



MEDALLION

INSTRUMENTATION SYSTEMS

COMMITTED TO VALUE THROUGH
INNOVATIONS IN TECHNOLOGY





Barletta 5" Analog SDIG System



Pin #	Description	Notes
1	Ground	
2	Battery	+12 VDC
3	Ignition	switched 12 VDC
4	CAN 1 +	Accessory CAN +
5	CAN 1 -	Accessory CAN -
6		not used
7	Backlight	Gauge backlight intensity input
8	Fuel Level	Analog 1
9		not used
10		not used
11	Trim	Analog 4
12		not used
13		not used
14		not used
15	Tach Input	Analog 8
16	Buzzer Output	Protect for future usage

Main Connector Molex MX150 (mating connector #33472-1601)



GPS Module Connector and Pin-Outs



CONNECTOR J1 (8 PIN)

Pin	Signal Description
1	+12V
2	Ground
3	CAN Low
4	CAN High
5	N/A
6	N/A
7	N/A
8	N/A

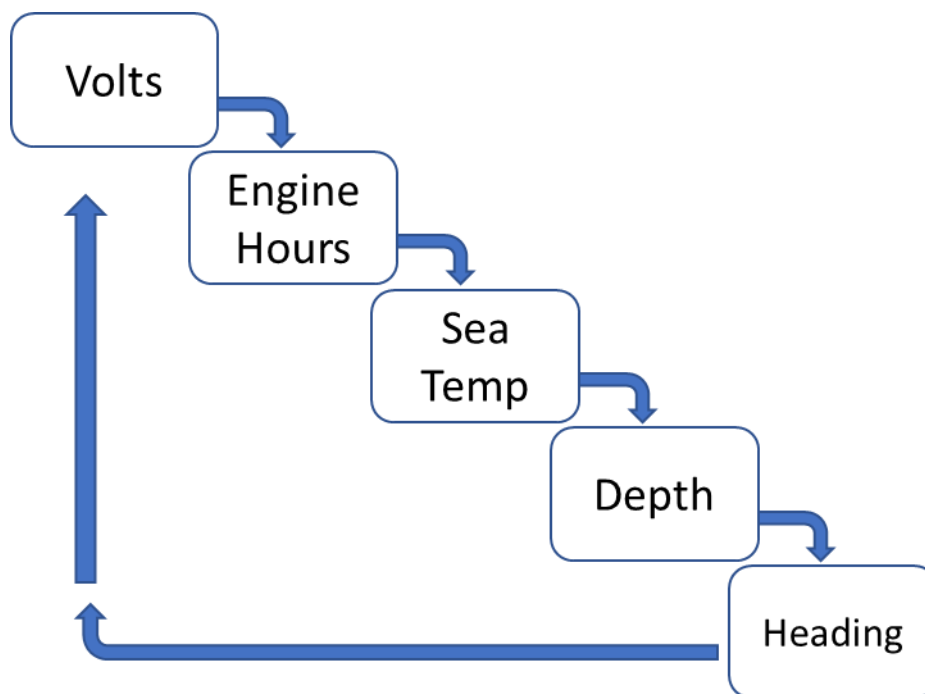


Pin #	Description
A	LIN Data Bus
B	12V External Gauge Supply
C	Gauge Ground
D	Gauge backlight output to slave

Gauge Interconnect (mating connector Delphi 15354716)

The Barletta SDIG includes two buttons below the segmented display that allow the user to scroll through various screens and make selections on certain screens. The following describes actions performed by button inputs.

Input	Action
Right Button Press	Next item (advance)
Left Button Press	Previous item (go back)
Press and Hold Right Button	Select / Enter

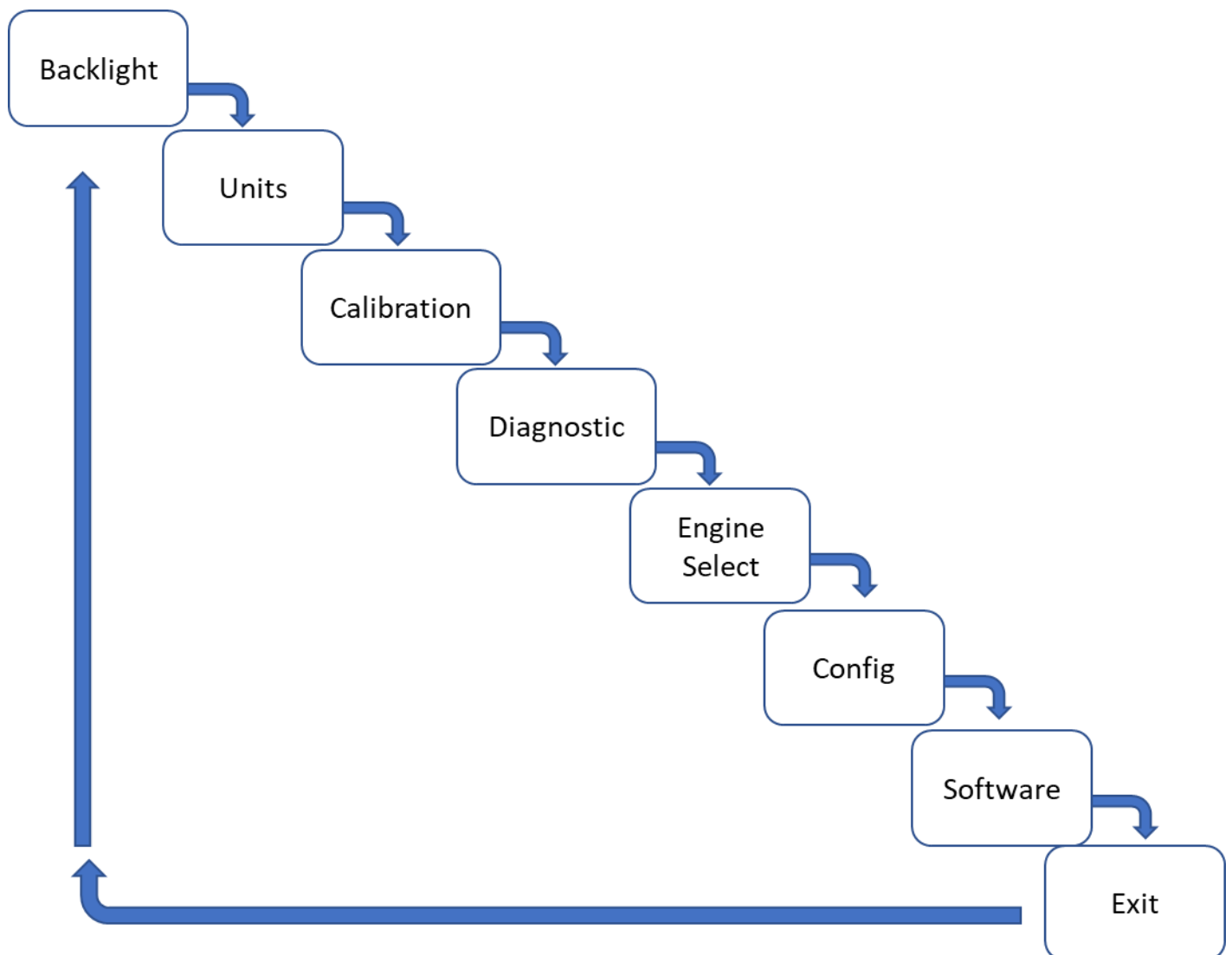


Top Level Screen Flow



Settings Screen Flow

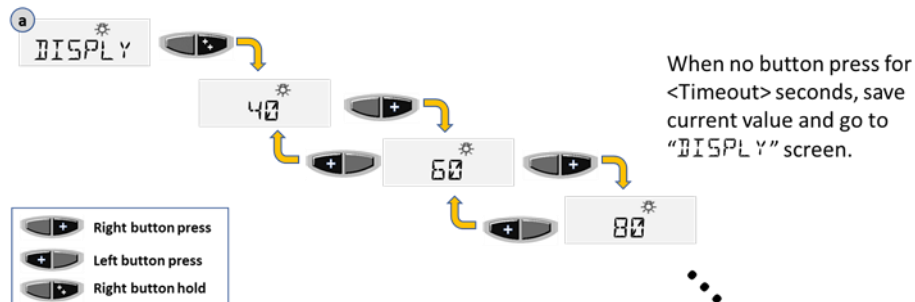
Upon press-and-hold of both buttons for two seconds, the SDIG shall enter the settings screen.



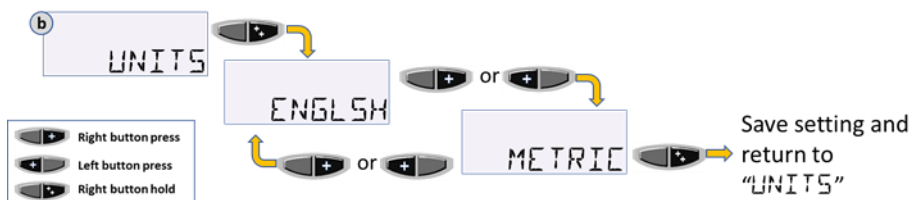


LCD Backlight Brightness Screen:

This section provides the user control of the backlighting for segmented LCD display backlight, gauge dial and pointer.

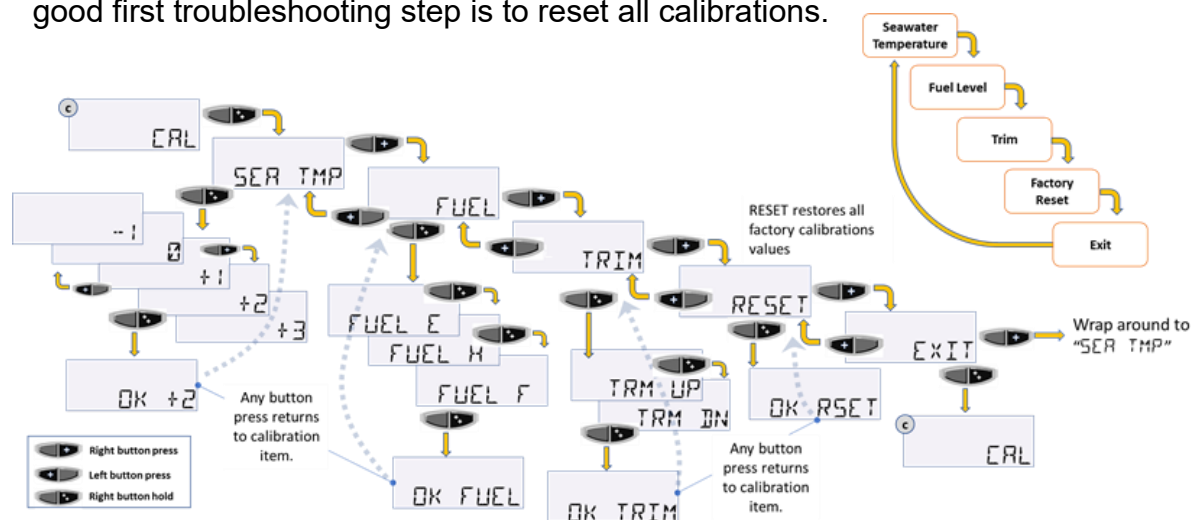


Units Screen



Calibration Screen:

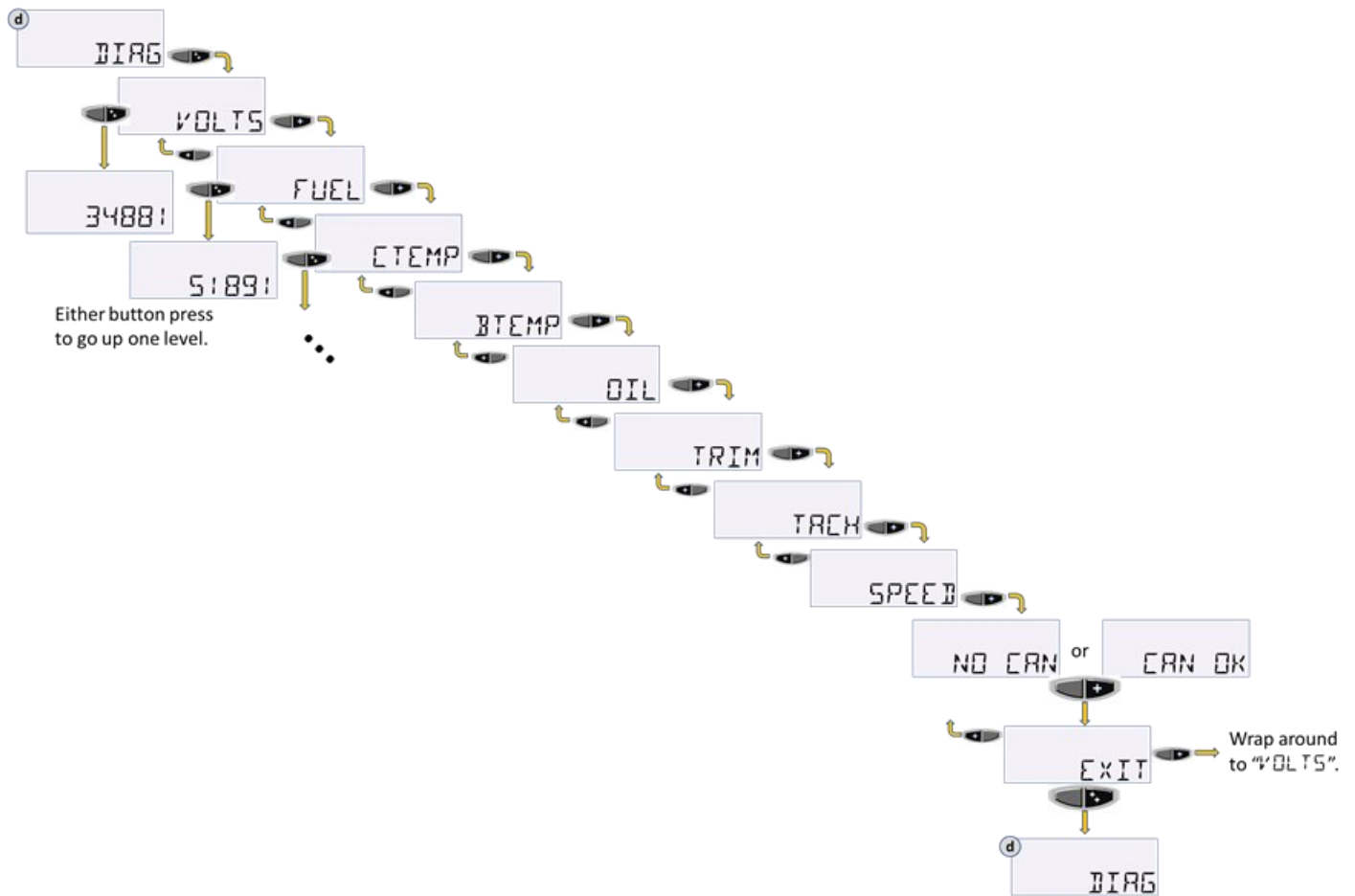
Used to calibrate certain data displayed in the gauge system. Calibration should not be required. A good first troubleshooting step is to reset all calibrations.





Diagnostics Screen:

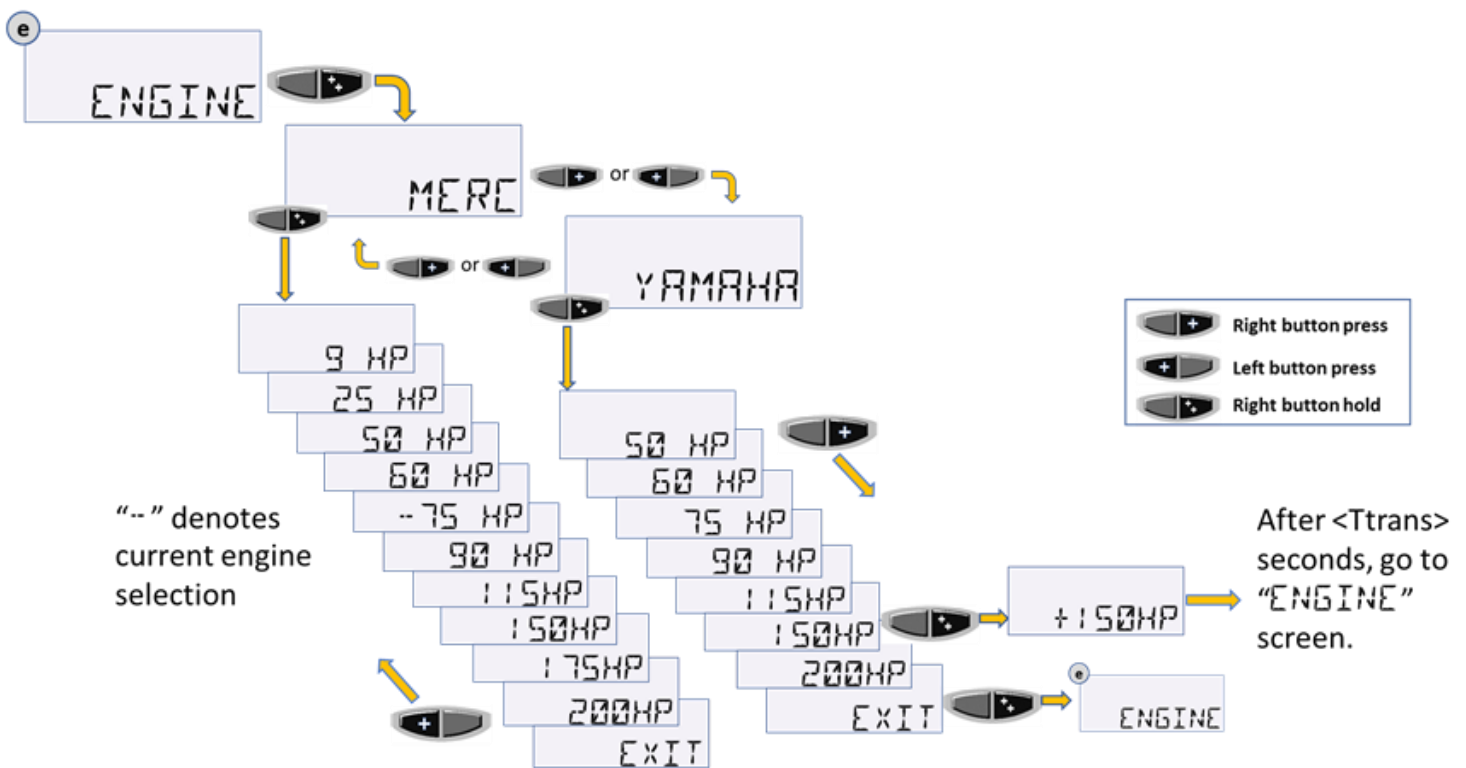
Used to review raw value to gauge for data. Used to diagnost issues with the gauge by servicing technician.





Engine Select Screen:

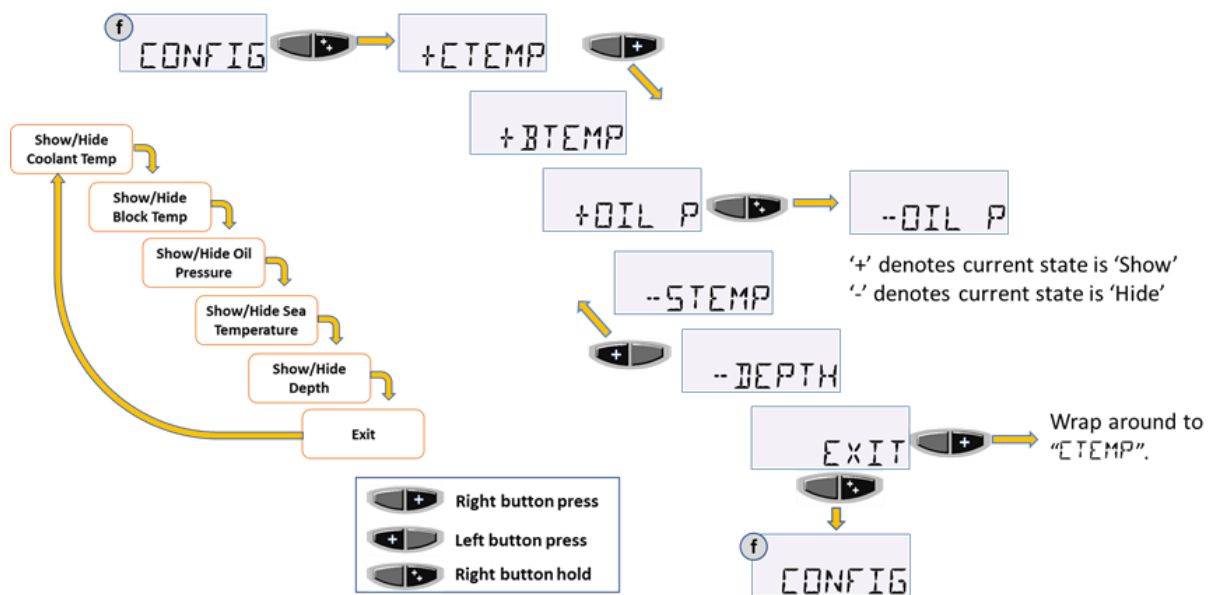
Certain data rely's on correct selection of the engine. This should be configured from the factory, but should be confirmed if issues are present. Upon user selection of a different engine, the SDIG shall set all calibrations for the newly selected engine to their default values.





Feature Configuration Screen:

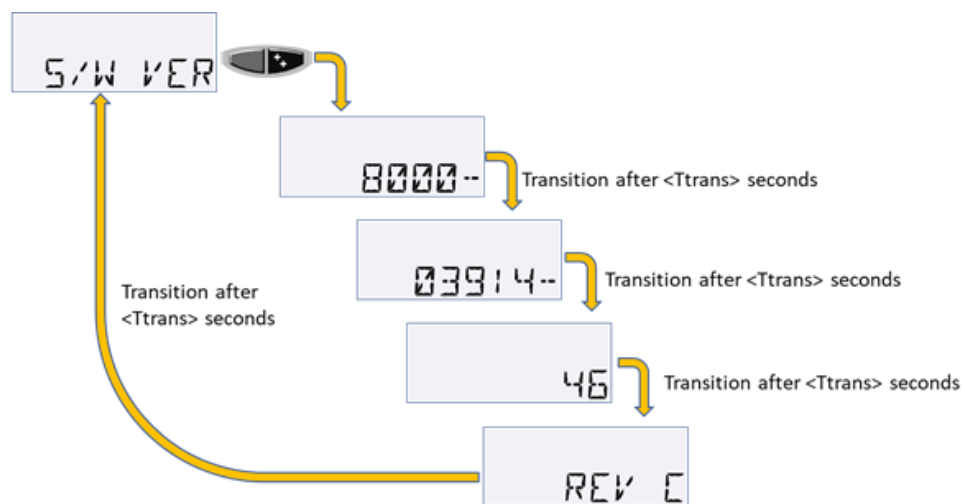
Allows screens to be shown or hidden from view on the LCD data area. Some screens may not be applicable for all applications





Software Version Screen:

Displays current gauge software version





Common Troubleshooting Guidance:

- No Speed present

Check connections for the GPS module including power and ground and check continuity of CAN high and CAN low between the GPS module and the gauge.

Ensure CAN network has terminating resistor present. Remove both connection at gauge and GPS module and place ohm meter across CAN high and CAN low. You should see between 60-120 ohms. If open circuit then no termination is present.
- Trim not reading correctly

Ensure proper engine selected in settings menu

Ensure analog trim signal is properly connected to gauge input

Reset all CAL to ensure incorrect calibration was not conducted on gauge

Ensure engine rigging is configured for analog input
- Fuel not reading correctly

Measure fuel signal input resistance value with respect to gauge ground. Fuel signal should be between 33-240 ohms into gauge.

Reset all CAL to ensure incorrect calibration was not conducted on gauge
- Engine Hours Question

Engine hours are incremented when engine rpm are sensed. This is indicated by flashing decimal. If decimal is solid then engine hours will not increment as engine rpm pulses are not being sensed.