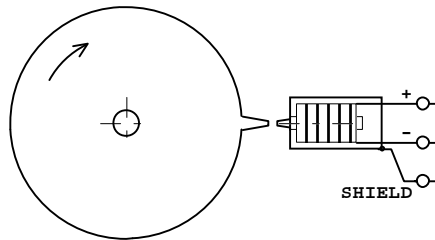


CRANKSHAFT, CAMSHAFT OR WHEEL SPEED SENSORS



I/P FOR YELLOW
O/P CHANNEL

Red +ve
Black -ve (Note 2)
Screen (Note 1)

I/P FOR GREEN
O/P CHANNEL

Red +ve
Black -ve (Note 2)
Screen (Note 1)

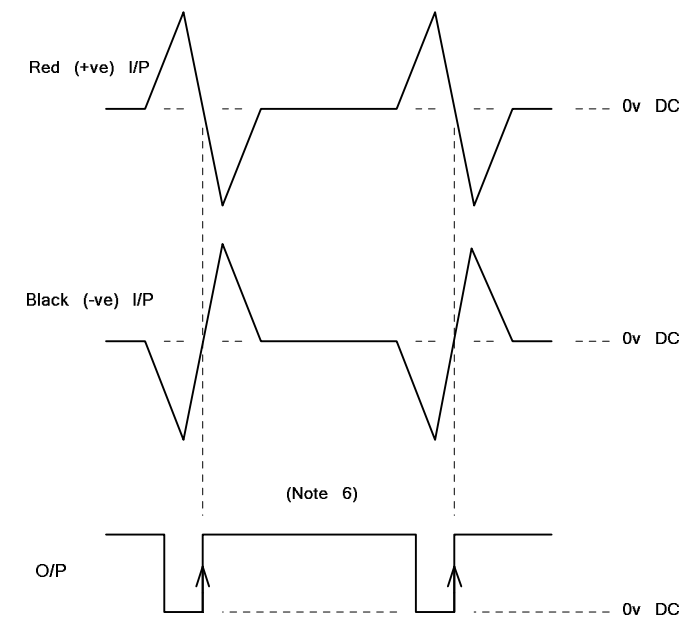
GREEN I/P
(Label)

Red (+ve Supply)
Black (-ve Supply)
Yellow (Output 1)
Green (Output 2)

**DUAL CHANNEL
RELUCTOR INTERFACE**

SPECIFICATIONS

Minimum signal level:	600mV Peak to Peak
Maximum signal level:	300V Peak to Peak
I/P to O/P Delay time:	15 uSEC (typical)
Supply Voltage:	5 to 16 volts DC
Supply Current:	3 to 35 mA (4mA@8v)
Operating temperature range:	-40 to +105 degC



- Notes: 1. !!! IMPORTANT !!! Interface input cable screen (Shield) wires MUST NOT BE CONNECTED TO GROUND. NEVER connect Interface input cable screen wires to any Sensor terminal that is connected to the Engine Block or Vehicle ground
2. Connect the Interface Red Input wire (+ve I/P) to the Reluctor signal output terminal that produces a rapidly falling voltage as the trigger wheel tooth passes alignment with the Sensor pole piece. Connect the Interface Black input wire (-ve I/P) to the Reluctor signal output terminal that produces a rapidly rising voltage. Correct connection polarity will produce a rising output edge coincident with tooth and sensor alignment. Incorrect reverse connection will produce a rising at an indeterminate position between teeth.
3. If the Sensor is a single ended type observe the Interface input connection rules described in Note 2 for the one available Sensor signal output connection. The other Interface signal input MUST be connected to the Sensor body and/or the Sensor screen terminal as dictated by the sensor construction. Note that in this instance, connection of this other Interface signal input to ground is allowed. Single ended Sensor types can be identified using an Ohm meter to confirm the location of the internally ground connected end of the reluctor sensor coil. It will be show continuity to the Sensor body and/or a Ground/Shield terminal. Also note that compliance with Note 1 is required.
4. If the Trigger wheel has slots, use same connection rules as described in Notes 2 & 3 above. Triggering will occur when the Slot and Sensor pole align. Slotted wheels with wide spacing between slots are not recommended. They have intolerance to surface rusting, surface damage, magnetic debris attachment and clearance variation that makes mis-triggering more likely.
5. NOT SUITABLE for use with flying magnet triggers, except in single magnet, single pulse per rev applications.
6. Devices receiving trigger signals from this interface should be set to respond to Rising (+ve) edges. Timing of the Falling (-ve) edges is not generally angle precise.

!!! WARNING !!! This interface is NOT SUITABLE for piggy-back connection to ABS Brake Systems and MUST NEVER be connected to the wheel speed sensors of an ABS Brake System.

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