

BigStuff GEN4 – Integrated Transbrake Bump Control - Wiring Diagram

The GEN4 ECU Transbrake controller will provide a smooth, consistent bump while on the transbrake bumping into the stage lights.

Base settings in the software should be 25hz and 20% duty cycle which is found in the Generic Menu / PWM(x) Parameters.

Header 2 Y2 is the bump input to the ECU. This is a 12vdc trigger input. This input is also used to update the firmware for the ECU. It's a good idea to make this input off a constant 12vdc source so the update process is simplified.

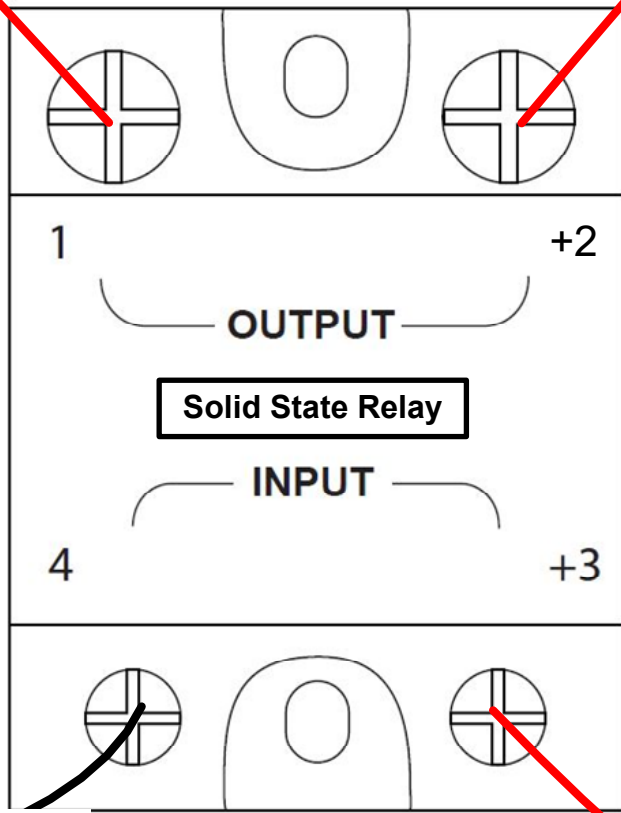
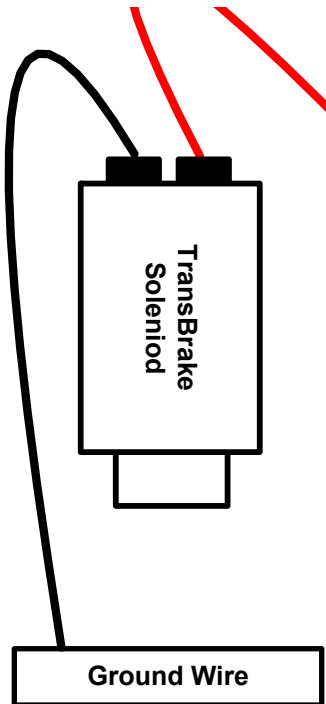
If the bump is found to be too harsh when being pressed, reduce the duty cycle output by 1-2% at a time to dial in the bump output.

If the bump is found to be not aggressive enough, add 1-2% to the duty cycle until the car will move at a smooth pace.

NOTE: If you want to provide a ground signal through the solid state relay to your transbrake solenoid the ground wire is landed on terminal 1 and the transbrake solenoid wire is landed on terminal 2.

Transbrake Solenoid Positive Wire

Transbrake Button Positive Wire



Sequence of Operation:
When the ignition is turned on, PWM05 is a solid 12vdc output at all times. When the 3-step input is triggered, the engine rpm is over 500rpm and the bump button is pressed PWM05 will start pulsing. The transbrake solenoid will have 12vdc available at all times since the SSR is always energized and only pulses when the criteria above is met.

Ground Wire

GEN4 PWM05 Output Header 2 Pin N3 12vdc



To purchase the Solid State Relay contact Bigstuff3 or go to www.Bigstuff3.com