

TECHNICAL BULLETIN

SYSTEMS-LINK TROUBLESHOOTING

1. Ensure that the Systems-Link wiring harness is wired according to the print-out supplied.

When power is applied the Red LED on the Systems-Link should be on. This indicates that the device is properly connected to power and ground.

When the Systems-Link is receiving data from the engine the Green LED on the Systems-Link should be on. This indicates that the device is properly connected to the communications bus and is receiving data.

**On J1939 Systems-Link, terminating resistors are required on the J1939 bus, in order for the Systems-Link to work properly. This includes 2 - 120ohm resistors connected between the J1939+ and J1939-, one at either end of the bus.

2. With the Systems-Link operational and with the gauge to be tested connected, short the gauge sender wire to ground momentarily.

The gauge needle should peg to the right. This shows that the gauge is functional.

CAUTION: The gauge sender wire must never be connected to the positive power supply. This will damage the Systems-Link.

3. With the Systems-Link operational and with the gauge connected (or a load resistor of 10k 0.25Watt connected between plus battery voltage and Systems-Link sender output) measure the voltage between ground and the sender wire.

In a 12 Volt system, the reading would typically be between 4.5 Volts and 7.5 Volts for a mid-scale gauge reading. With higher gauge readings the voltage measured should decrease to about 2 to 4 Volts at the highest gauge reading.

In a 24 Volt system, all the above voltages should be doubled.