WIRING SCHEMATIC

GENERIC GOLF CART

REVISION: I
Date: 8-5-19
THROTTLE CONFIGURATION

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

<table>
<thead>
<tr>
<th>THROTTLE CONFIGURATION</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ELECTRONIC without SWITCH or 3 WIRE with SWITCH 0-5k Ω or CURTIS PB8 THROTTLE ASSEMBLY</td>
<td>TYPE 2</td>
</tr>
<tr>
<td>2 WIRE with SWITCH 0-5k Ω</td>
<td>TYPE 3</td>
</tr>
</tbody>
</table>
** NOTICE: ** This drawing is the property of Hi Performance Electric Vehicle Systems Inc., and/or its subsidiaries and affiliates (individually and collectively “HPEVS”), and contains highly proprietary, confidential, and trade secret information of HPEVS. The recipient of this drawing agrees (a) to use the information contained herein for the purpose for which it was furnished by HPEVS (b) to return this drawing upon HPEVS request. This notice shall appear on any complete or partial reproduction of this drawing.

---

** TYPE 2 ELECTRONIC THROTTLE**

- **Pin #7**
  - BLACK / BLUE (BLACK IN 1239 CTRL)
  - GROUND

- **Pin #16**
  - YELLOW / WHITE
  - SIGNAL

- **For 5V:** Pin #26
- **For 12V:** Pin #25
  - PURPLE / WHITE
  - +5V or +12V

* Throttle connection, verify correct voltage and connection in throttle documents.

**Not all Electronic Throttles supported**

**When Electronic pedal is used, the GREEN wire from pedal interlock does not need to be connected**
** Notice:** This drawing is the property of Hi Performance Electric Vehicle Systems Inc., and/or its subsidiaries and affiliates (individually and collectively “HPEVS”), and contains highly proprietary, confidential, and trade secret information of HPEVS. The recipient of this drawing agrees (a) to use the information contained herein for the purpose for which it was furnished by HPEVS (b) to return this drawing upon HPEVS request. This notice shall appear on any complete or partial reproduction of this drawing.

** REVDESCRIPTION APPROVED**

**REVISIONS**

<table>
<thead>
<tr>
<th>REV</th>
<th>DESCRIPTION</th>
<th>APPROVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>INITIAL RELEASE</td>
<td>1/22/2013</td>
</tr>
<tr>
<td>B</td>
<td>REVISION</td>
<td>11/27/2013</td>
</tr>
</tbody>
</table>

** THROTTLE ASSEMBLY**

**2 WIRE TYPE 3 THROTTLE**

- Pin #16: YELLOW / WHITE
- Pin #18: PURPLE / WHITE, POT LOW
- Pin #25: RED/ BLUE
- Pin #9: GREEN

** When 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 TITLTE 3 WIRE TYPE 3 THROTTLE**

** DATE 1/22/13 SUPPLIER PART**

** SCALE NONE SHEET 1 OF 4 REVISION B HPEVS**
** Notice: This drawing is the property of Hi Performance Electric Vehicle Systems Inc., and/or its subsidiaries and affiliates (individually and collectively “HPEVS”), and contains highly proprietary, confidential, and trade secret information of HPEVS. The recipient of this drawing agrees (a) to use the information contained herein for the purpose for which it was furnished by HPEVS (b) to return this drawing upon HPEVS request. This notice shall appear on any complete or partial reproduction of this drawing.

---

** 3 WIRE TYPE 2 THROTTLE

---

** When 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.

---

NOTICE: This drawing is the property of Hi Performance Electric Vehicle Systems Inc., and/or its subsidiaries and affiliates (individually and collectively “HPEVS”), and contains highly proprietary, confidential, and trade secret information of HPEVS. The recipient of this drawing agrees (a) to use the information contained herein for the purpose for which it was furnished by HPEVS (b) to return this drawing upon HPEVS request. This notice shall appear on any complete or partial reproduction of this drawing.
** 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.
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.