## **DPS TO BIG RED CONVERSIONS**

DPS PART NUMBER	SUGGESTED REPLACEMENT
DPS-1202	LV5010
DPS-1202PP	LV5010K
DPS-2402	LV5011



	<b>BIG RED</b>
Not Available	
Not Available	
Not Used	
Not Used	
Field Isolation N/O 10A max	1 ←
Field Isolation N/O 10A max	3 ←
Not Used	
E-Stop & Roll Over Negative B- Output Supply	4
E-Stop & Roll Over Negative B- Input Trigger	2
Roll Over B+ Output Supply	12 -
Not Used	
Not Used	
LV5010K Double Positive Version	4 -
Not Available	

BIG RED  $\boldsymbol{does}$   $\boldsymbol{not}$  have an optional delayed negative output [DPS C1-1]

BIG RED 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.

BIG RED **does not** have Voltage Monitoring capability [DPS C2-7]

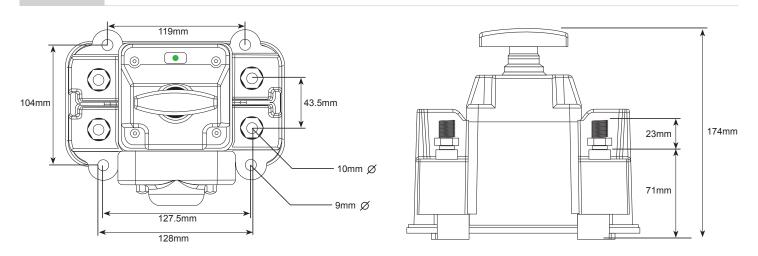
Terminal 12 provides an unfused solid positive supply—ensure appropriate circuit protection where necessary.

Excessive voltage drop across pin 2 & 4 may cause poor solenoid activation and a current draw of up to 50 amps.

Pins 2 & 4 Minimum voltage threshold to pull in the coil for both 12V & 24V units: 12V Minimum voltage is 10.5V, 24V Minimum voltage is 19V.

Use an adequate wiring gauge based on the cable length between cabin switches and emergency stop switches.

EG: On a 12V system with a cable run exceeding 5 metres, a minimum 5mm (2.9mm²) cable is recommended to prevent voltage drop and ensure proper operation.



These instructions are meant as general guide only. All final wiring configurations are the responsibility installer. All installations to be carried out by a qualified technician.