

Fuel Gauge with Data Recording and Sensor Boards

GCG1-C

The GCG1-C, a Smart Gauge™ kit that includes a Fuel gauge and two circuit boards, was designed to meet the specific needs of battery-electric vehicles (BEVs). After years of settling for off-the-shelf, standard, hard to read, 2" gauges, the Green Cycle designers collected feedback from electric vehicle (EV) owners to develop gauges without compromise for BEVs. To help improve a vehicle's range performance, critical performance data can be recorded on a removable SD memory card for downloading to a PC or Mac for review. The *Green Cycle Data Analysis Tool* analyzes trip performance parameters such as distance traveled, changes in altitude, ambient air temperature and driving style. The analysis of this data can be used to significantly enhance driving efficiency while increasing a BEV's range.

System Diagram

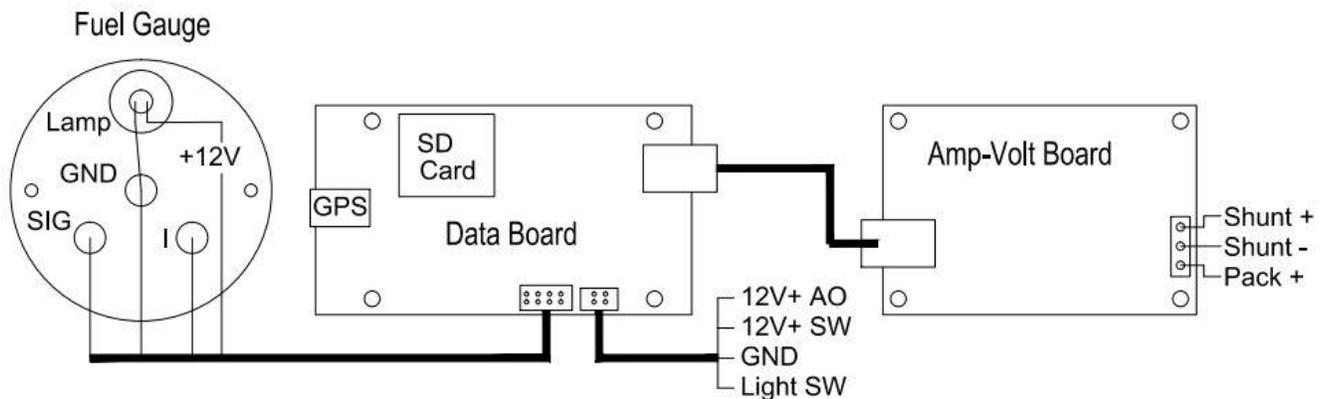


Figure 1

Rev. 0

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Fuel Gauge

The Fuel gauge is electrically programmable. Signals from vehicle sensors are received by the Amp-Volt board and are transmitted to the Data Recording Board for processing and recording. The Data Recording Board sends variable frequency square waves to the gauge which causes the needle to point to the appropriate location on the dial face.

Circuit Boards

The Amp-Volt Board receives data from main pack voltage and a current shunt. This data is transmitted via CAN bus over a RJ45 cable to the Data Recording Board for processing, storage, and distribution to the appropriate gauge. Incorporated on each of the two circuit boards are RJ11 programming ports. (These ports are for factory use-only.)

Amp-Volt Board

Measurement of voltage, current and ambient air temperature are performed by the Amp-Volt Board. This board has three connections to the main battery pack and should be located outside the passenger compartment to isolate the pack's high voltage from the passengers. Since a temperature sensor is included on this board, it should be mounted out of direct sunlight. This board's design requires the use of a 50mV shunt with either 500A or 1000A current rating. This board is factory-configured for a 1000 Amp shunt and in the Amp-Volt Sensor Board section are instructions for accommodating a 500 Amp shunt.

Data Recording Board

The Data Recording Board receives packet data from the sensor boards, distributes this data to the appropriate gauge for display, and records key vehicle performance parameters. The Data Recording Board measures the vehicle's energy consumption and stores critical performance information on a 4GB SD memory card. Data transfer from each of the three gauge boards takes place at the rate of about 20 times per second via CAN bus.

Once the vehicle has completed a trip and is turned off, the driver can remove the SD memory card and upload the trip data into the *Green Cycle Data Analysis Tool* at www.GreenCycleDesignGroup.com/data/gallery2. This powerful tool for analyzing their vehicle's performance is available free of charge to Green Cycle customers.

Users are required to create an account to store and analyze their vehicle's performance data. The *Green Cycle Data Analysis Tool* is configured to protect private information via password protected user accounts. The user has the option to keep their data completely private, share their data with other Green Cycle customers, or provide unlimited access of their data to all visitors.

Green Cycle's Data Recording Board stores information with the file name as an incremental number from 0 through 255 on the SD memory card. When uploading the SD memory card data to the *Green Cycle Data Analysis Tool* website, the data is normalized to reduce file size and reviewed for duplicate file information. Each trip file begins on ignition start-up and ends when ignition is turned off. Information collected includes time, vehicle speed, motor RPM's, ambient air temperature, amperage going into the pack and amperage exiting the pack, voltage, and GPS longitude, latitude and elevations. Charts can be easily displayed on the Data Analysis Tool using the above static data. GPS coordinates and timing are written to the SD memory card once per second. The GPS data utilizes the National Marine Electronics Association (NMEA) sentence statements.

Below are examples of one of the many performance graphs and a route plotting, using Google Maps. All are available free to customers for use on the *Green Cycle Data Analysis Tool*.

Amp vs. Speed

Max Speed (mph): 31.06
 Avg Speed (mph): 9.22
 Time moving (sec): 322
 Time moving (prct): 51
 Time stopped (sec): 300
 Time stopped (prct): 49
 Max current (Amp): 520
 Avg current (Amp): 21

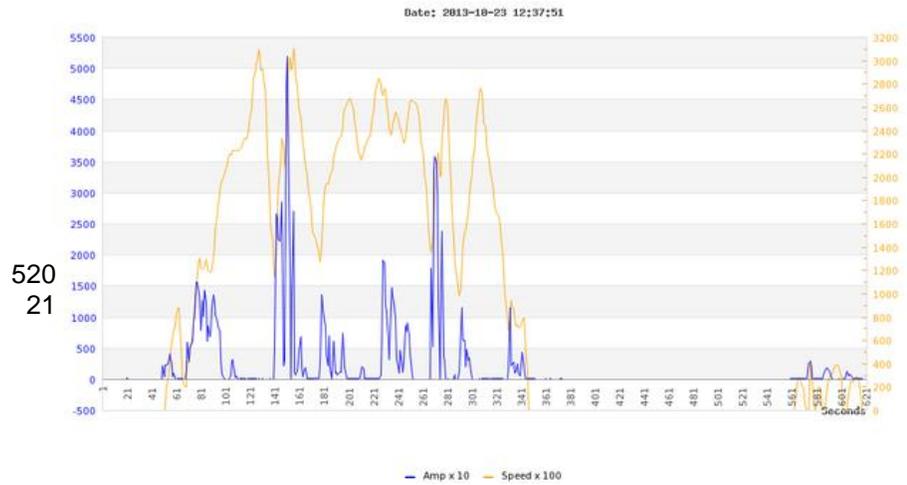


Figure 2



Figure 3

Gauge Installation Instructions

1. Determine a location on your vehicle's dash which is acceptable for easy viewing of each gauge. Take into consideration viewing through the steering wheel or other obstructions.
2. Look behind the dash panel where the holes are to be drilled. Move any wires out before drilling into the dash. Take note of any structural bracing and adjust the gauge location accordingly to miss these obstructions.
3. Drilling the hole for gauge placement requires require a 2.063" diameter hole saw bit. Drill the hole for the gauge and test fit it in the hole. The gauge should fit snugly into the hole. Remove the gauge.
4. Locate a place to mount the Data Recording Board inside the passenger compartment while providing easy access to the SD memory card. Remove the board's box lid and mark the inside of the box in the approximate location of where it will be positioned within the BPV. Two #10 screw holes are adequate for mounting the board's box. (These screws are not included because the material thickness can vary greatly from one BPV to another.) Remove the circuit board to prevent plastic or metal filings from damaging the circuit board. Drill mounting holes in the box and reposition it on the BPV to mark the hole spacing for mounting the box. Clean the box interior and re-install the circuit board inside its enclosure. Be sure to provide easy access to the SD memory card and for inserting the speedometer calibration key during the gauge calibration procedure.
5. Another consideration when mounting the Data Recording Board is for good reception for the on-board GPS receiver. Minimizing the amount of metal or plastic from the BPVs body or dash above this board box will improve access to GPS satellites. A less than optimal board mounting location may result in longer times for the GPS receiver to acquire the satellite(s) (Note: Data is still usable, but, there may be a slight lag at startup time).
6. For passenger safety, the Amp-Volt Board must be located outside the passenger compartment and within 12" of the shunt (Figure 8.B). This board is designed for connection to the high voltage battery pack and is electrically isolated from the other boards and gauges in this kit. Failure to install this board properly could result in serious injury or death due to electrical shock.

NOTE: Minimizing the wire length from the shunt to the Amp-Volt Sensor Board helps ensure noise immunity. Longer wire lengths to the shunt can induce electrical noise and may affect data accuracy. Routing these wires away from 12-volt or pack voltage also help to improve noise immunity. Green Cycle has tested several vehicle configurations with this board and has achieved the designed performance by keeping the wire length within 12" of the shunt. Since a temperature sensor is included on this board, it should be mounted out of direct sunlight.

7. Installing the CAN bus cable.

NOTE: Because each BEV configuration will require different cable lengths, a RJ45 cable is not included in this kit. It is recommended to measure the length, cut the cable to length, fish the cable through the vehicle and then install the RJ45 connectors. Below are recommendations for configuring the RJ45 cable:

- a. Use a string or scrap length of wire to measure from the Data Recording board to the Speed-Tach board. Allow for a little slack and then cut the RJ45 wire harness to length. Insert RJ45 cable male connectors to each end per the schematic below using the standard RJ45 protocol for wire coloring.

(The pin out shown below for Ethernet wire colors follows EIA/TIA 568B)

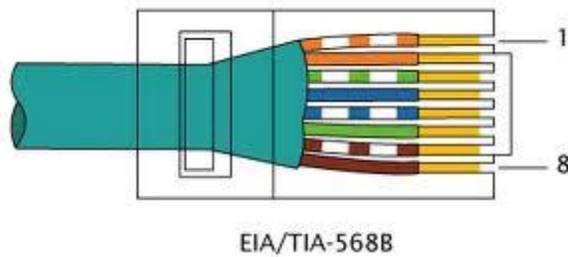


Figure 4

EIA/TIA 568B Wire Map	
1	White/Orange
2	Orange/White
3	White/Green
4	Blue/White
5	White/Blue
6	Green/White
7	White/Brown
8	Brown/White

Figure 5

- b. Use a string or scrap length of insulated wire to measure from the Amp-Volt Board to the Data Recording Board. Allow for a little slack and then cut the RJ45 wire harness to length. Insert RJ45 cable male connectors on each end per the schematic above using the standard protocol for wire coloring. This cable carries high-speed serial data. Splicing is not recommended as splices can induce noise which could introduce errors into the data being transmitted.
8. Connect the Data Recording Board (Figure 6.A and 6.B) to the gauges and the ignition switch, using the wire harnesses provided. Route the wires to follow a clean and neat path and allow 3" beyond the gauge hole. This extra wire length allows the installer to easily connect or disconnect the gauge. The wire harnesses contain 20AWG wire and may need to be extended due to distance from the Data Recording Board to the gauges. When splicing, use 20AWG wire of the same color and use an appropriate method of making a secure splice connection.. (See [Tips for Splicing Wires Guide](#) found under Support on the *Green Cycle website*.) The +12V SW, Light, and GND wires on the eight wire harness are designed to be daisy chained together using in-line splice connectors.
9. To complete the gauge installation, the system needs to be initialized. Table 1 displays the files that need to be created for initializing the gauges (and document the system's values in Table 1 under "Your Setting" for future reference. This information will be helpful should the BEV sustain a damaged cell or the user reconfigures the main battery pack's amperage/voltage.) The lithium cell manufacturer's recommendation for nominal voltage and cell amperage are needed along with a PC or Mac to create the initialization files. The Data Recording Board scans the SD memory card for these specific file names. The Data Recording Board recognizes the file name and then verifies the file with the same file name stored (by the factory) in on-board EEPROM. The new file values on the SD memory card will replace the previous values in the EEPROM. The Data Recording Board removes the file from the SD memory card. As long as these files are unavailable on the SD memory card, your system will default to the stored values in the EEPROM each time you start your vehicle.

Table 1

File Name	Your Setting	Description
AMPHOUR.TXT		Enter the standard amp hour rating of the battery pack configuration. For example, two 100Ahr cells in parallel would be a 200 Ahr pack configuration. Enter only integer values (for example "200").
CELLVOLT.TXT		The lithium cell manufacturer has provided you with a nominal cell voltage value. (Most lithium cells have a 3.20 nominal voltage.) Enter as a two point decimal (for example: "3.20").
CELLQTY.TXT		Enter the number of cells used to create the battery pack. Note: if cells are wired in parallel, do NOT count each cell, but, consider the cells in parallel as a single cell. (For example: If there are two 100 Ahr cells in parallel this would be considered as only a single cell. Another good way to calculate this is to count the number of battery management boards used in your battery pack. Enter only integer values (for example: "48").
DOD.TXT		Depth of Discharge (DOD) parameter defines the percent of stored energy which can be removed from the lithium cell per cell manufacturer's recommendation. Most lithium cells can achieve an 80% DOD. This is the theoretical amount of energy available for use. The default value is set to 80 and any new values should be set to a two-digit integer (for example: "80"). As the battery pack ages, DOD can be adjusted to account for any cell degradation. DOD can also be adjusted to compensate for driving in a region with adverse weather climate.

(Note: use a text editor such as Notepad, Word or TextWrangler to read these files. The files in the table above must be named as shown and saved in .TXT format.)

Data Recording Board - Measurements and Wiring Schematic



Figure 6.A

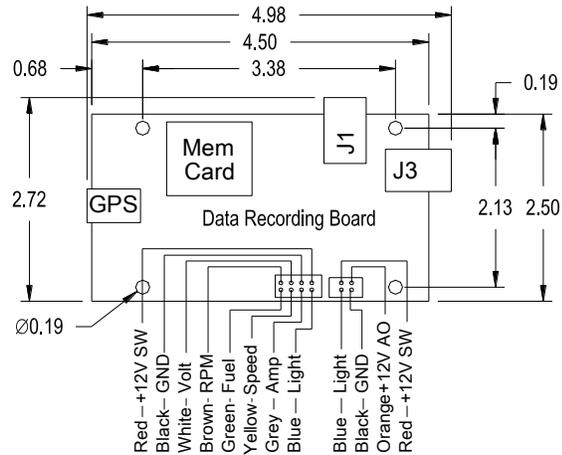


Figure 6.B

Table 2

RPM Sensor Type	Switch #1	Switch #2	Switch #3	Switch #4
2 pulses per revolution	On	On	Off	Off
4 pulses per revolution	Off	On	Off	Off
6 pulses per revolution	On	Off	Off	Off
8 pulses per revolution	Off	Off	Off	Off

(Should you need a different configuration than shown above, please contact Green Cycle for assistance)

The Speed-Tach Board has two sets of four jumper connections which require setting based on the type of sensor selected for either the motor RPM or speed. The Speed-Tach board is able to support two types of sensors. Setting AC supports a generated voltage output such as a sine wave output. The second method or the LED setting performs similar to a switch and can complete a circuit when activated. Examples include phototransistors or Hall effect sensors. Reference the settings configurations per the table below:

Table 3

RPM-Speed Jumpers	Speed Jumper	RPM Jumper
LED setting	Connect #3 to #4	Connect #3 to #4
AC setting	Connect #1 to #3 Connect #2 to #4	Connect #1 to #3 Connect #2 to #4

Amp-Volt Sensor Board - Measurements and Wiring Schematic



Figure 7.A

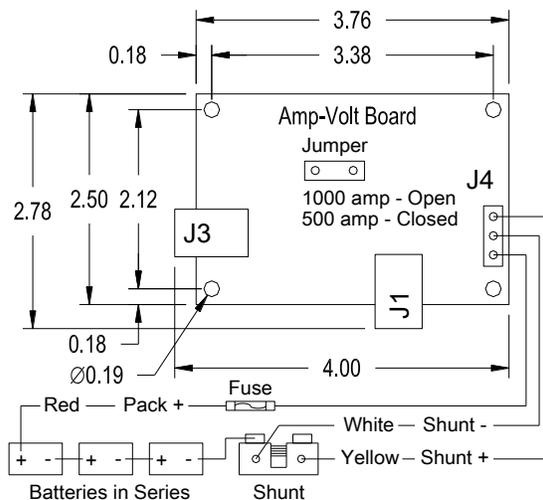
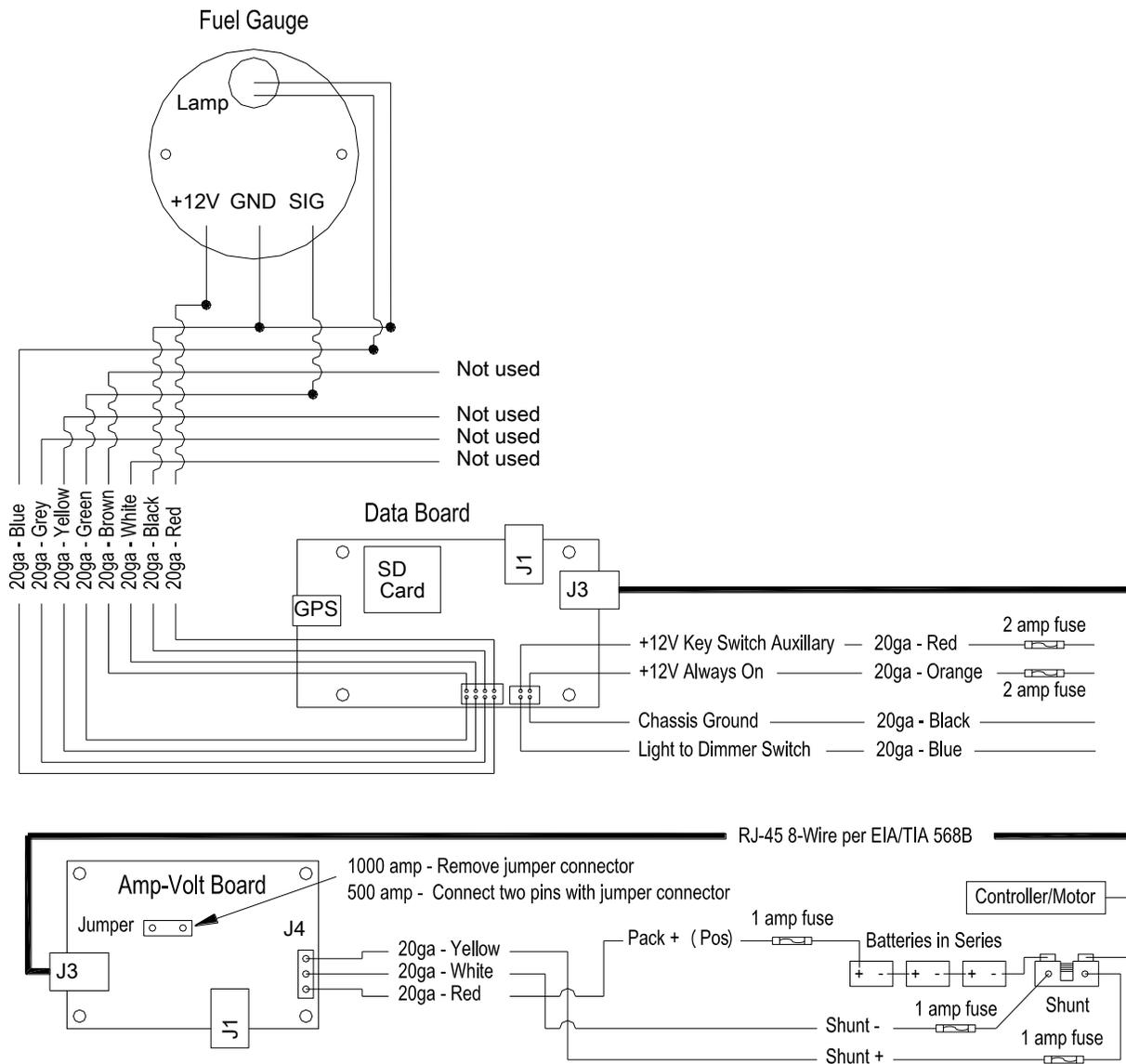


Figure 7.B

The Amp-Volt Sensor Board has a jumper option to support using either a 500 amp or a 1000 amp shunt. This board has been configured at the factory for a 1000 amp shunt.

Once the shunt type has been selected, set the jumper configuration appropriately. A jumper on the board (see Figure 7.B) allows the installer to switch between the two shunt amperage ratings. To implement the 500 amp setting, place the jumper between the two pins shown in the diagram above. Converting back to the 1000 amp setting can be done by removing the jumper altogether. Figure 7.B illustrates one wire connecting to the shunt (+) positive, one wire to the shunt (-) negative and one wire with an inline fuse (provided in the kit) connecting to the main battery pack (+) positive terminal.

System Wiring Diagram



Gauge

FUEL GAUGE



Size: 2" diameter

Dial: Analog, "E" to "F" showing % of pack capacity remaining

Theory of Operation - Battery pack capacity is programmed during initial set-up into the Data Recording Board. As energy is utilized – either consumed while driving or generated during regenerative braking or a charging cycle, the Data Recording Board calculates the battery pack capacity and displays the percentage of pack available on this gauge. The Data Recording Board reads and stores data up to 20 times per second during operation. During the charging cycle, the Data Recording Board logs data once every second and recognizes when the charger has completed its cycle. The fuel gauge is then set to "F" to indicate that the battery pack has been charged to its full capacity. This approach reduces the possibility of error accumulation over time.

NOTE: Whenever a new vehicle configuration is uploaded to the Data Recording Board, the fuel gauge will automatically default to displaying below "E" on the gauge dial. After the changes have been uploaded, complete a full-pack charge cycle to reactivate your fuel gauge for normal operation.

Calibration - Remove the SD memory card and use a PC or Mac computer to create the .TXT files noted in Table 5. Once these files have been created, insert the SD Card into the Data Recording Board. The Data Recording Board will recognize new values upon the next ignition key switch-on sequence and store the new values into its memory. Once the data is stored, these files will be automatically removed from the SD memory card. Should the vehicle's configuration change, recreate these files on the SD memory card and the Data Recording Board will upload the new values into its on-board memory.

Customer Support

This datasheet has been written to provide owners and installers with necessary information about the operation and installation of these gauges and circuit boards. We have completed dozens of gas-to-electric vehicle conversions and ground-up BPV designs. We know first-hand the challenges of installing gauges. The team at Green Cycle has dealt with incomplete or non-existent information from other suppliers so we hope you find this information useful in getting the most enjoyment out of your GCG1-A gauges.

We want to hear from you should you have any technical questions (or just want to give us feedback on our products). Send us an email at support@greencycle设计group.com.

12 Month Limited Warranty

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