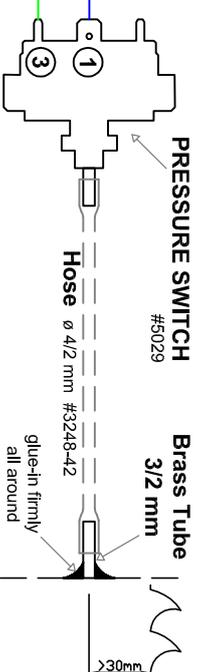
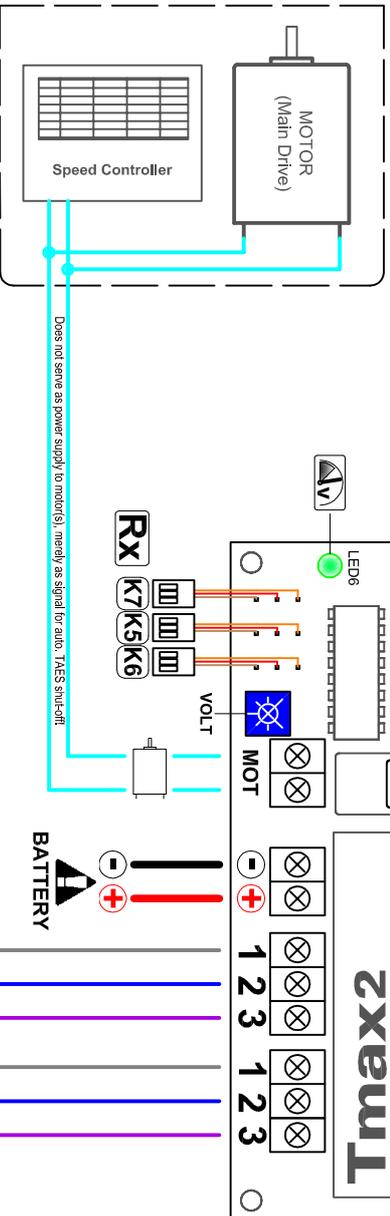
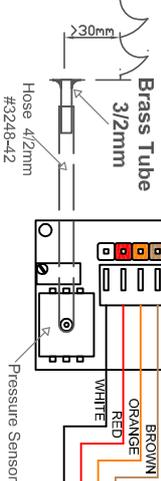


Tmax2 Proportional Piston Tank Control Unit Wiring and Functional Diagram



J1: Piston Tank BOW (Poti)
J2: Piston Tank AFT (Poti)

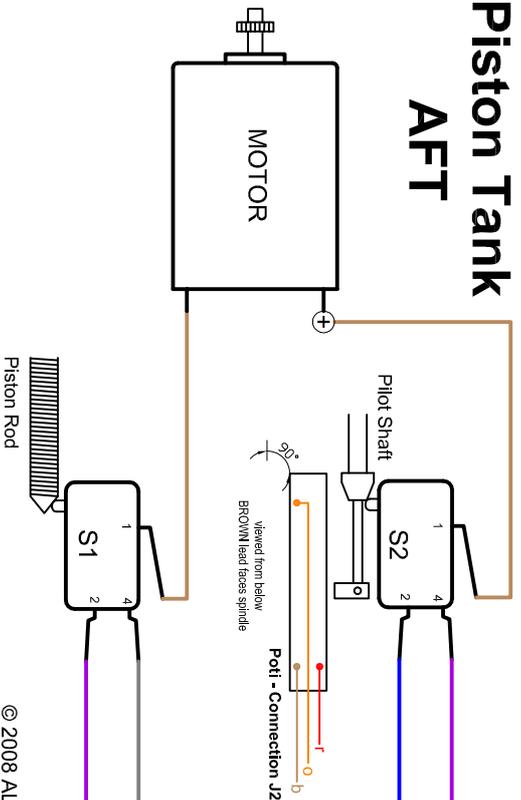
TAES (optional)
Static Depth Controller



Does not serve as power supply to motor(s), merely as signal for auto. TAES shut-off!

- ⌚ P1 - FAIL-SAFE: loss of signal with contact pins bridged by Jumper, Piston Tanks switch to resurfacing mode after approx. 2 sec. (default setting). Otherwise time is set to approx. 5 sec.
- ⚙️ WDS - PRESSURE SWITCH: connection pins for pressure switch. Connect contact pins 1 and 3 of pressure switch ONLY! Connection on Tmax is irrelevant.
- J1 & J2 - Connection of potentiometers (pots) of Piston Tanks; connect ports J1 and J2 with leads supplied and solder to potentiometers of Piston Tanks. Color code: B = Brown / R = Red / O = Orange
- TAES: Connection to "Static Depth Controller" TAES (optional). BROWN lead to OUTER pin of Tmax/TAES.
- Rx: Connection leads to receiver (RX). Power supply of control circuit for Tmax via Rx-battery (4.8 - 6 V), min. 2400 mAh or BEC.
- VOLT: Potentiometer for adjustment of "low battery monitor". Threshold voltage at which Piston Tanks are emptied as soon as lowest voltage allowance is reached (bow/att delay). Turned clockwise, threshold voltage is decreased. Turned anti-clockwise, threshold voltage is increased. (Default setting: 6V/4V, 12V/9V)
- LED6: serves as monitor-LED for optical evaluation of remaining voltage of main drive battery. Furthermore, LED6 facilitates adjustment of threshold voltage via ⚙️. The darker LED6, the lower battery voltage (relative to threshold voltage).
- MOT: Connection to main drive motor(s)/speed controller(s). Only relevant if TAES is activated. Mode "Static Depth Control" is automatically deactivated as soon as main drive is initiated. Please note: stimulus threshold is for 6V systems at about half speed (50%), for 12V system accordingly lower (approx. 25%).
- BATTERY: Connection to main drive battery. Operating current (used by 10A). NO protection against short-circuit - ENSURE CORRECT POLARITY!
- 10A 10A Fuse / slow blow: fuse protection of main circuit. BEWARE - NO inverse polarity protection!

Piston Tank AFT



Connections on both Piston Tanks are absolutely identical!

Piston Tank BOW

