

Warning point adjuster 2910002025200	TU00-0761-5507150	10/18	1-3	1

Safety instructions

- The product has been developed, manufactured and tested in consideration of the basic safety requirements of EC directives and the generally recognised engineering standard.
- The device is intended for use in non-floating vehicles and machines as well as for pleasure crafts, including non-classified professional navigation.
- Only use our products for the intended purpose. Personal injuries as well as material damage or environmental damage can result if the product is used for purposes other than those intended. Before installation, please inform yourself on the vehicle type and any special features on the basis of the vehicle papers.
- Use the construction plans to inform yourself of the position of fuel/hydraulic/compressed air lines and electric cables.
- Note any changes to the vehicle that have to be taken into account during installation.
- Basic knowledge of vehicle/ship electrical and mechanical systems is necessary to avoid personal injuries, property damage or environmental damage.
- Make sure the engine cannot be started accidentally during installation.
- Changes or manipulation of the VDO product can have a negative influence on safety. For this reason, it must not be changed or manipulated.
- During the removal/installation of seats, covers etc., make sure that you do not damage or loosen any lines, cables or plug-type connections.
- Note all the data from other installed devices with volatile electronic memories.

During installation, pay attention to the following:

- During installation make sure that product components do not influence or hinder the vehicle functions and do not become damaged.
- Only install non-damaged parts in the vehicle.
- During installation make sure that the field of vision is not impaired by the product and that the product is not positioned in a location where the driver or passenger could bang their head against it.
- You should have a specialist install the product. If you install it yourself, wear suitable working clothes. Do not wear loose-fitting clothing. It can become caught in moving parts. Wear a hair net over long hair.
- Do not wear any metallic or conductive jewellery such as chains, bracelets, rings etc. during work on the on-board electric system.
- If work is necessary on the engine while it is running, special care must be taken. Only wear appropriate working clothes, since there is a risk of injury through crushing and burns.
- Before starting work, disconnect the negative battery pole, since there is a risk of short circuit otherwise. If the battery has additional batteries, the negative poles of these batteries may also have to be disconnected. Short circuits can cause cable fires, battery explosions and damage to other electronic systems. Please note that all values entered in volatile electronic memories will be lost when the batteries are disconnected and will have to be reprogrammed.
- Before starting work in the engine room of boats powered by a petrol engine, let the engine fan run.
- Pay attention to how cable strands are routed so as not to damage these during drilling and sawing work.
- Do not choose the installation location in the mechanical and electric airbag area.
- Do not drill holes or make installation openings in load-bearing or stabilising bars or beams.
- During work under the vehicle, secure it according to the vehicle manufacturer's specifications.
- Make sure there is enough space behind the drilled holes or installation opening when choosing the installation location. Necessary installation depth is 65 mm.
- Pre-drill installation openings as small holes, then use a tapered milling cutter, hole saw, jig saw or file to enlarge them and finish them off. Deburr the edges. Always observe the safety instructions provided by the tool manufacturer.
- If work is necessary without disconnecting the voltage, insulated tools must always be used.



No smoking permitted!
Do not use open fire or light sources!

- Only use designated multimeters or diode test lamps for measuring voltages and current in the vehicle/machine or ship. The use of conventional test lamps can result in damage to the control units or other electronic systems.
- The electric outputs of the display unit and the cables connected must be protected from direct contact and damage. For this, the cables used must be sufficiently insulated or have sufficient electric strength and the contact points must be touch-proof.
- The electrically conducting parts of the consumers connected must also be protected from direct contact by corresponding measures. The laying of metallic bare cables and contacts is not permitted.

After installation, please pay attention to the following:

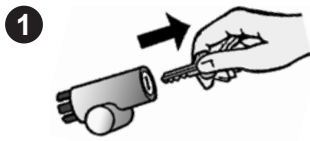
- Connect the ground cable tightly to the battery's negative pole.
- Re-enter/reprogram the values of the volatile electronic memory.
- Check all functions.
- Only use clear water to clean the components.
Pay attention to IP protection types (IEC 60529).

Electrical connection:

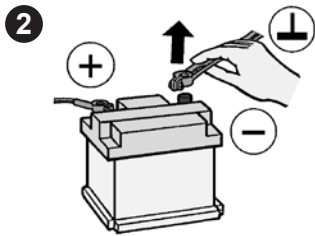
- Pay attention to the cable cross-section.
- Reducing the cable cross-section leads to a higher current density. This can lead to the respective cable section overheating.
- Use existing cable ducts and strands to lay the electric cables, but do not lay the cables parallel to ignition cables or parallel to cables which lead to large current consumers.
- Fix the cables using cable ties or adhesive tape. Do not route the cables over moving parts. Do not attach the cables to the steering column.
- Make sure that the cables are not subject to tensile, compressive or shearing forces.
- Where the cables are routed through bore holes, protect the cables using rubber grommets or similar.
- Only use stripping pliers for stripping the cables. Use the pliers in such a way that no stranded wires are damaged or cut through.
- Always only use the soft-soldering method to solder any new cable connections to be created, or use standard crimp connectors.
- Always use a cable crimping tool to make the crimped connections. Note the safety instructions provided by the tool manufacturer.
- Insulate the exposed stranded wires in such a way that no short-circuits can be caused.
- Caution: risk of short-circuit due to faulty connection points or damaged cables.
- Short circuits in the vehicle electric system can cause cable fires, battery explosions and damage to other electronic systems. For this reason, all power supply connections must have weldable connectors and be sufficiently insulated.
- Pay particular attention to perfect ground connections.
- Faulty connections can lead to short circuits. Only connect the cables in accordance with the electric terminal diagram.
- When operating the device on power packs, note that the power pack must be stabilised and comply with the following standards: DIN EN 61000- Part 6-1 to 6-4.

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Working procedure for installation of VDO SingleViu devices

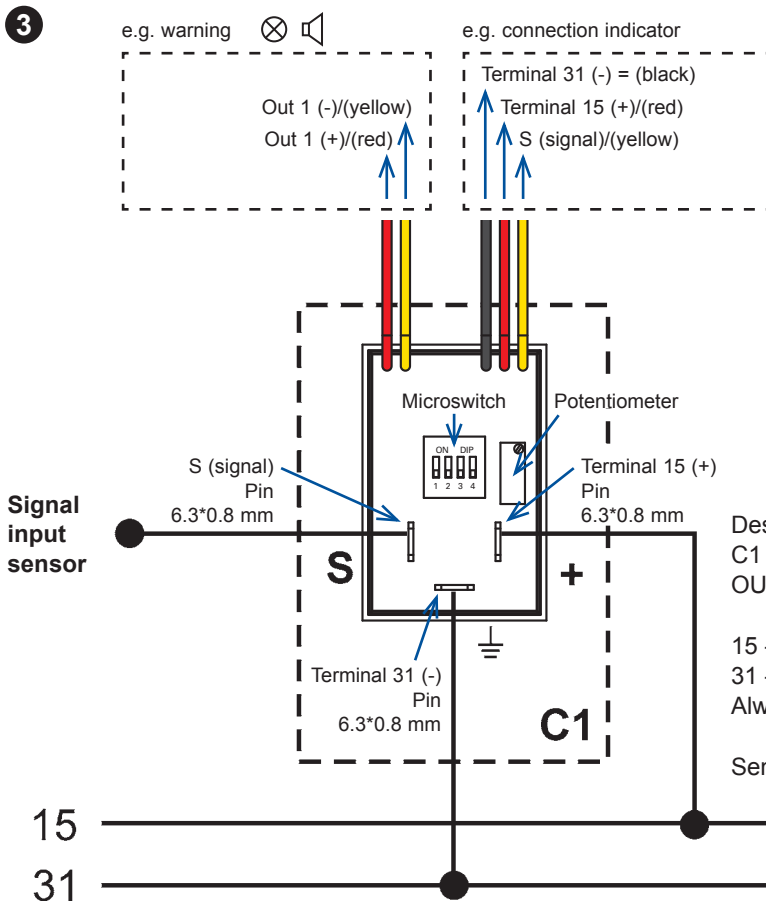


Before starting work, switch the ignition off and remove the ignition key. Remove the main power switch if necessary.



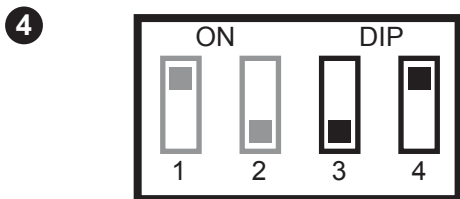
Disconnect the battery's negative pole. Secure the battery against being switched on again unintentionally.

- Before starting work, disconnect the negative battery pole since there is a risk of short circuit otherwise. If the vehicle has additional batteries, the negative poles of these batteries may also have to be disconnected. Short circuits can cause cable fires, battery explosions and damage to other electronic systems. Please note that all values entered in volatile electronic memories will be lost when the batteries are disconnected and will have to be reprogrammed.

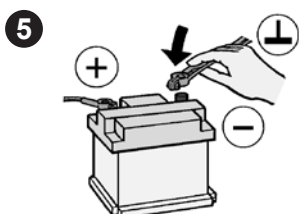


Designations within the connection diagram:
 C1 – Warning point adjuster
 OUT1 – Switching capacity = 300 mA, not short circuit-proof
 15 – Terminal 15 – Permanent positive 10 V–32 V
 31 – Terminal 31 – Ground
 Always adhere to the connection diagram.

Sensor - pressure, temperature and level sensors from the standard VDO range



Adjusting the warning point:
 For warning point adjustment set switch 3 to OFF and switch 4 to ON.



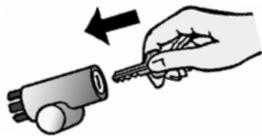
Reconnect the battery after you have checked the connection.



- Please note that all values entered in volatile electronic memories will be lost when the batteries are disconnected and will have to be reprogrammed.

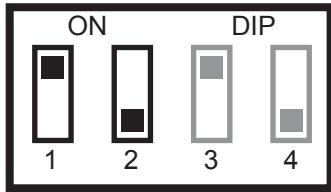
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Insert the main power switch again if necessary.
Switch the ignition on and carry out a functional test.
Re-programme other devices which may have lost your saved settings.

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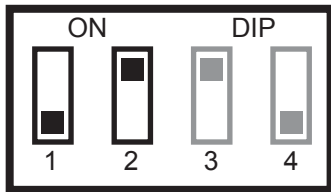
Selecting the warning range:
For the warning with increasing sensor resistance, set switch 1 to ON and switch 2 to OFF.

Turn the potentiometer until the pointer is at the position where the warning lamp is to be triggered. (During the adjusting procedure itself, the warning lamp is not triggered depending on the pointer position.)



Examples:
Level gauge with dip tube level sensor, warning if fill level is too low (fuel).
Temperature indicator, warning if temperature is too low (oil/water).
Pressure indicator, warning if pressure is too high (oil).

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Selecting the warning range:
For the warning with falling sensor resistance, set switch 1 to OFF and switch 2 to ON.

Turn the potentiometer until the pointer is at the position where the warning lamp is to be triggered. (During the adjusting procedure itself, the warning lamp is not triggered depending on the pointer position.)

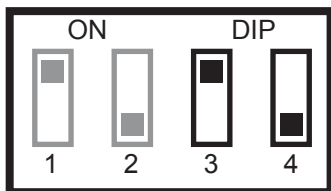


Examples:
Pressure indicator, warning if pressure is too low (oil).
Level gauge with lever level sensor, warning if fill level is too low (fuel).



Example:
Temperature indicator, warning if temperature is too high (oil, water).

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For normal operation set switch 3 to ON and switch 4 to OFF.