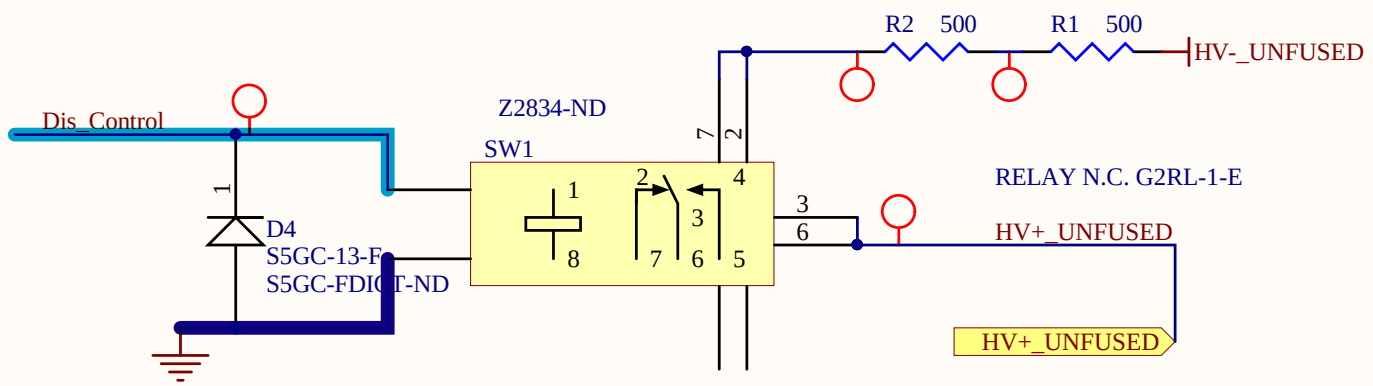


Discharge_Ctrl Dis_Control

GND

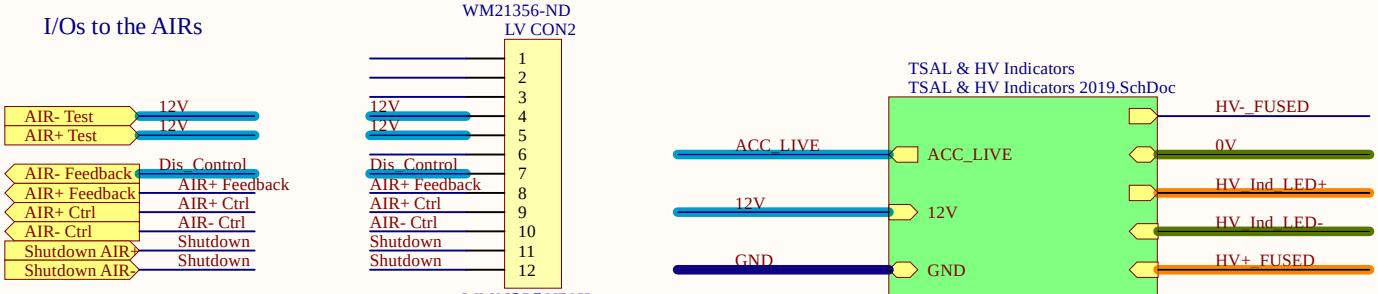
*HV+ UNFUSED and HV- are the +ve and -ve leads to the motorcontroller

*HV+ UNFUSED and HV- are 300V and 0V respectively when the motor controller is charged.

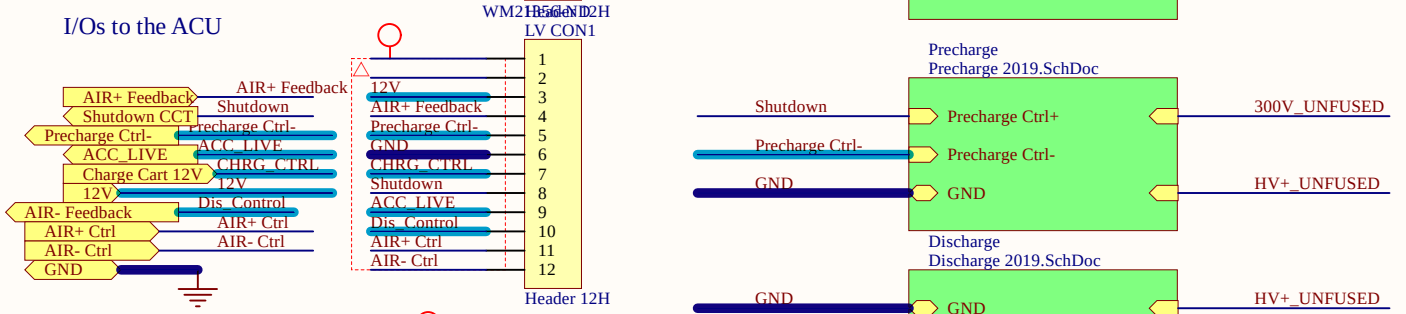
HV-_UNFUSED HV-_UNFUSED

Title		
Size A4	Number	Revision
Date: 2018-11-20		Sheet of
File: C:\Users\..\Discharge 2019.SchDoc		Drawn By:

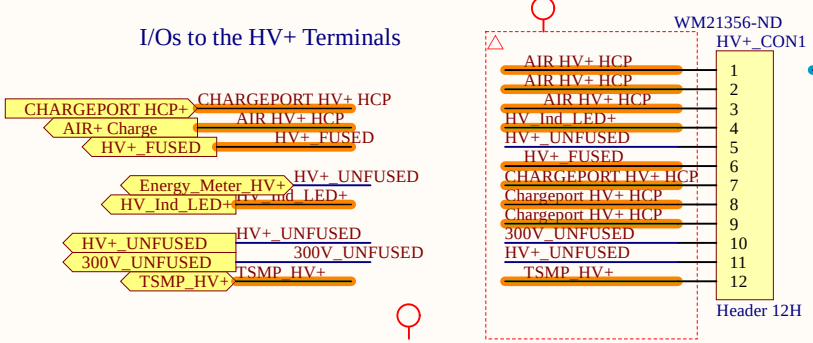
I/Os to the AIRs



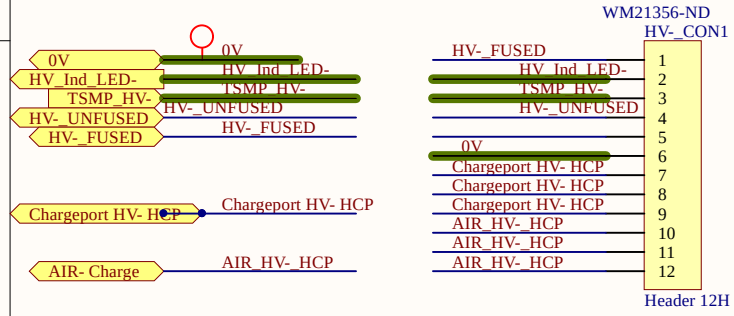
I/Os to the ACU

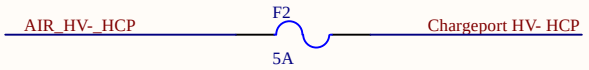


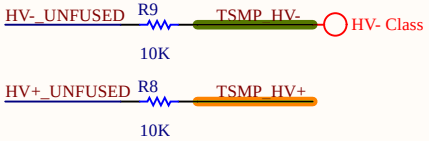
I/Os to the HV+ Terminals

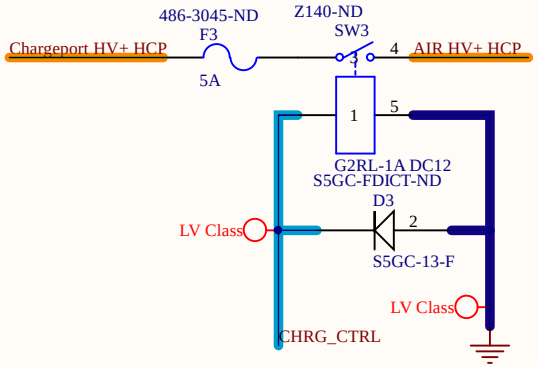


I/Os to the HV- Terminals



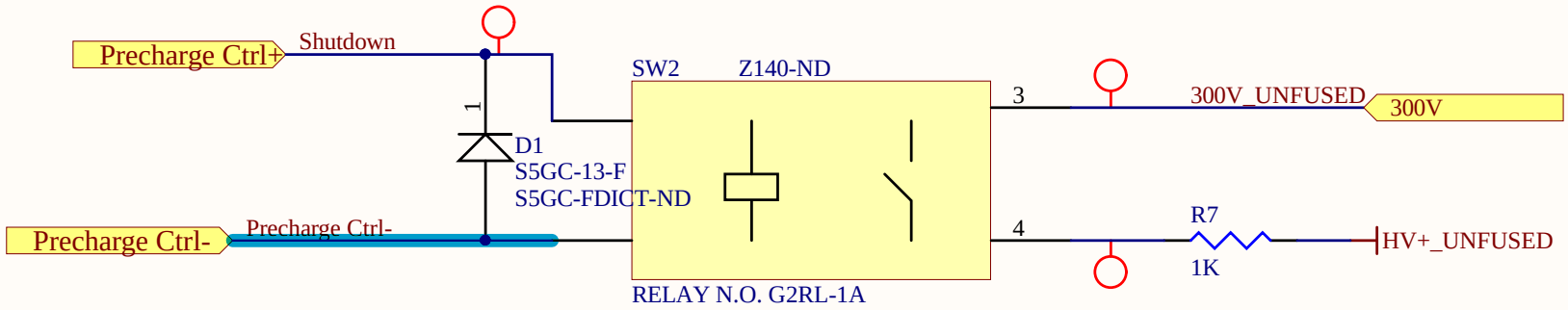






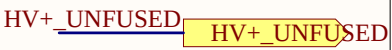
300V: the tap comes from the tractive side of the HCP fuse
HV+: the tap comes from the tractive side terminal of the +ve AIR
HV-: the tap comes from the tractive side terminal of the -ve AIR
0V: this net is connected to the negative terminal of the battery pack

Title		
Size: A4	Number	Revision
Date: 2018-11-20	Sheet of	
File: C:\Users\..\High Voltage PCB 2019.SchDoc	Drawn By:	

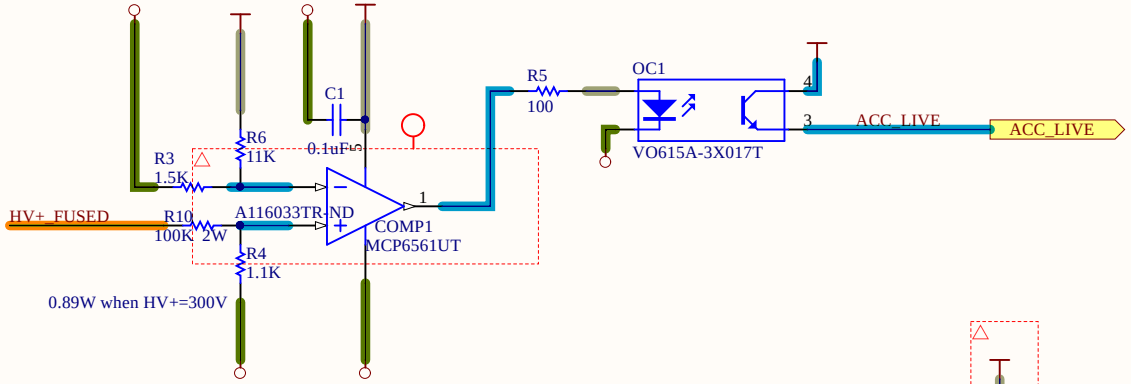


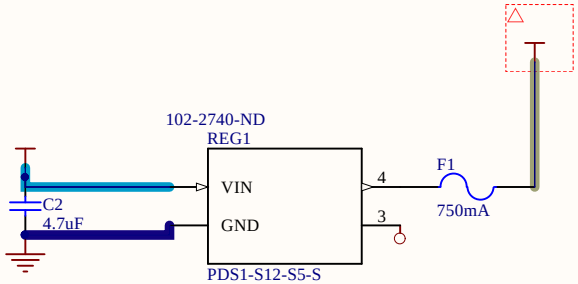
HV+ is the +ve terminal of the motor controller

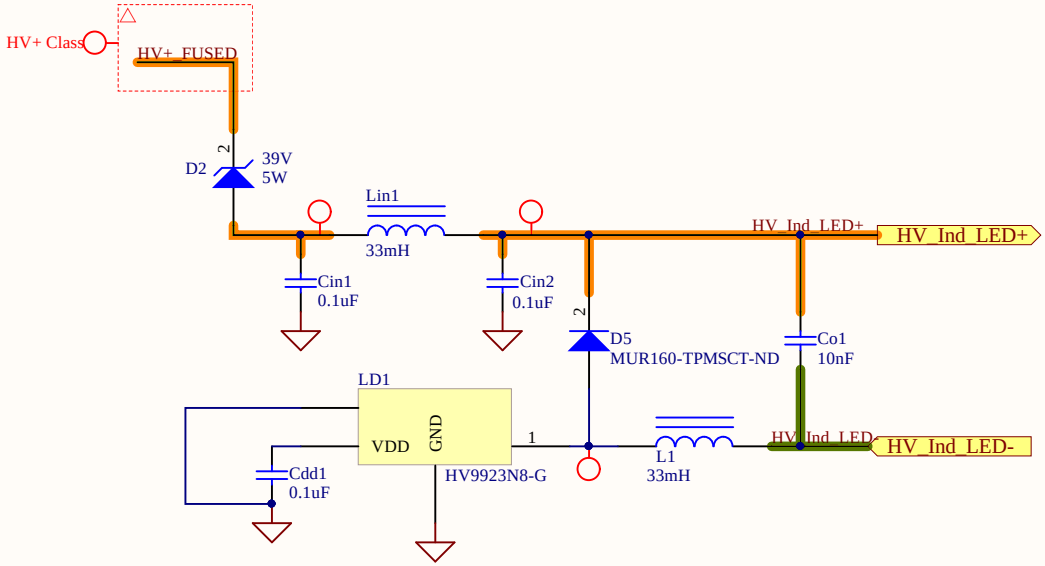
Precharge_Ctrl- is being left as that name. If we get the AIR with both an NO and NC contact, then this will connect to GND. Otherwise, this will connect to a FET on the ACU, where the gat signal will be from the VCU. In t

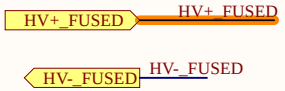


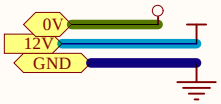
Title		
Size A4	Number	Revision
Date: 2018-11-20		Sheet of
File: C:\Users\..\Precharge 2019.SchDoc		Drawn By:











Title		
Size A4	Number	Revision
Date: 2018-11-20		Sheet of
File: C:\Users\..\TSAL & HV Indicators 2019.SchDoc		Drawn By: