VEI Systems Installation Instructions
D1-UVM-UVM-Mx – Dual Universal Voltage-Input Monitor ("*" Symbol)

Please read these instructions completely before beginning installation to ensure that you have the tools and skills necessary for installation and operation of this instrument. If you are not sure that you can perform the installation safely, then consult a qualified installer. Further instructions available at www.VEISystems.com/technical.html .

FEATURES

The Universal Voltage-Input Monitor accepts, on each of two channels, a linear analog signal of 0 to 5 volts and displays this as any linear range of values in one of 3 ranges: 0.00 through 9.99, 0.0 through 99.9, or 0 through 999. The specific linear range (displayed output) is user-programmable into the gauge, and can have a positive or negative slope. In other words, the displayed value at 5V can be lower than the displayed value at 0V. You only need to set the 2 endpoints of the line, and the gauge will interpolate the rest depending on th e input received at any time. The gauge also has powerful user-adjustable software-filtering levels. The gauge will store the endpoints, and other relevant settings in non-volatile memory, such that the gauge will still remember the user settings even if the battery is disconnected.

Using this gauge, the system can be used to display the data from almost any sensor that has a linear analog output in the 0 to 5-volt range, or near that range, or can be used with resistive sensors, using another resistor as part of a voltage divider. Input impedance on each channel is over 100K-ohms, to present a negligible load on sensor outputs, and so can be paralleled with existing sensors connected to datalogging devices or other controllers.

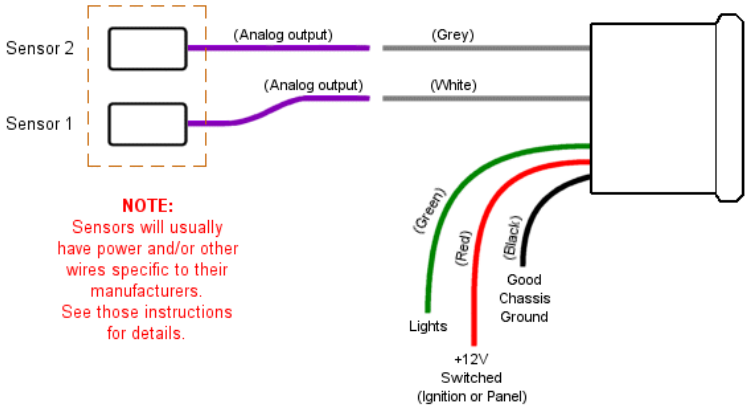
MOUNTING

Install the unit through the front of the mounting hole in the dash pod or panel. If you are making a custom dash panel, you will need to drill a 2-1/16" hole. Slide the clamp onto the 2 studs on the back of the instrument. Secure with the 2 thumb-nuts. Use a small drop of threadlocker or nail polish on the thumb-nuts to prevent them from loosening under vibration.

Install the sensors as per the instructions supplied with that. You will need to install two such sensors, one for each channel on the gauge. If you are tapping the output of existing sensors that are connected to other devices such as data-loggers or other controllers, you should verify the impedances of the sensor and data-logger to ensure that impedances of the data-logger will not affect the input value at the gauge, or vice-versa.

WIRING

The wires should be connected as below using crimp-on butt-splice connectors, or soldered and sealed with heat-shrink tubing. Before connecting any wires, you should either disconnect the battery power, or carefully connect the wires in the order shown. If not, you may damage the instrument. Use an existing fuse in the fuse panel, or an external fuse to supply power to the instrument. The D1 series instruments use approx. 130mA of current average and 210mA maximum, so ensure the fuse is sized appropriately. For a typical 6- or 7-gauge setup, a single 5 Amp fuse is good.



- BLACK -- connect to a solid chassis ground under the dash, or directly to the battery. You may need to expose the metal connection point under the dash by scraping or lightly sanding it. A ring terminal and a screw should work well in most cases.
- RED -- connect this to a source of **switched** +12V power. This will usually be found at or near the ignition switch, and will usually have a relay wired through the ignition switch. An alternate source of this is a switched power line from a nearby light or accessory (radio, etc). If you are unsure that the wire can support the power required for the instrument, then use an external relay.
- GREEN – connect this wire to the positive line (+12V) from the headlight switch. When this line receives a positive voltage, the gauge will use the "park-lights" brightness setting. Alternatively, if setting up a racing-mode display, this can be connected to a separate mode switch (12V or 0V signal).
- WHITE – this is the input for the first (upper) display channel. Connect this wire to linear analog output of one of the sensors. Note that this input on the gauge has an input impedance of no less than 100 Kohms, which is quite high and poses minimal load to the signal source. See section above on impedance verification for non-dedicated sensor installations.

- GREY – this is the input for the second (lower) display channel. Connect this wire to linear analog output of the other sensor. Note that this input on the gauge has an input impedance of no less than 100 Kohms, which is quite high and poses minimal load to the signal source. See section above on impedance verification for non-dedicated sensor installations.

OPERATION

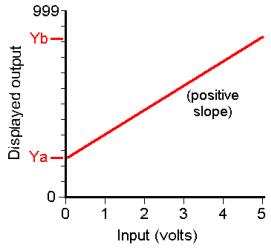
There are 2 settings "sections" – one for configuring the data / linear equation to be displayed, and another for general settings. The data setup should be performed first as follows: with the ignition key off, press the button on the gauge and hold it down. While down, turn the ignition key to the ON position (do not start the vehicle) so that the gauge powers up. It will go directly into the first mode of the data configuration section. Here you will set the endpoints for the linear data-set to be displayed, the range, and the software-filtering level.

Data Configuration:
In this data-configuration section, press and hold the button for a few seconds to change the mode. Press and release quickly (tap the button) to change the setting in any mode. Some of this may take time, so plan everything first and you'll save yourself some hassles – you should only have to do this once. Data configuration modes are as follows:

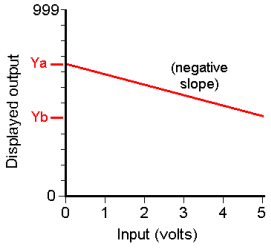
MODE	DISPLAY	SETTINGS
Set range of upper display	0.00	Tap button to select between the range – either 0.00 to 9.99, 0.0 to 99.9 or 0 to 999.
Set 0V endpoint of upper display	Y1a	Sets the Y-value (output/display value) represented by an input voltage of 0V.
Set 5V endpoint of upper display	Y1b	Sets the Y-value (output/display value) represented by an input voltage of 5V.
Set software filter level of upper display	IIr	Sets the filter level from 1 (soft/slow) to 15 (hard/fast), or off.
Set range of lower display	0.00	Tap button to select between the range – either 0.00 to 9.99, 0.0 to 99.9 or 0 to 999.
Set 0V endpoint of lower display	Y2a	Sets the Y-value (output/display value) represented by an input voltage of 0V.
Set 5V endpoint of lower display	Y2b	Sets the Y-value (output/display value) represented by an input voltage of 5V.
Set software filter level of lower display	IIr	Sets the filter level from 1 (soft/slow) to 15 (hard/fast), or off.

Note that in the table above, the upper display is also called channel 1 and the lower display is called channel 2, or vice-versa if the channels have been swapped in the user-settings (explained in the general configuration section below). For each of the two channels, the graphs below show example linear equations that can be setup on the gauge. The equation-set for one gauge is shown for simplicity:

Example 1: Range = 999
Ya = 208
Yb = 834



Example 2: Range = 9.99
Ya = 7.07
Yb = 4.16



Filtering:
On any signal line within an automobile, there will be electrical noise present. The firmware within the gauge samples (electronically reads) the input data hundreds of times per second, and averages a few of these at a time to cancel out the effects of noise. However, the noise level may vary depending on the specific vehicle and installation. Due to it's high sensitivity (for maximum accuracy), and its high sample rate, some of this noise will be shown on the gauge as “flickering” or “toggling” numbers (rapid oscillation between two or more values, usually on the lowest-value digits). But depending on the data being measured, you may not need high update rates and may wish to use more filtering. An example of this is measuring the liquid level in a bucket that is moving, where you don't want the gauge to respond to every change in the sensor value as the liquid sloshes around, but rather you're interested in the average liquid level.

The gauge has very powerful IIR software filtering internally, which essentially “dampens” the change of the current input value from the last input value, so that the gauge takes longer to settle to the new value. The IIR filter level is adjustable from 1 to 15 of off, where the higher the number, the less filtering and hence quicker updates. Switching the filter off provides the data change rates. For gauges such as voltmeters, tachometers and boost gauges, less filtering (higher IIR values) are more desirable; for air-fuel ratio gauges, mid-level filtering works well, and for temperature gauges, speedometers or liquid level, more filtering (lower IIR values) generally work better.

General Configuration:
Once the data points have been set, you can continue around back to the first data-configuration mode, or you can switch the ignition key off and then back on, to get it to normal operation mode where you can access the remaining general modes/settings. In this section, modes are as follows:

MODE	DISPLAY	SETTINGS
Normal	(Output value)	Channel 1 value displayed in upper display, and vice versa, unless swapped (see below).
Channel swap	Ch.1 / Ch.2	Swaps position of both display channels if required.
Brightness Regular	br . 9	Last digit shows regular brightness level from 1 to 9.
Brightness park-lights on	bP . 1	Last digit shows brightness level with lights on from 1 to 9.

WARRANTY & LIABILITY

Neither VEI Systems, nor its dealers or agents shall be liable in any way, for any damage, loss, injury or other claims, resulting from the installation or use of this product. By purchasing or installing this product, you assume all liability of any kind connected with the use and/or application of this product. If you are unsure that you can safely install and use this product, consult a qualified installer or mechanic. The warranty on this product covers only the product itself for a period of 1 year from the date of purchase, and it will be at our discretion to repair or replace the affected parts. No user serviceable parts inside. Warranty void if product enclosure opened.