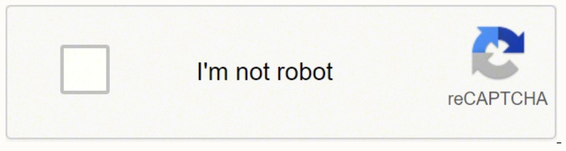

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So I tacked a multi-turn pot into the jumper for the 60V setting and twiddled with it over the voltage range of 35 - 50V. You may also want to check a parts interchange chart to determine if there’s another motor speed control that will work in place of the one if you have.Major Hardware StoresYou may also find the Dayton motor speed control you need at a major hardware store, such as Home Depot. See the pictures (attached or links) KSLU37 KSLA19 link to the album with photos: in case the photos from google can not be seen: thank you 20181008_192210s.jpg (473.36 KiB) Viewed 52241 times 20181008_192032s.jpg (229.89 KiB) Viewed 52241 times 1st radiator fan motors, 20km/h stolen after 2 days 2nd 250W-24V eZiplike motor with gear. Possibly a lose connection! I'm OK now. @ hangflyer: The Throttle needs DC, the PWM from your AnalogWrite was to much On/Off, try an RC Low Pass inline R 47k and C < 1 µF should work.... I've tried writing a simple program that uses Analogue write to output a rising voltage to one of the digital pins and I connected that to the input for the throttle sensor (white wire). The "gear switch" is the 3-speed control. It works OK, just the regen braking is not there. LVCBridge.jpg (182.85 KiB) Viewed 52072 times Still haven't determined if there is any genuine regen happening (as opposed to just braking), as I fried a piece of gear when setting up to test this when I inadvertently reversed the polarity of my power supply. I'm dubious about the "sine wave" output of this thing. Swapping Yellow with Blue.... This is the orange wire that's part of the three contact power connector, as the unit ships, and they refer to it as "electric lock" in the diagram I posted earlier in the thread. These companies typically sell to professional heating and cooling technicians, so you may save time if you call and ask if they sell to the general public before going to one.HVAC Repair ServicesIf you have a hard time finding the Dayton parts you need, consider contacting an HVAC repair person to have the part ordered through the technician. When I have the controller connected to a 10S lithium pack (whose state of charge was at around 39V when I was testing), the EBS feature works as expected. Compare all the information carefully, and inspect photos provided by sellers carefully to make sure the part is the same as the one you have so it fits. The EBS brake wires are both grey and, when jumpered together, turn on the braking (or regen, if true) capability - provided the LVC and power source are compatible. Alarm power (red and black) goes to pads marked "PS+" and "GND". Default: 100 Range: 1 inc Unknown 19. ---------- Programmable Settings on S866 LCD Display 1. UTF8&psc=1). A Dayton motor speed control is a part that’s typically used in HVAC systems, as noted by Zoro. There is a pair of grey wires whose function is claimed to be "EBS". Gotta say, for $40 (Canadian), it seems put together better than expected, though the bar was low. The low "low potential" brake (the one most of us actually use) is a black and white, going to "GND" and "SL", respectively. So anything that produces the correct voltage range and can source enough current will operate the common controller types (almost certainly including this one). "One test is worth a thousand opinions" pavlik1 10 W Posts: 90 Joined: Aug 02 2010 2:31am Location: Switzerland Post by pavlik1 » Oct 10 2018 1:17am Hello Sometimes it is hard to understand the Chinese "English" in some places they listed: "Intelligently control the voltage and current during EABS" which make me think about regen braking. Default: 0 Range: 0,1 Unknown 18. Short black to grey, and speed is reduced to "low". Both the regen and a phase learning feature, for example, on one of the controllers I have coming is enabled by connecting together the two like-coloured wires that hang out of the unit for each of the associated functions. Of course there was no documentation with anything. These speed controls run on DC power, and you can also sometimes find them in industrial settings and fans when it’s necessary to be able to adjust the speed of the blower.Heating and Cooling SuppliersOne place to get Dayton motor speed controls is through professional heating and cooling suppliers. Short black to white and you get full speed. It doesn't have the hookup for the external LCD, so I'm not sure how radically different it is at its core. Looking at the PCB I can't see a "DC" on it. I can see the voltage stepping up as the program loops, but the motor does not turn. What's weird is that it hangs out of the controller, unprotected and uninsulated, but ramps up as high as 18V when the bike is at full throttle on a 39V pack. A greeting from Spain Attachments manual.pdf (484.55 KiB) Downloaded 3621 times amberwolf 100 GW Posts: 33669 Joined: Aug 17 2009 6:43am Location: Phoenix, AZ, USA, Earth, Sol, Local Bubble, Orion Arm, Milky Way, Local Group Contact: Contact amberwolf Website Yahoo Messenger AOL Twitter Post by amberwolf » Jan 10 2019 3:43pm ignacio wrote: ↑ I read the post of hangflyer and I must comment that these bicycle controllers need a real accelerator voltage to work, If the controller is like the rest of the common ebike controllers, it only requires about 1-1.4v minimum throttle voltage (to start working) and takes a maximum of about 3.5-4v (where it stops responding further, or errors out). An actual DAC would work too, it just complicates the programming and circuitry a bit more. Pangea temporary hotfixes here Logitech Options is extremely easy-to-use yet it provides amazing features. So I took out the pot and just bridged the pads with an 18K surface-mount resistor. Phase and hall wires are standard, as well. 36V, 8Ah, peak 1000W, 40km/h 3rd GM 48V 1000W, 16S 20Ah WinForce Lipo. "One test is worth a thousand opinions" HughScot 1 µW Posts: 2 Joined: Oct 10 2018 2:11pm Post by HughScot » Oct 11 2018 10:45am Thks fetcher ohh well looks like trail and error mate any help appreciated philf 1 kW Posts: 329 Joined: May 28 2008 5:15am Location: Burlington, ON (Canada) Post by philf » Oct 16 2018 1:26pm I keep tripping over these XLD "Brainpower" controllers - and was intrigued enough to order two flavours of them (neither with LCD, but with two different power ratings). This controller claims to be a "36/48V" unit, and to auto-detect its power source. My suspicion is that this isn't actually doing any regen - it's just shorting the phase wires to get the braking effect. Upon seeing this thing in person, and revisiting this thread, it occurs to me that variants of this thing - at least units that seem to run with the same unique MCU - have been discussed on ES for some years. The caps are 63V units, and these are the FETs that come with this thing: FETs2.jpg (85.04 KiB) Viewed 52087 times Those are 68V parts. Current. There is a working voltage of 12 volts DC current. These come connected together out-of-the-box. These are connected to pads labelled "DS" and "X" on the PCB The "high potential brake" (it's purple) is an input signal that would be used if this controller were used on a scooter. I haven't worked my way through all of the threads yet, but this is flavour I now have in hand. There's also a "speed" connector that looks suspiciously like it may act like the speed selector pads on the Xie Chang controllers. Windows 10 and up macOS 10.15 and up You need to be on Options version 8.54 and up to have both Options and Options+ installed. Like no power to the motor and what you need to do with like the Orange wirre and the alarm signal wire I think the problem is there... XLD are using Custom Cable Color. Alarm signal is three wires - Grey goes to "A3", white goes to "W", and orange just brings back out full battery voltage (it's directly connected to the orange "ignition" wire). I don't have a hand throttle as I am planning to use an Arduino (actually ESP8266) to control the motor. P4 interface setting speed display unit 0 kilometer 1 miles 1st radiator fan motors, 20km/h stolen after 2 days 2nd 250W-24V eZiplike motor with gear. pacha0564 1 µW Posts: 1 Joined: Jan 23 2019 3:51pm Post by pacha0564 » Jan 23 2019 4:15pm Hello, I've just bought the controler XLD Brainpower in order to control a wheel for a scooter. The controller Above is the same TB281BMh8smBKNjSZFsXXaXSVXa_!!140088562.jpg (109.26 KiB) Viewed 52207 times 1st radiator fan motors, 20km/h stolen after 2 days 2nd 250W-24V eZiplike motor with gear. philf 1 kW Posts: 329 Joined: May 28 2008 5:15am Location: Burlington, ON (Canada) Post by philf » Oct 18 2018 9:56am OK, so the first of the XLD controllers arrived (the smaller one, from Amazon: ... Default: 29.0 Range: 0.1 inc Unknown 16. My S866 have an Plug (Brown / White) for Lights, switches Battery Voltage over Displaybutton....fine, but can nothing find about max. The no-load speed or speed when no torque is applied to the motor shaft is 95 rotations per minute (rpm) and the no load current is less than 1.5 amperes. Have you ever seen one that has it? Hope it's this simple! Edit: Just wanted to be clear about the "ignition"/"electric lock" (both misnomers, as far I'm concerned), in case it turns out to be this simple - you wouldn't want to to be running the battery randomly into any of the other orange or red wires on the controller. The "reverse function" (brown and black, going "DC" and "GND", respectively) reverses the motor when shorted. The "autometer signal" is interesting. Shows "000000 Km" Odometer for total distance travelled ?? To search for the one you need, enter the information about it in the search box on the retailer’s website. There is a speed connector on there that does the expected. Default: 0 Range: 0,1 Unknown 20. Default: 0 Range: 0,1 Sets Km or Miles 3. I can't find any information on how to program the controller settings, but I have worked out a few settings by trial and error. speed over 72km/h - LiPo FIRE 4th Recumbent HS3540 2X16s BMSbattery 48V 20Ah 5th Haibike Attack FX, e-novation M15 13S LiIon 6th 26'' with e-novation M15 10S, VESC and throttle 7th City-El 16S WBLYP100AHA TTL140B HughScot 1 µW Posts: 2 Joined: Oct 10 2018 2:11pm Post by HughScot » Oct 10 2018 4:58pm Hi Folks Struggling with these pinouts on XLD "Brainpower " sine wave 48v 1000w controller can anyone help with functions_ no prob with phase, hall, and ignition but confused about the rest. This suits me fine on a 12S LiPo pack, as I wanted the controller to trip BELOW the circuitry I have on the actual pack itself. Or a transistor amplifier could do the same job. It's THESE wires that both need to be connected to the battery: Power connector.jpg (32.31 KiB) Viewed 51929 times You *can* install a switch on the orange wire, which is what the intention was of bringing that wire out separately. speed over 72km/h - LiPo FIRE 4th Recumbent HS3540 2X16s BMSbattery 48V 20Ah 5th Haibike Attack FX, e-novation M15 13S LiIon 6th 26'' with e-novation M15 10S, VESC and throttle 7th City-El 16S WBLYP100AHA TTL140B pavlik1 10 W Posts: 90 Joined: Aug 02 2010 2:31am Location: Switzerland Post by pavlik1 » Oct 10 2018 1:41am Can someone help with the Chinese translation of the attached picture. You may have to browse through the list of available Dayton products if it doesn’t come up immediately. It is possible to use the XLD controler with only the : 2 wires for battery 5 wires for Hall 3 wires for phase line motor + 3 throttle wires + 2 reverse wires and not plug the rest of wires, could it work ? The throttle ("handle accelerator", as diagrammed) is red, white, and black. There's a group of pads on the PCB - "5V", "U", "V", "W", and "GND" all together. ....and my Salesman remain silent... English, Simplified Chinese, Korean, Japanese, German, Spanish, French and Russian. I have worked on similar controllers and there may be several wires that go to optional features that don't need to be attached. There are two connectors for an alarm function - which I have NO idea about. If you've connected either of the brake lines, then disconnect those to make sure you aren't inadvertently triggering the cut-off associated with *them*. Thanks for your help. Thanks The only wires you need (correctly) connected for the controller to actually turn the motor are the power, "ignition", hall sensors, phase wires, and throttle. When they arrive, I'll jump in to reverse engineering fun of it all . The unit is waterproof and ISO 9001 certified. Thanks philf 1 kW Posts: 329 Joined: May 28 2008 5:15am Location: Burlington, ON (Canada) Post by philf » Oct 26 2018 7:25am Rodrigoperez wrote: ↑ Oct 25 2018 4:46pm Hey can you help me a Lil i have bought this controller for like a week now and i couldnt make it work any gess of what could It be ??? Left open, the motor runs at its "medium" speed. fechter 100 GW Posts: 15748 Joined: Dec 31 2006 3:23pm Location: California Bay Area, USA Post by fechter » Oct 11 2018 9:37am My chinese is not good enough to translate the diagram, but that's what you really need. The "ignition" wire needs to be connected to to the battery, the same as the main power line (many people just tie them together). The stall torque or minimum torque needed to completely stop the motor shaft from rotating, or stall the motor, is less than 8 units or pound-feet (N.m) and the stall current is less than 20 amperes. It's blue, and connected to "S+". Attachments 20181111_112118s.jpg (148.03 KiB) Viewed 51709 times 1st radiator fan motors, 20km/h stolen after 2 days 2nd 250W-24V eZiplike motor with gear. It can be a security concern if the window is open when the motor fails. hangflyer 1 µW Posts: 4 Joined: Nov 28 2018 9:53pm Post by hangflyer » Dec 28 2018 5:26am Hi, I'm trying to build a paragliding winch and I decided to start with cheap e-bike gear and then purchase the more powerful controllers and hubs once I have the wiring and software worked out. Get all your technical information about electric bikes here. If I connect my usual 12S pack (which was hot off the charger and running at 49.9V), the EBS feature DOES NOT work. All connectors cut off and no instructions . Default: 3 Range: 1, 2, 3 LCD backlight brightness level 2. If you’re using one of these stores to shop online, have all the details about your old part in front of you. Dunno if any of this is useful, but its the first time I've had my mitts on one of these "X806M" based controllers. Thanks to philf for all the effort. Short black to white, and you get 100%. Get the model number from your old Dayton speed control, because you’ll need that to get an appropriate replacement.Major Online RetailersSome major online retailers, such as Amazon, offer some Dayton motors. Red goes to "+4.3V", black to "GND", and white to "SD" - the latter being the actual throttle signal. t will be great if someone point the pad for regenerative brake. Using a variable power supply to figure out where the "real" LVC kicks in, it looks like the "auto-detecting" feature that this controller is alleged to have (auto-sensing 36 vs 48 volt operation) doesn't have any smarts behind it at all. Does anyone have any more information on this unit, or some insights on the various settings please? It's interesting that the options go all the way up to 80V. 17. If the Arduino/etc can't produce enough voltage at the higher end of the range, then it could simply have an op-amp on it's output that is powered from the controller's 5V. There are three speed settings - leave the connector open, and the motor runs to the middle setting. speed over 72km/h - LiPo FIRE 4th Recumbent HS3540 2X16s BMSbattery 48V 20Ah 5th Haibike Attack FX, e-novation M15 13S LiIon 6th 26'' with e-novation M15 10S, VESC and throttle 7th City-El 16S WBLYP100AHA TTL140B tlg 10 µW Posts: 6 Joined: Nov 26 2018 5:46am Post by tlg » Nov 26 2018 6:22am Hi All I have a BrainPower Motor Controller as pictured in pavlik's post above. Black goes to "GND", grey to "K1", and white to "K2". ignacio 1 µW Posts: 2 Joined: Jan 10 2019 1:54pm Post by ignacio » Jan 10 2019 4:22pm The problem is that arduino and other microcontrollers that do not include DAC only provides 0 or 5v in their digital outputs, although it can produce a variable voltage, but always by PWM signal, which does not recognize the usual controllers, that is why there is a need to work with a digital-to-analog converter (DAC), and certainly the controller does not start the engine neither below 1.10 volts nor above 3.90 amberwolf 100 GW Posts: 33669 Joined: Aug 17 2009 6:43am Location: Phoenix, AZ, USA, Earth, Sol, Local Bubble, Orion Arm, Milky Way, Local Group Contact: Contact amberwolf Website Yahoo Messenger AOL Twitter Post by amberwolf » Jan 10 2019 4:47pm Easy to make a "DAC" via low-pass RC filter, if the frequency doesn't vary, just the duty cycle. You can completely ignore the "alarm" wires - I have no idea what these do, and will remove them (along with some of the other wires I don't use) - just to clean things up. Default: 13 Range: 1 - 20 Unknown 15. It is coupled with a S866 LCD display unit as shown here: ... I found the wire map so I know which wires to use. If I connect the EBS brake wire and spin the motor whilst also shorting the Brake low, it brakes and also generates a little current. The display has some settings but nothing about regen: Press simultaneously button up and down will go in to setting interface P0 set battery low voltage protection point , can be fine tuned with small pot. The heavy red and black are your main battery power, and the orange wire is the "ignition" which provides battery power to the actual controller logic. D'oh! Rodrigoperez 1 µW Posts: 1 Joined: Oct 25 2018 4:43pm Post by Rodrigoperez » Oct 25 2018 4:46pm Hey can you help me a Lil i have bought this controller for like a week now and i couldnt make it work any gess of what could It be ??? pavlik1 10 W Posts: 90 Joined: Aug 02 2010 2:31am Location: Switzerland Post by pavlik1 » Oct 09 2018 3:58am Hello I need some help regarding XLD Brainpower motor controller XunLiDa. I have two wersions of it: Model: KSLA19 no LCD Model: KSLU37 with LCD The one with LCD is installed on e-bike with Bionx (internal controller removed) motor. Default: 5 Range: 0 - 5 Unknown 13. The brake is connected to the provided wires outside the box. You'd connect this to the same 12V signal that drives the bike's tail light. philf 1 kW Posts: 329 Joined: May 28 2008 5:15am Location: Burlington, ON (Canada) Post by philf » Oct 18 2018 8:49pm OK - and one final one... With the other settings the backlight is off. It couples years of Logitech hardware excellence with software smarts. The faster you go, the more voltage you read on this line. Default: 0 Range: 0,1,2,3 With default "0" the display backlight is on. You can search for these suppliers online by using the search query heating and cooling suppliers or HVAC suppliers in an online directory or online map. I read the post of hangflyer and I must comment that these bicycle controllers need a real accelerator voltage to work, if a voltage simulated by pwm by analogue signal of an arduino board or similar does not work, a DAC type MCP4725 should be used to produce real volt signal, it is tested in several controllers models and works well, in this way you can use the pedaling cadence to raise the power of the engine, or intercept the signal of an accelerator to set it as cruising speed, You can actually do many types of projects on brushless motors. Now - there *is* the often found tie between the EBS (or regen, if true) function and LVC. Default: 0 Range: 0,1,2 Unknown 11. Also there are connections shown for lights - how do you activate the lights? (I have a common ground between the controller and Arduino.) I was assuming that the controller just took the input voltage and adjusted the speed with 0v being nothing and 5v being flat out. Default: 6 Range: 5 - 12 Unknown 14. If your battery is below the LVC (low voltage cut-off) that the controller is expecting, then you'll get nothing. Thanks ignacio 1 µW Posts: 2 Joined: Jan 10 2019 1:54pm Post by ignacio » Jan 10 2019 2:23pm Hello, first of all, excuse me for my English. MORE FROM QUESTIONSANSWERED.NET reflections image by Furan from Fotolia.com Power window motors are mechanisms installed inside of the car door which control the function of the window glass enabling them to go up and down. Will chime in again when I have one of these puppies in hand. There is very little information on these, but the standout so far is that they appear to use floating external wires where one would normally expect to find a jumper on the PCB. Default: 10 Range: 0 - 60 Unknown 5. Not really useful if you were genuinely running this thing at 36V. Does anybody really DO that? Sure enough, if you apply the brake (I have it wired to the "brake low" input), the motor is slowed down to a complete stop. If a simple RC wont' work for some arduino-design reason, a low-pass op-amp RC would. The main problem is that the PAS levels 1 and 2 stop delivering power at 8kmh, 18kmh respectively, and on level 3 it runs up to 30kmh. I determined that a value of around 18K coaxed the LVC up to around 36V. pavlik1 10 W Posts: 90 Joined: Aug 02 2010 2:31am Location: Switzerland Post by pavlik1 » Oct 30 2018 7:41am @ philf Hello philf, thanks for sharing the info 1st radiator fan motors, 20km/h stolen after 2 days 2nd 250W-24V eZiplike motor with gear. I have listed the 20 settings below with Default, Range and Function. My motors got 2 wires for power + 3 wires for brusless command + 5 wires far Hall command. speed over 72km/h - LiPo FIRE 4th Recumbent HS3540 2X16s BMSbattery 48V 20Ah 5th Haibike Attack FX, e-novation M15 13S LiIon 6th 26'' with e-novation M15 10S, VESC and throttle 7th City-El 16S WBLYP100AHA TTL140B pavlik1 10 W Posts: 90 Joined: Aug 02 2010 2:31am Location: Switzerland Post by pavlik1 » Nov 12 2018 2:58am Hello Just to confirm when DS and X are connected, the regenerative braking is working. To enter the programming mode, you hold the "+" and "-" buttons down for a few seconds, and the display changes to the Programming mode. 24v battery—low voltage protection point 20v 36v battery—low voltage protection point 31v 48v battery—low voltage protection point 42 v P1 SET rim diameter , unit inches rim is 26inches, then make it 26 P2 INTERFACE SET motor magnetic poles Common 26inches geared motor should be 45 P3 set speed testing standard Motor internal HAL use 1, if take external speed test hall then set is 0 ??? Obliged. Anyways, I thought I toss this out there - the markings (and chip used) on this board seem to be very similar to the board posted earlier in the thread. 01576.html I want to replace the controller and display on a bike with a 36V 250 W rear hub drive and a simple display that has just 3 PAS levels and LEDs for showing battery status. I think I am missing something. If you're sure that power is wired correctly, and you've got enough voltage, then something is likely amiss with your hall/phase wiring. Any suggestions? 7. Roots Rocker 1 mW Posts: 19 Joined: Dec 29 2018 10:54am Post by Roots Rocker » Dec 29 2018 11:59am Hello, This Manual was not so right for an XLD Controller Display. When the brake low SL is activated, the power is cu8t but no regeneration. Many thanks for any help with this. It seems analogue (though probably just buffered PWM). Your devices show up as on-screen images, so they’re easy to find, switch, and set up in seconds. More importantly - the "EBS" feature works on the larger pack with this mod, as well. speed over 72km/h - LiPo FIRE 4th Recumbent HS3540 2X16s BMSbattery 48V 20Ah 5th Haibike Attack FX, e-novation M15 13S LiIon 6th 26'' with e-novation M15 10S, VESC and throttle 7th City-El 16S WBLYP100AHA TTL140B fechter 100 GW Posts: 15748 Joined: Dec 31 2006 3:23pm Location: California Bay Area, USA Post by fechter » Oct 09 2018 8:23am It's possible that regen is not a feature on that model. So far, the motor I'm playing with sounds exactly the same as it did with the older model Infineon job that was previously on there. But some of my favourite stuff is the stuff I paid the least for, so who knows? 4. So I'm lost with all the wires of the XLD Brainpower controler. At least, if none of them are satisfactory, there's a clean place on the board to play with different resistor values . I've got a cheap 24v 350W brushless hub motor and a KLD Brainpower motor controller model KSCTW13. The bike won't run, however, with the 10S pack - evidently, the LVC *has* moved up, well above 39V - I need to go back at this with a variable power supply to determine what the real cut-off values are. These are the red, yellow, green, white, and black hall wires, respectively. Normally, there's a bit of an exercise to get the hall/phase wires sorted - with this controller, simply connecting the green auto-config ("intelligent identification", in the diagram) wires together should make the wheel spin (make sure the wheel is off the ground). Default: 1 Range: 1 - 24 Unknown 12. Short black to grey, and the top speed is reduced. So it is hard to set a steady speed in the 20 - 30 kmh range. Default: 80 Range: 1 inc Unknown 8. One is coming from China, and the other from Amazon. It goes to "SH" on the PCB and has the same effect as shorting the low potential brake. The amount of current needed is usually at most a few mA. They claim to be sine wave units, and I paid less than $100 Canadian for the pair of them - so I'm actually coming at this with low expectations. Exterior.jpg (338.96 KiB) Viewed 52087 times Wiring: Wiring.jpg (482.34 KiB) Viewed 52087 times PCB: TopPCB.jpg (443.17 KiB) Viewed 52087 times BottomPCB.jpg (230.03 KiB) Viewed 52087 times Chip.jpg (164.33 KiB) Viewed 52087 times After changing out a lot of the connectors for something I can actually attach to a bike (Andersons and JSTs), it did install painlessly. I've mapped out where all of the coloured wires go, and what the do (though I have no idea how the "alarm" feature is used), so FWIW - this is the diagram: XLD500WController.jpg (81.6 KiB) Viewed 52087 times The "power and electric lock" function is straightforward. Studying the PCB, there is an interesting resistor array that appears to be in parallel with one of the resistors that form what I'm assuming is part of the voltage divider that is feeding the LVC measurement to the MCU. Can anyone educate me. Default: 26 Range: 0.1 inc Rim size?? I connected the motor and controller and fed it 24v and when I connect the green auto learn wires it turns the hub motor correctly. Default: 2 Range: 1, 2, 3 Sets PAS level to 3, 5 or 10 6. No matter whether you feed the controller 36 or 48V, the LVC trips at 33V - and doesn't release until voltage gets back to 35V. blazingthru 1 µW Posts: 1 Joined: Jan 09 2019 3:52pm Post by blazingthru » Jan 09 2019 3:59pm I also have the kslzv83 controller with the LCD, I've seen listing on similar which can have a reverse function enabled. If it's spinning the wrong way, you touch the throttle and it reverses - disconnect the green wires, and this setting is remembered). The "cruise function" (blue and black, going to "Q" and "GND", respectively) holds your current speed when shorted. The power window motor has four mounting hole positions. Default: 65 Range: 1 inc Unknown 9. When the power window motor fails the window ceases to operate in whatever position it was in when the power window motor failed. I won't be able to prove this until I try the controller out on a bike with a Cycle Analyst on it. When shorted, this switches off motor power and activates EBS. If you’re going to the store to get one, either take the part, your written details about the old speed control or take a picture of the part if you aren’t able to take it with you.Online AuctionsWhile the offerings can change from one day to the next with online auctions, such as eBay, it’s possible to find Dayton motor speed controls on auction sites. hangflyer 1 µW Posts: 4 Joined: Nov 28 2018 9:53pm Post by hangflyer » Dec 28 2018 8:59am I've no idea why, but it suddenly started working. There are 20 settings that you can step through by pressing the Power button briefly. LVCJumpers.jpg (400.65 KiB) Viewed 52087 times Any of these resistors can be jumpered to GND to change the balance of the voltage divider. Thanks. I have no idea how I'd use this, though driving a regular analogue panel meter could be fun. The auto-learn feature for the phase/hall wiring worked well (you connect together the green wires, power up the bike, and it starts spinning the wheel. The board is not populated with components that would allow you to even think about going there. LVC is at 36.1V, and EBS still works on 12S. Default: 0 Range: 0,1 Display shows "Start Zero" or "Start Non Zero" 10. Default: 36 Range: 24, 36, 48 System voltage ?? Attached a manual for connections and information in case it is useful. Other things to check include the shipping terms and return policy in case the part doesn’t work as stated. Assuming everything is connected, it's possible that you have a mismatch between the controller's configured voltage and the battery you are using. While there are many styles of Dayton parts available, in some cases, there are parts that are hard to find in the general market. For giggles, I jumpered the "60V" resistor in the LVC array, and now EBS (or regen, if true) works with the 12S pack.

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