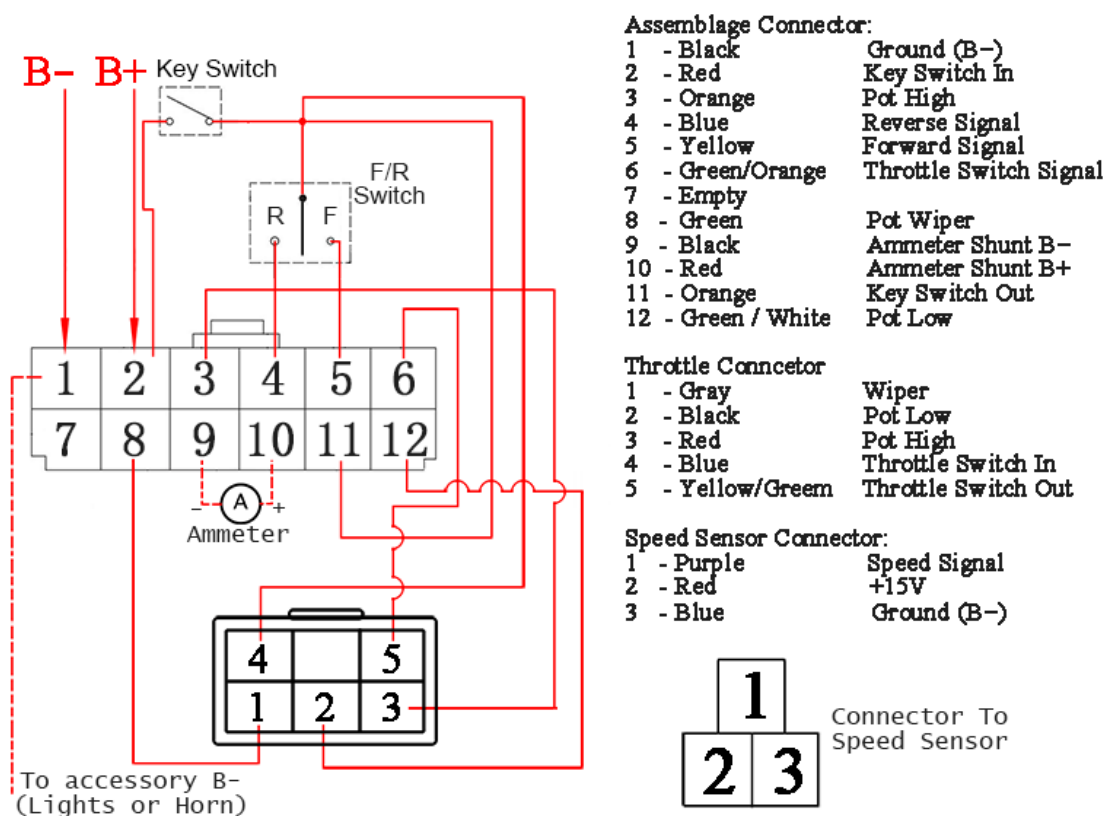


Installation Instruction

CURTIS 1266A/R DC SepEx Motor Controller Assemblage

1. Checking the controller assemblage, battery system and motor:
 - a) The whole assemblage status
 - b) Installation kit & mating connectors
 - c) Battery charging status
 - d) Motor status (turning manually 2-3 rounds)
 - e) Motor speed sensor status
 - f) The cables' length and insulation conditions
2. Preparing the mating connectors (please identify the corresponding wire number and color of the connectors on assemblage, throttle and speed sensor, as shown in the diagram):

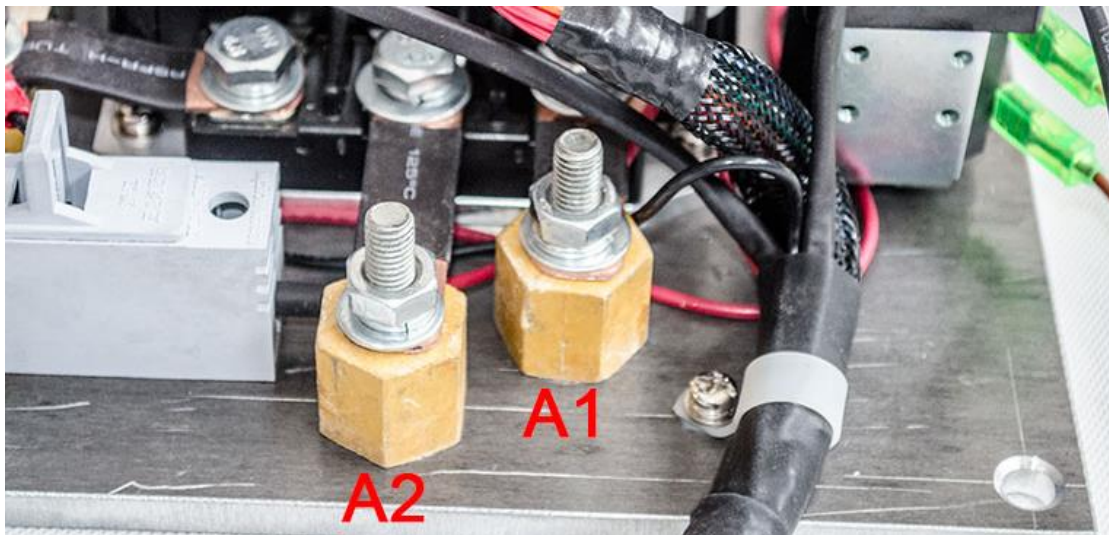


3. Mounting the assemblage and throttle on board. If there is an Earth line, connect it to the assemblage aluminum plate.
4. Connecting all cables of battery and motor to the assemblage.
 - a) Do not supply power to assemblage till confirming there is no "B+" and "B-" connection reversed. The reversed DC power B+ and B- connections could cause an immediate damage to the controller.
 - b) Keep the F / R switch at neutral position, and the throttle at low end without output. Keep the vehicle braked.
 - c) There are labels on the assemblage, indicating the connecting positions "B+" and "B-".
 - i. We use "F1" and "F2" for motor field studs, while some DC series motor

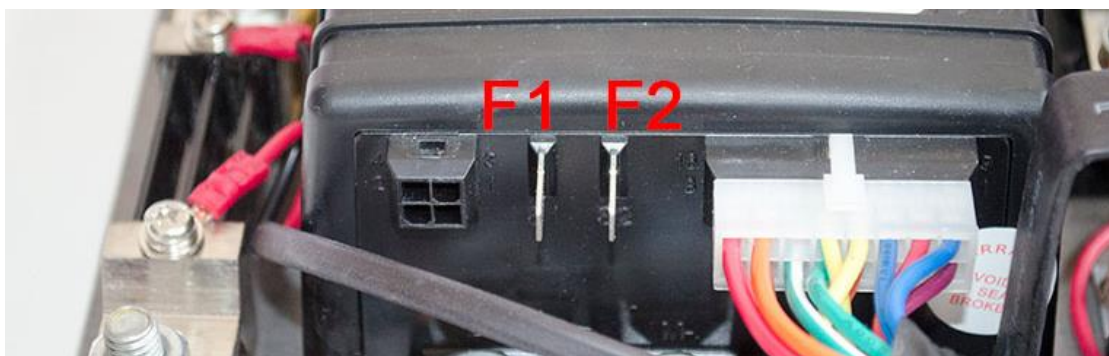
- manufacturer use the symbols “S1” and “S2”.
- ii. “B+” and “B-” for battery positive and negative poles.
 - iii. “A1” and “A2” for motor armatures.



B+ / B- (DC Power Source)



A1 / A2 (Armature)



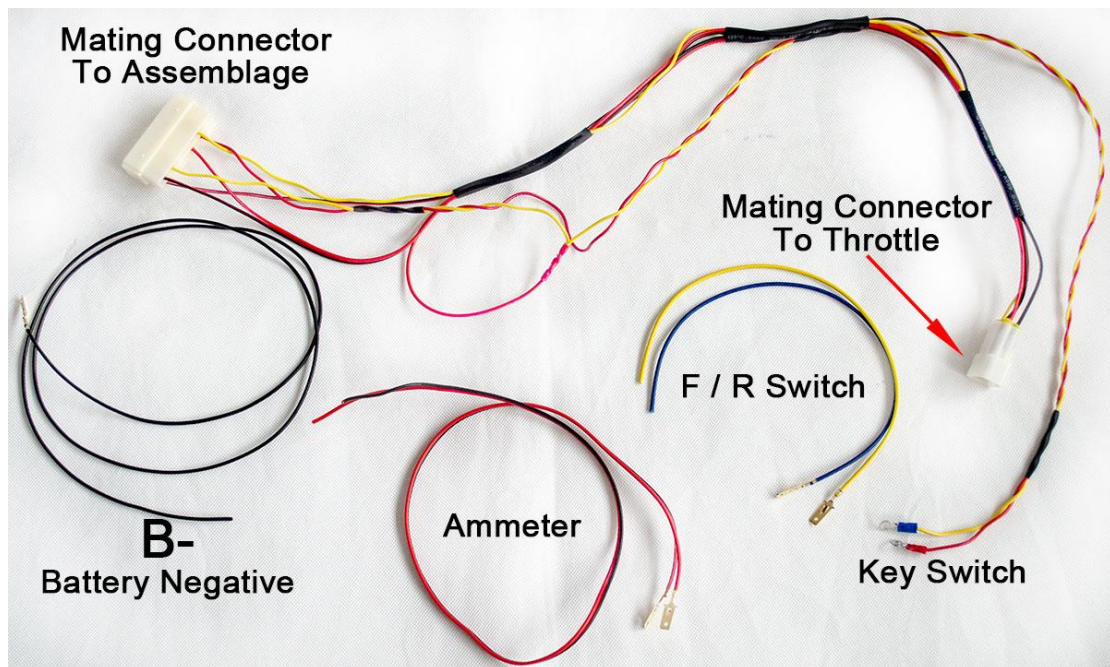
F1 / F2 (Field)

5. Deliver power to the assemblage (please check if there is an emergency power disconnecter

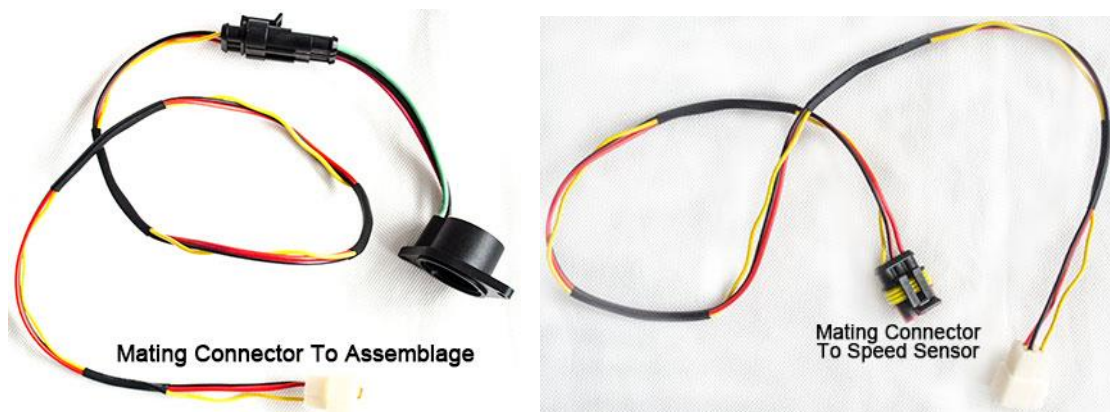
- and if it is closed).
6. Turn on the key switch, and keep the throttle at low end without output. Move the F / R switch handle (or push the Forward / Switch buttons), for checking the working status.
 7. Release the vehicle brakes, put the F / R switch at "forward" position, step down a little the foot pedal (throttle) to start the motor. If the motor works, stop the motor, and try the same to reverse the motor.
 8. Increasing slowly the motor speed till its max limit, run the vehicle for 1-2 minutes. Stop the vehicle, turn off the power (key switch), check the motor situation (if there is any overheating) and the assemblage (overheating or over-current).
 9. By identifying there is no abnormal noise or smell, the system is installed correctly.

Pre-wired harness (optional):

The No. 1 (B-) could be left unconnected if a public end of B- is available in the system. The No. 9 and 10 (ammeter B- and ammeter B+) could be left unconnected if there is not an ammeter.



12-Pin Connector



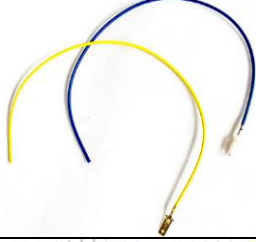



3-Pin Connector

NOCO SHOP

Website: www.noco-evco.com - Email: info@noco-evco.com

Wire function, color and length:

Photo	Function	Color	Length
	Ammeter	Ammeter B+: Red Ammeter B-: Black	70 cm
	Battery Negative (B-)	Black	110 cm
	Forward / Reverse Switch	Reverse: Blue Forward: Yellow	30 cm
	Key Switch	Switch In: Red Switch Out: Yellow	95 cm

By correctly setting some controller parameters, we may fix the maximum speed of vehicle for assuring the driver and passenger safety. We may need to know the information listed below for correctly setting the controller:

1. Expected vehicle maximum speed
2. Tire size (tire diameter or exact tire model)
3. Number of magnetic poles in the speed sensor magnet
4. Gear ratio (gearbox transmission ratio)

Caution: the reversed DC power poles' connection could cause an immediate damage to the controller.