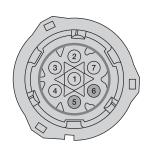


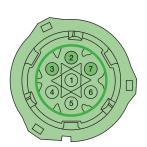
DPS TO TSW24VI CONVERSIONS

DPS PART NUMBER	SUGGESTED REPLACEMENT
DPS-2402	TSW24VI





TSW24VI SWITCH PIN 1 Not Used Not Used PIN 2 SW1 Aux N/O PIN₃ SW1 Aux N/O PIN 4 SW2 Field Isolation N/O PIN 5 C1 PIN 5 Field Isolation N/O SW2 Field Isolation N/O PIN 6 C1 PIN 6 Field Isolation N/O PIN 7



Fail Safe Battery B+ Input Trigger PIN 1 Remote Switch Negative B- Output PIN₂ C2 PIN 1 Remote Switch Coil B- Input Trigger C2 PIN 2 PIN₃ Not Used PIN 4 Not Used PIN 5 Not Used PIN 6 Roll Over Battery B+ Output Supply C1 PIN 7 PIN 7

Roll Over & E Stop Negative B- Output Supply Roll Over & E Stop Negative B- Input Trigger

Roll Over Battery B+ Output Supply

TSW24VI does not have an optional delayed negative output [DPS C1-1]

TSW24VI only has a negative output to control both the Roll Over switch and Emergency stop. This needs to be taken in consideration on any vehicle using C1-7 to control any external equipment or modules.

TSW24VI does not have Voltage Monitoring capability [DPS C2-7]

If not using the Fail Safe mode join Green connector pins 1 & 7 together

EXAMPLE BASIC WIRING DIAGRAM

TSW24VI

The TSWITCH® must always be mounted in a location where the manual control handle can be accessed with no obstructions. It is also recommended that it be mounted near the battery location or within view of the battery box. Never install inside the same compartment of the batteries. The TSWITCH® is an electric device. Ensure it is NOT installed in areas that are prone to direct wheel splash i.e. area with excessive water ingress from moving vehicles (such as low to the ground, between wheels etc.) Never install TSWITCH® near the exhaust converter or inside of the engine compartment. The TSWITCH® should always me mounted sitting upright or in a horizontal direction with DIN connectors facing down. See below illustrations















