data Link cable – **Includes power leads**

ACE
Ecobite II
or
Chlorobite
Spreader Controller

Pin #4: Black - Ground

Pin#7: White, 12-24 VDC+ Battery

Pin #3: Green, 12-24 VDC+ Ignition

WARNING
DO NOT CONNECT POWER LEADS WHEN A SERIAL DATA LINK IS CONNECTED TO AN ACE SPREADER CONTROLLER. THIS COULD RESULT IN UNPREDICTABLE AND POTENTIALLY DANGEROUS POWER CROSS FEEDS

Pin #1: Input #0, active = ground

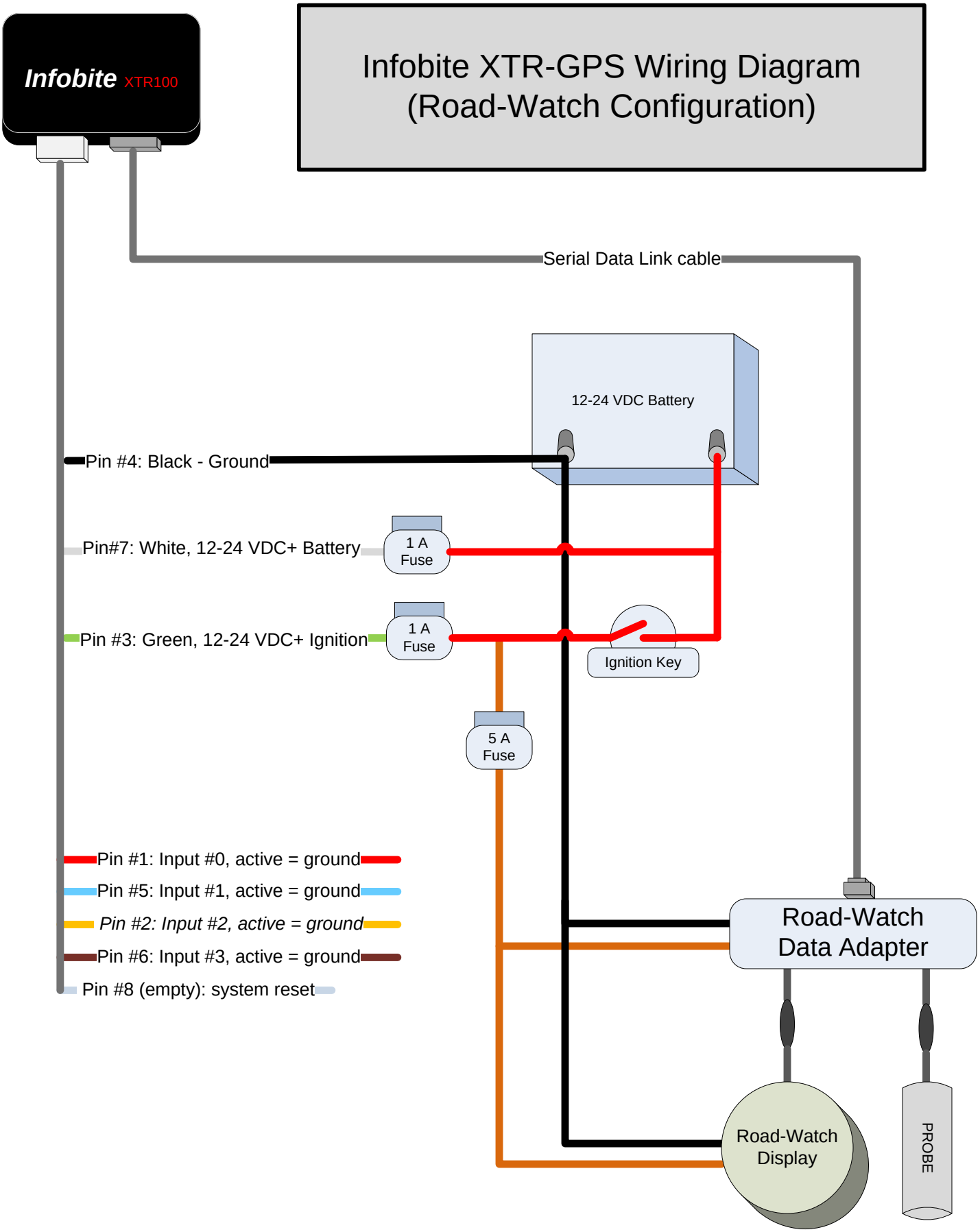
Pin #5: Input #1, active = ground

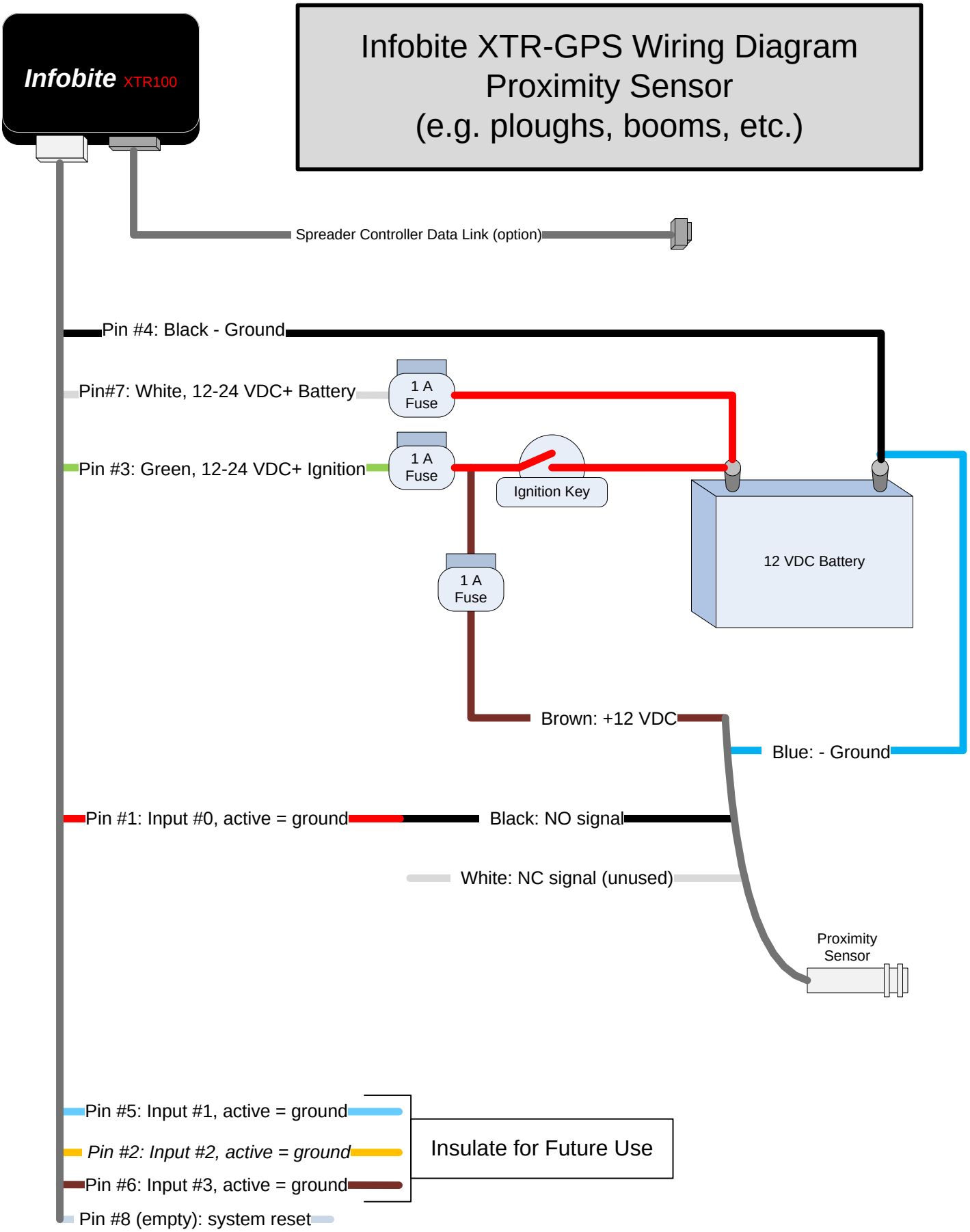
Pin #2: Input #2, active = ground

Pin #6: Input #3, active = ground

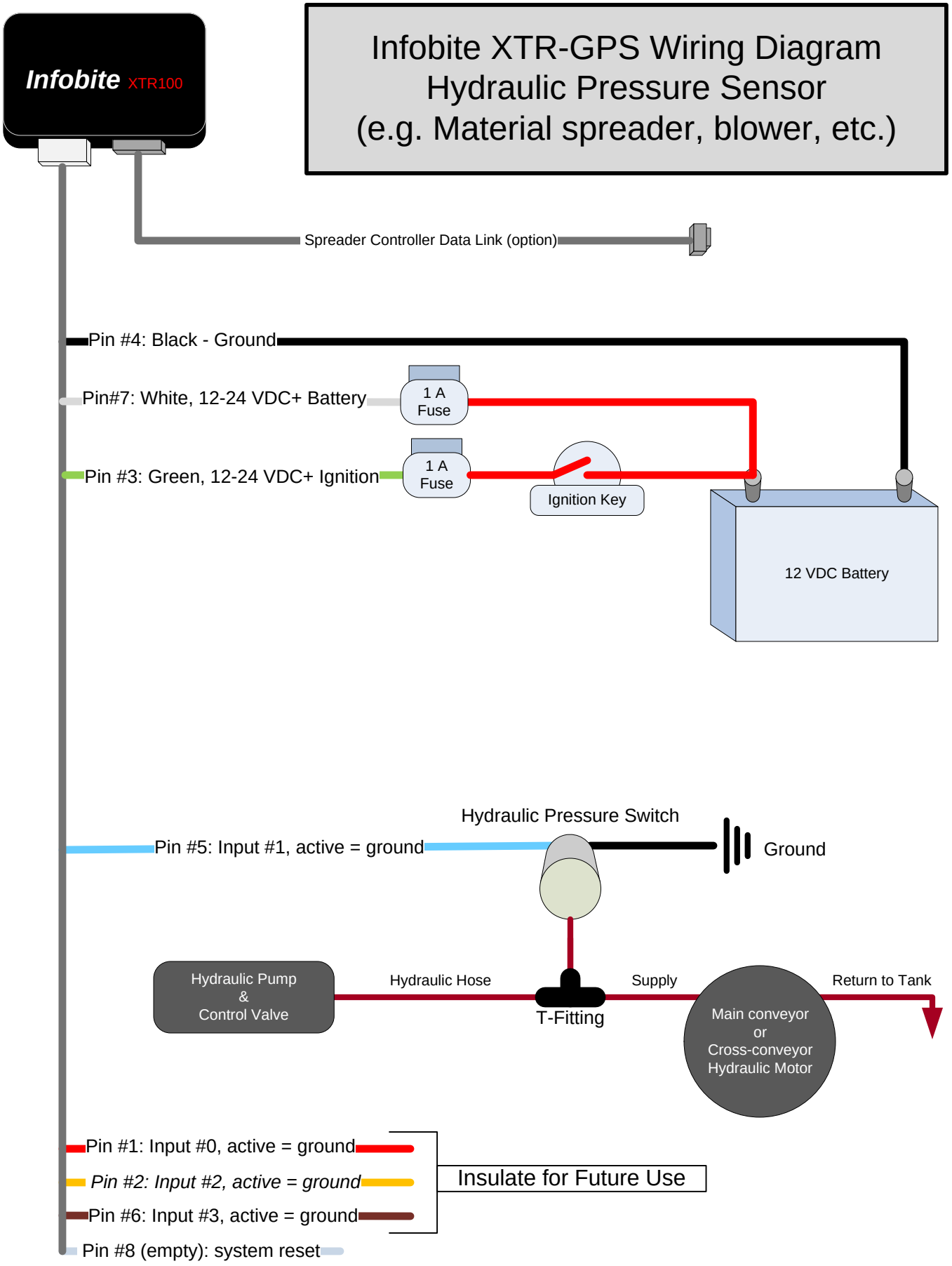
Insulate unused wires for future use
or eliminate harness
(if no sensor required)

Pin #8 (empty): system reset

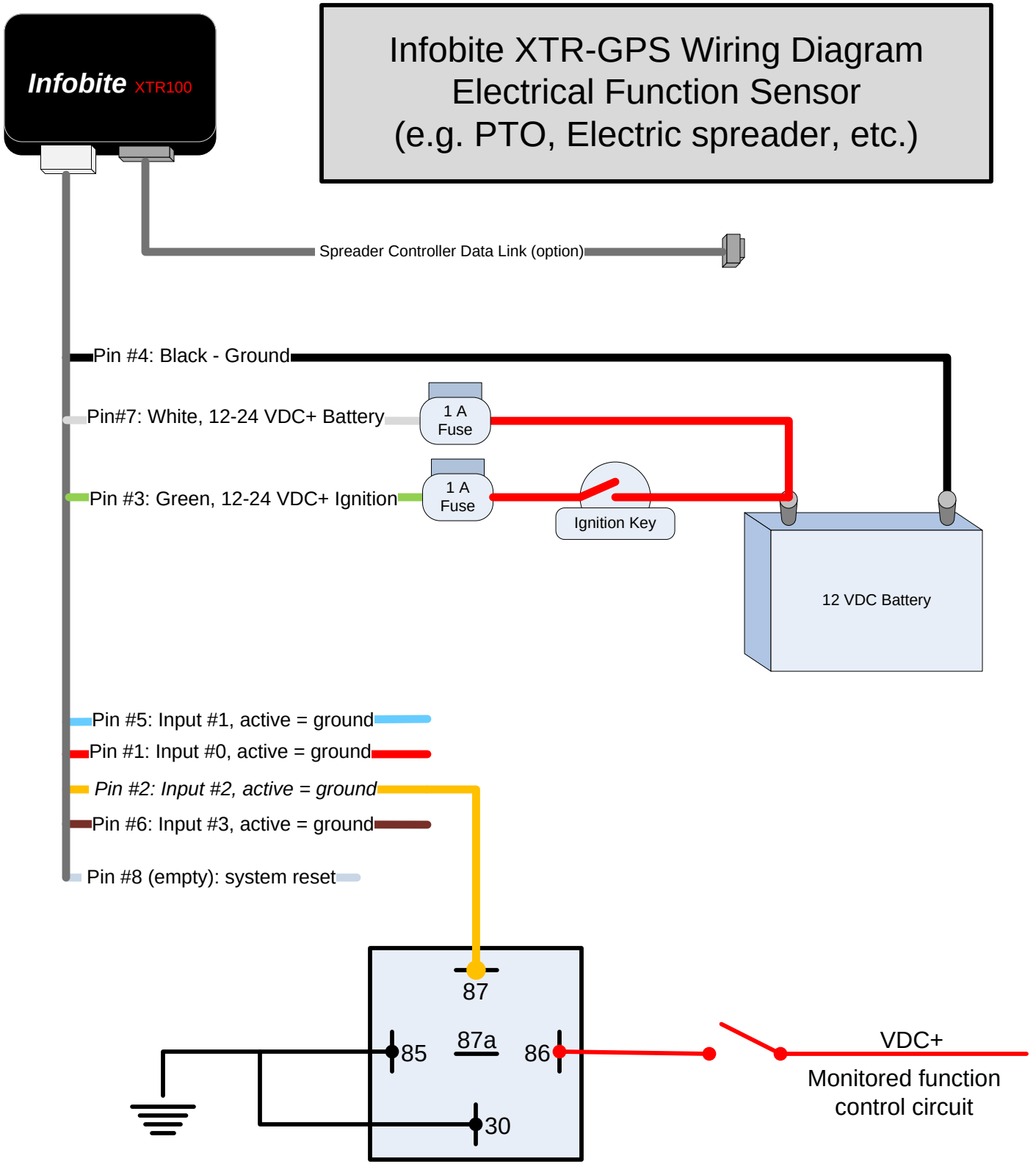

Infobite XTR100
Infobite XTR-GPS Wiring Diagram
(Road-Watch Configuration)
Serial Data Link cable
12-24 VDC Battery
Pin #4: Black - Ground
Pin#7: White, 12-24 VDC+ Battery
1 A Fuse
Pin #3: Green, 12-24 VDC+ Ignition
1 A Fuse
Ignition Key
5 A Fuse
Pin #1: Input #0, active = ground
Pin #5: Input #1, active = ground
Pin #2: Input #2, active = ground
Pin #6: Input #3, active = ground
Pin #8 (empty): system reset
Road-Watch Data Adapter
Road-Watch Display
PROBE


Infobite XTR100
Infobite XTR-GPS Wiring Diagram
Proximity Sensor
(e.g. ploughs, booms, etc.)
Spreader Controller Data Link (option)
Pin #4: Black - Ground
Pin#7: White, 12-24 VDC+ Battery
1 A Fuse
Pin #3: Green, 12-24 VDC+ Ignition
1 A Fuse
Ignition Key
1 A Fuse
12 VDC Battery
Brown: +12 VDC
Blue: - Ground
Pin #1: Input #0, active = ground
Black: NO signal
White: NC signal (unused)
Proximity Sensor
Pin #5: Input #1, active = ground
Pin #2: Input #2, active = ground
Pin #6: Input #3, active = ground
Insulate for Future Use
Pin #8 (empty): system reset

Infobite XTR-GPS Wiring Diagram
Hydraulic Pressure Sensor
(e.g. Material spreader, blower, etc.)

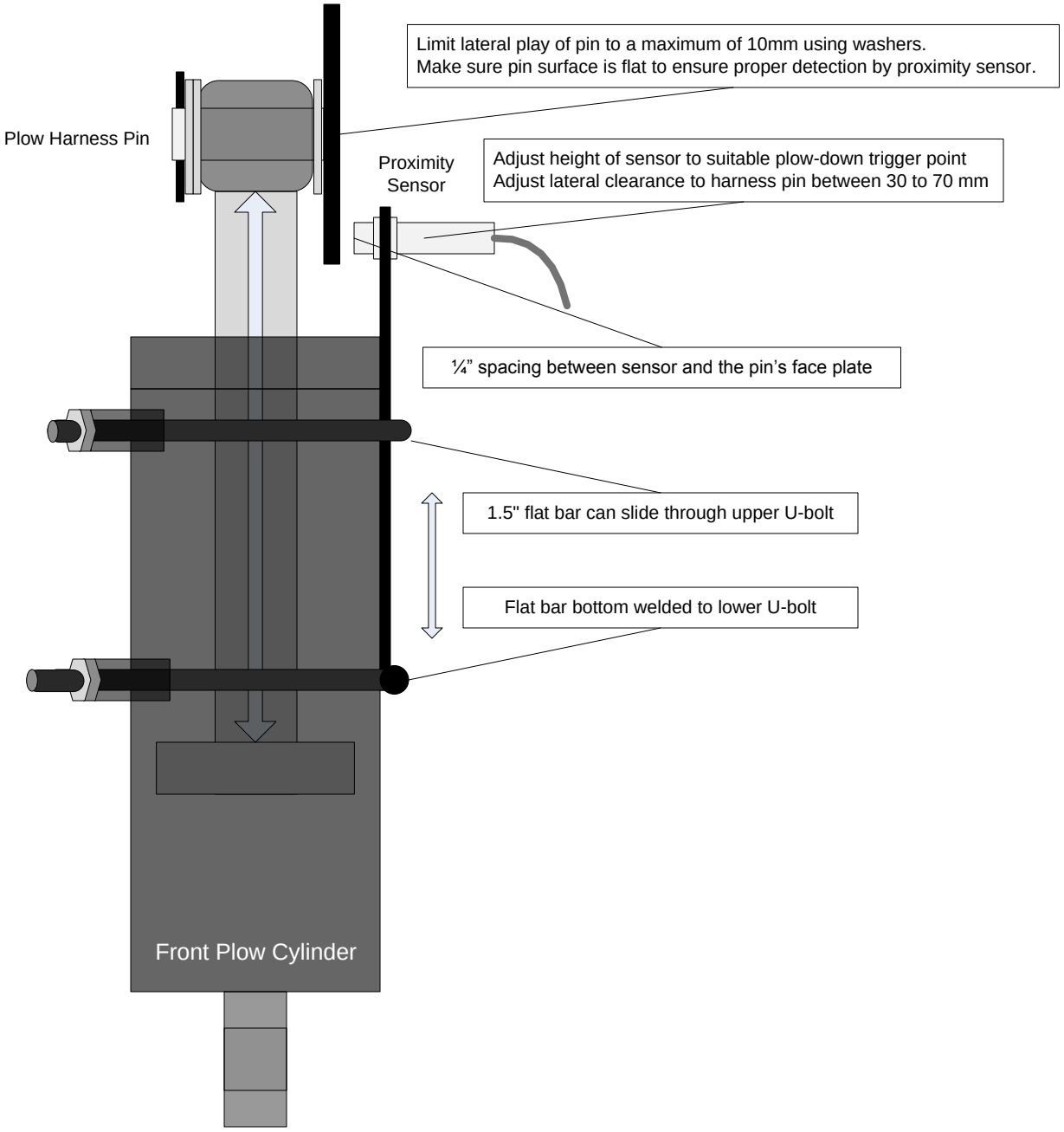


Infobite XTR-GPS Wiring Diagram
Electrical Function Sensor
(e.g. PTO, Electric spreader, etc.)



SPDT RELAY CONNECTORS LEGEND:
85: Control circuit ground
86: Control circuit 12 VDC+ power
30: Controlled circuit common pole (jumpered here with control circuit ground)
87: Controlled circuit NO (normally open) pole
87a: Controlled circuit NC (normally closed) pole

Adjustable Front Plow Sensor Bracket



Grader Moldboard Hydraulic Pressure Sensor Installation

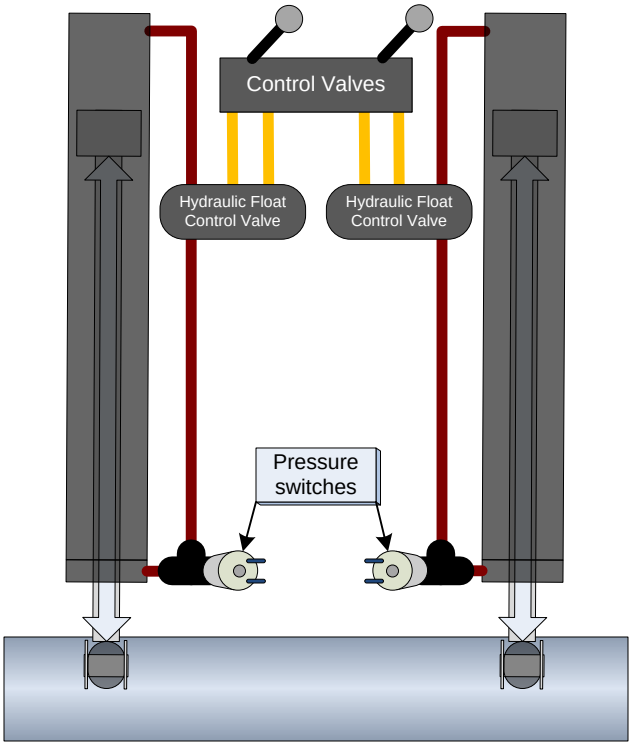
FUNCTIONAL DESCRIPTION:
To detect moldboard UP / DOWN states reliably, one must detect that BOTH left and right lift cylinders have the board firmly on the ground (DOWN STATE). If either cylinder lifts the board, then it is considered to be raised (UP STATE).

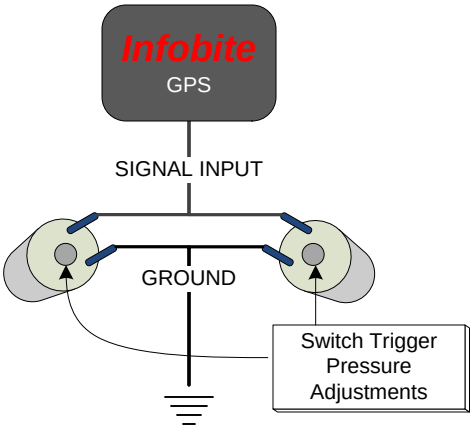
SENSORS INSTALLATION:
Whether the board is in hydraulic float or being pushed down, the bottom chambers of lift cylinders should register little or no hydraulic pressure when fully down. We must therefore measure the pressure of both cylinders' bottom chambers with hydraulic pressure switches to determine this condition.

Be careful to tee-in the hydraulic pressure switches where the real bottom chamber pressure can be measured.
a) If the board float function is integrated within the hydraulic valve bank itself, then pressure switches can be installed at the valve outlet of the lift line going to the base of the cylinders, keeping electrical connections close to the cab.
b) If separate solenoid float valves are mounted elsewhere such as onto the lift cylinders themselves, then the pressure switches need to be installed onto the line connecting the float valves to the base of the cylinders, which requires running longer electrical connections.

ELECTRICAL CONFIGURATION:
Since a function state change is recorded by the GPS unit using a single ground detect signal, both switches will first be connected to ground, then wired in parallel back to the single input lead of the GPS unit that is assigned to the moldboard function. Logically, we will declare the board to be "down" when no ground is detected and "up" if either switch sends a ground signal back to the GPS input.

TESTING:
Using a continuity tester confirm that both switches open and close when the board is lifted and lowered on one side, then the other and finally on both sides. Confirm also that the resulting ground signal reaches the input lead of the GPS unit.





Infobite XTR-GPS Wiring Diagram (Road-Watch Configuration)