

LED Status Indicator

LED Blink Codes:

At power up, # of green blinks indicates configured throttle type:

4 Green = EZ-GO inductive (ITS)

Normal display status:

Solid Green: Controller ready to run

Solid Red: Controller in programming mode

Solid Yellow: Controller throttle is wide open, controller is supplying max output, and is not in current limit.

Trouble Shooting

Error code display: # of RED blinks indicates any error conditions that might exist:

1 Red = Throttle Position Sensor Over Range. Check for open wires.

2 Red = Under Temperature. Controller below -25C

3 Red = HPD. Throttle hasn't gone to zero during this power on cycle.

4 Red = Over Temperature. Controller over 95C

5 Red = Open Field

6 Red = Battery Under Voltage detected. Battery V < under voltage slider

7 Red = Battery Over Voltage detected. Battery V > overvoltage slider

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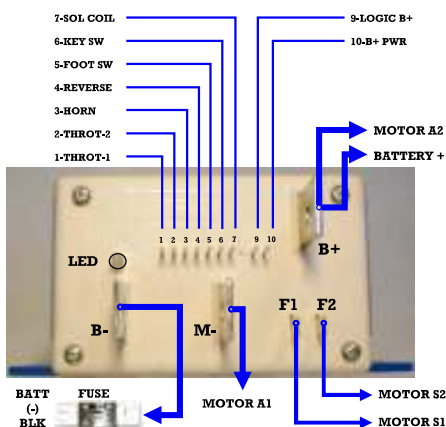


- **Non-Programmable**
- **300 and 400 Amp Peak**
- **24 to 48 Volt DC**
- **For Shunt Wound Motor**
- **Stock Vehicles Only**

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QUICK INSTALLATION GUIDE

NCX Wiring Diagrams



DCS



PDS

For complete instructions and wiring diagrams for other configurations and vehicles please download our DCX Operators Manual from www.alltraxinc.com

DCS Models

Uses standard 9 pin wire harness:

Plug the stock wire harness onto the pins on the front of the controller.

PDS Models

Uses our PDXA harness (included):

Connect the 10 pin and two 4 pin connectors to the matching connectors on the stock wire harness.

Note: The 4 pin connector from the motor is not used in this application.

NCX Series Non-Programmable Motor Controllers

Our NCX DC Shunt motor controllers are designed to be stock replacement controllers for stock cars with stock motors only. With a peak current rating they are not designed for lifted or high performance vehicles.

For a high performance controller order our DCX motor controllers. NCX controllers are not programmable and must be ordered for the exact car you are installing them in.

(DCS or PDS only)



Safety Notes:

Alltrax recommends that all motor controller applications have a fuse in the battery circuit. Many vehicles do not have a fuse, and will need to have one installed. The following fuses manufactured by Bussman or Littelfuse are acceptable: For controllers rated at 400 amps or less use ANN250. On controllers rated at 450 amps or more use ANN400. [See: Doc100-016-A_OP-Fuse-Install-Guide.doc]

Alltrax also recommends a diode across the coil of the solenoid if it is not already installed. A minimum of a 100V 1A diode (a 1N4004 is suitable) is required. See complete wiring diagrams for orientation.

Working on electric vehicles, sudden unexpected events can occur, it's recommended to:

- Place the drive axle on jack stands—wheels off the floor
- When working on wiring or batteries, always remove rings and watches
- Use the proper safety equipment, eye protection, and insulated tools
- Disconnect batteries before installing or working on the controller

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