



**620 S. MAGNOLIA AVE.
SUITE B
ONTARIO, CA 91762
(909) 923-1973**

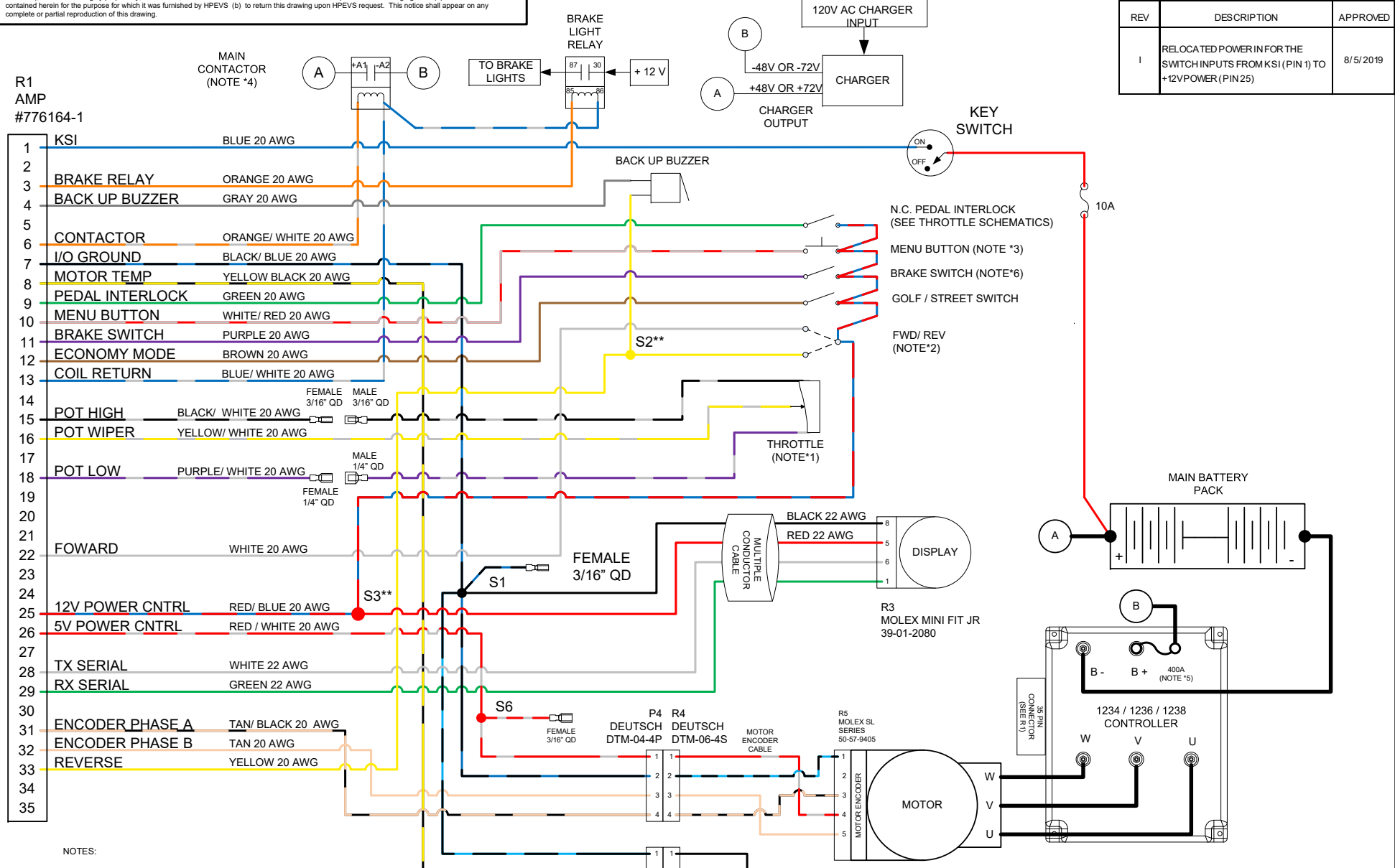
WIRING SCHEMATICS

GENERIC GOLF CART

**REVISION: I
Date: 8-5-19**

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REVISIONS		
REV	DESCRIPTION	APPROVED
I	RELOCATED POWER IN FOR THE SWITCH INPUTS FROM KSI (PIN 1) TO +12V POWER (PIN 25)	8/5/2019



- NOTES:
- ** SPLICES S2, S3 IS PERFORMED BY THE END CUSTOMER
 - (1) BLACK AND WHITE NOT USED ON 2 WIRE POT. SELECT TYPE 3 PARAMENTER.
 - (2) IF REVERSE IS NOT USED, CONNECT WHITE WIRE TO BLUE WIRE.
 - (3) MENU BUTTON IS OPTIONAL USE WITH DISPLAY.
 - (4) REMOVE ANY DIODES OR RESISTOR FROM MAIN CONTACTOR.
 - (5) USE 400A FUSE IN 650 SYSTEM. USE 300A FUSE IN 350 SYSTEM.
 - (6) NORMALLY OPEN. CONTACTS MUST BE CLOSED WHEN BRAKE PEDAL IS PRESSED.
 - (7) MOTOR TEMP SENSOR NOT USED FOR GOLF CART APPLICATION.

CAD TYPE	VISIO	APPLICABLE SOFTWARE
UNIT	NONE	DRAWING 1010-GNRC-001
DRW SIZE	A	TITLE
DATE	12/02/10	GENERIC GOLF CAR SCHEMATIC
SUPPLIER PART	HW-1010-HPG	
SCALE	None	SHEET 1 OF 1
REVISION	I	HPEVS

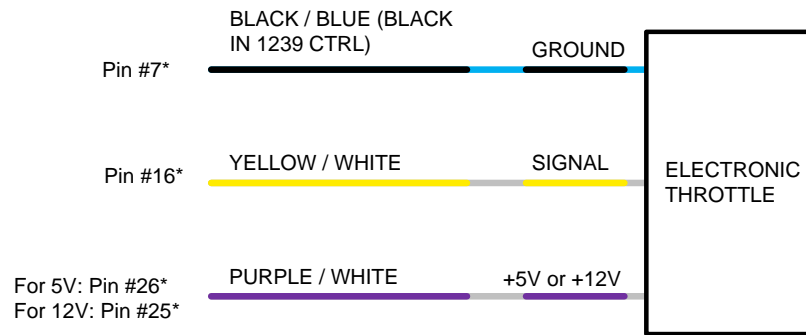
THROTTLE CONFIGURATION

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.

THROTTLE CONFIGURATION	TYPE
<u>ELECTRONIC without SWITCH</u> or <u>3 WIRE with SWITCH 0-5k Ω</u> or <u>CURTIS PB8 THROTTLE ASSEMBLY</u>	TYPE 2
2 WIRE with SWITCH 0-5k Ω	TYPE 3

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TYPE 2 ELECTRONIC THROTTLE**

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

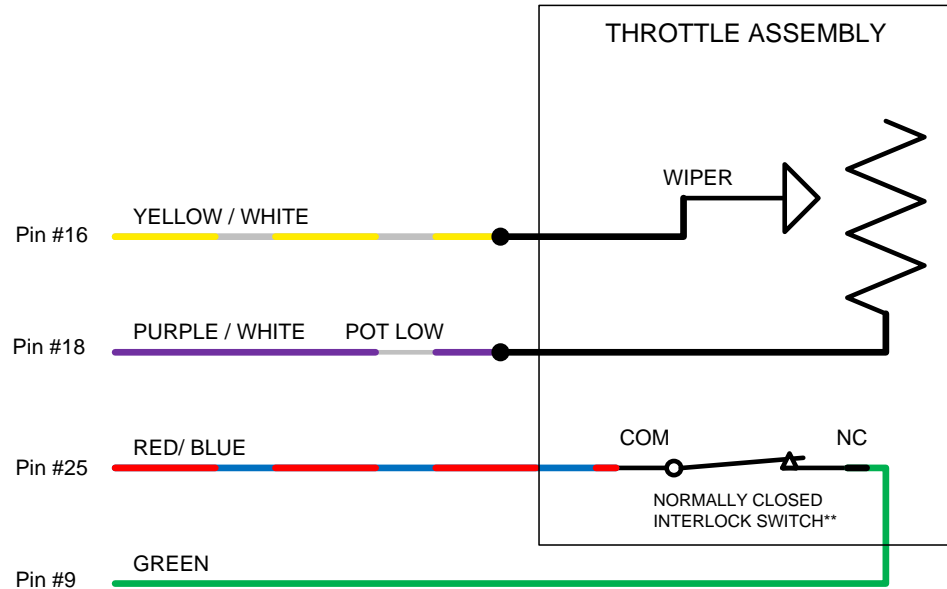
Not all Electronic Throttles supported

** When Electronic pedal is used, the GREEN wire from pedal interlock does not need to be connected

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

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B	REVISION	1/27/2013



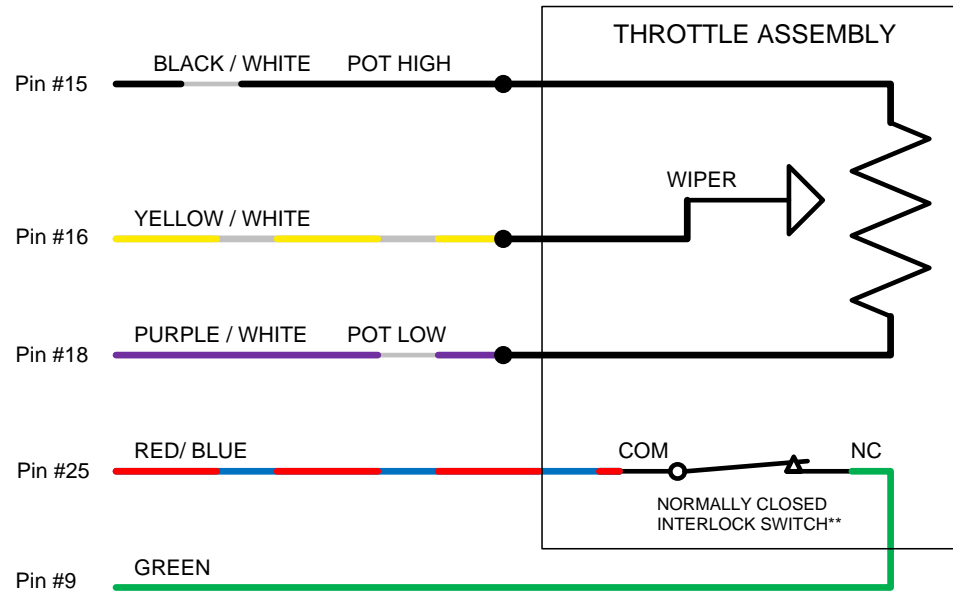
2 WIRE TYPE 3 THROTTLE

** 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.

CAD TYPE	APPLICABLE SOFTWARE
VISION	
UNIT	DRAWING 1010-THROTTLE-001
NONE	
DRW SIZE	TITLE
A	3 WIRE TYPE 3 THROTTLE
DATE	
1/22/13	
SUPPLIER PART	
SCALE	SHEET 1 OF 4
NONE	REVISION B HPEVS

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REV	DESCRIPTION	APPROVED
A	INITIAL RELEASE	1/22/2013
B	REVISION	11/27/2013



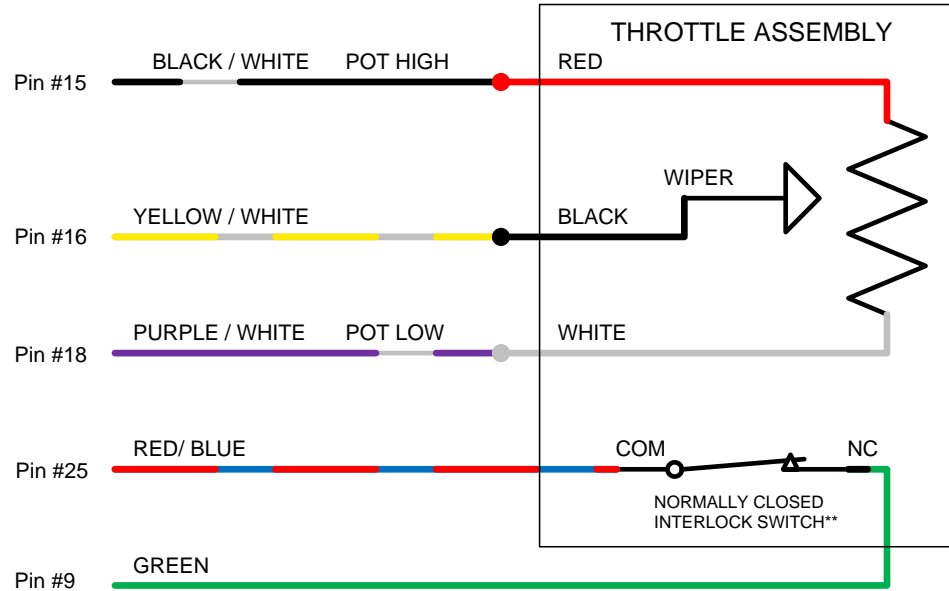
3 WIRE TYPE 2 THROTTLE

** 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.

CAD TYPE VISIO	APPLICABLE SOFTWARE
UNIT NONE	DRAWING 1010-THROTTLE-001
DRW SIZE A	TITLE 3 WIRE TYPE 3 THROTTLE
DATE 1/22/13	
SUPPLIER PART	
SCALE NONE	SHEET 2 OF 4
REVISION	B
HPEVS	

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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	TITLE 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.

