Dakota digital fan controller manual

1 2 3 4 5 6 7 Although this may be known for some pretty incredible instrumentation and digital precision, Dakota Digital has been busy adding to its arsenal of digital technologies with modular additions. These add-ons, called BIM (Bus Interface Module), allow you not only to read more information from your car's powertrain, but also to monitor other functions that are vital to engine reliability. One such area that we recently attacked was a double cooling fan installation on an aluminum radiator. While cooling fans don't necessarily have anything to do with the Dakota Digital tool cluster, it's a cluster control unit that can transmit information in the fan cooling relay through an electronic fan controller (PN PAC-2750). With the help of a standard sound cable (left) and a BIM (medium) extension cable, we were able to connect the PAC-2750 to the existing BIM. Without the existing BIM, the audio cable connects directly to the Dakota Digital sensor control module. For those who don't have the Dakota Digital Calibration Cluster, the module will still monitor your single or dual installation of fan cooling as a standalone face, using a number of popular temperature units sending from various manufacturers. Those with a later, plastic box Dakota digital device control unit will be able to use existing information by connecting directly to this control unit. The included 70 relay amplifier has a heavy wire sensor to control almost any fan cooling. You can add a second repeater for dual fan systems. How does it work? The PAC-2750 functions as a controller with a single or double fan that will switch to a fan control relay (s) in user-defined settings. For one fan setup, the included 70-amplifier relay can be used to turn the fan on and off at certain temperatures, allowing you to determine when you want the fan to come and when you want to turn off. For double fans, an additional relay is needed, but the same principle applies, allowing the user to turn on the first fan at a lower temperature and the second fan to come on at a slightly higher temperature. Wired connections with PAC-2750 provide input from the sender, power, ignition and connection to repeaters. For non-Dakota Digital Sensors, you can cycle through various popular senders on the module using its digital reading. It's a very simple setup with very clear and concise instructions, with visual cues that let you know that you've created it properly. For double fans, this process is much softer on your System, turning the second fan only when needed, instead of both fan on at a lower temperature - which is a huge draw on your electrical system. We found a suitable place to install the PAC-2750 fan controller and plugged all the wires according to the instructions. We used an existing fan relay, and a wired PAC-2750 for these relays. For The For Digital sensors and clusters, the temperature is read from the control window using the sender provided with sensors. The PAC-2750 receives its data through a single cable patch that provides not only temperature readings but also vehicle speed. Using the Dakota Digital gauge kit allows you to use another PAC-2750 feature: it allows you to turn off fans at a certain freeway speed, with information provided from the sender of the speed input on the transmission. Success! When the temperature reached 170 degrees, our first fan relay was called. Once the temperature reached 180 degrees, the second fan kicked on. A second fan can be installed at 185 or higher if you want - it all depends on the user. For example, when driving at 70 mph, it probably doesn't necessarily have cooling fans because the air is being forced through the radiator at that speed. The fan controller can be installed to turn off the fans at a specific user speed, making the PAC2750 fully programmable. We decided to turn on the first fan at 170 degrees, and turn off at 165 degrees. We chose the fan closest to the top radiator hose as our first fan because this is where the coolant will be the hottest. The second fan comes in at only 10 degrees hotter, at 180 degrees, and turns off at 175 degrees. The settings are made by depressing SW1 and SW2 individually or simultaneously, depending on the function installed. The regulator allows fine-tuning, but is installed with a factory to match the Dakota Digital Sender. Now we have less draw on our electrical system than we did before because we tend to run at less than 180 degrees on a normal day, and a second fan is only used when the temperature is higher, which is usually on hot days. For those with a compatible OBD II car, the engine temperature can be obtained in the ECM using BIM-01-2 (or the previous BIM-01-1) purchased separately. Check out the entire range of sensors, clusters and BIMs on the Dakota Digital website, and be sure to browse around where you can find even more interesting items such as LED bulbs, temperature and airbag controllers, and more. 1 2 3 4 5 6 7 Although this may be known for some pretty incredible instrumentation and digital precision, Dakota Digital has been busy adding to its arsenal of digital technologies with modular additions. These add-ons, called BIM (Bus Interface Module), allow you not only to read more information from your car's powertrain, but also to monitor other functions that are vital to engine reliability. One such area that we recently attacked Double cooling fan installation on aluminum radiator. While cooling fans don't necessarily have anything to do with the Dakota Digital tool cluster, it's a cluster control unit that can transmit information in the fan cooling relay through an electronic fan controller (PN PAC-2750). PAC-2750). 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