Integrated Automotive Control (AC)
for MP1 and H1P Single Pumps
## Revision history

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Automotive controls description

The Integrated Automotive Control solutions are designed to support single path hydrostatic transmissions systems consisting of one pump (available size 28 – 250cc) and one or more hydromotor. Danfoss offers several software configurations to cover the application demands.

With the pre-installed application software and easily changeable control parameters, it is possible to tailor the vehicles driving behavior to the individual requirements of the customer. The Semi-Auto-Calibration function for the pedals and a Quick-Start Guide with implemented Hyperlinks in the Service tool will make changes and tuning more easily and effective.

Targeted applications

Automotive controls for H1 and MP1 pumps are targeted for the following applications.

- Wheel loader
- Telehandler
- Dumper
- Sweeper
- Snow blower
- Forestry machines

Hydrostatic propel methods

The application software offers different hydrostatic propel methods (defined as mode types).

Up to 4 system modes can be defined individually by parameter.

Automotive transport mode

Proportional pump and hydromotor displacement control.

The setpoint of the pump and hydromotor drive curves are given by the engine rpm. The engine rpm is commanded by a drive pedal.

- Drive pedal controls engine rpm
- Engine rpm controls vehicle speed
- Load dependent mode
- Brake/inch signal reduces vehicle speed
- Coast down when the drive pedal is released

Automotive ECO mode

The ECO fuel saving mode is designed for the Automotive Transport mode. It needs a CAN controlled engine, an electric drive pedal and a larger pump displacement.

The ECO mode function reduces the engine rpm setpoint automatically when a vehicle speed is reached. This function reduces fuel consumption and noise emission. The pump displacement will increase to keep the vehicle speed on the same level with a reduced engine rpm. The ECO mode is automatically switched off if the vehicle slows down or the driver releases the electric drive pedal.

The ECO mode is available in all Automotive Transport modes and can be enabled individually in each of the four system modes.

Non-automotive work mode

Proportional pump and hydromotor displacement control.

The setpoint of the drive curves are given by the drive pedal command independent of the engine rpm. The engine rpm is commanded by a handle throttle to fulfill the requirements of the work hydraulic.
General information

- Drive pedal controls vehicle speed
- Engine rpm is set separately with the hand throttle according to the requirements of work functions
- Load independent mode
- Brake/inch signal reduce vehicle speed
- Vehicle speed limitation by the drive pedal (no roll down the hill)
- Antistall protects the engine from overloading

Creep-automotive work mode

Mechanical controlled engines cannot command the engine rpm by a hand throttle.

The setpoint of the pump and hydromotor drive curves are given by the engine rpm, reduced by the creep potentiometer. The engine rpm is commanded by a drive pedal.

- Drive pedal controls vehicle speed
- Load dependent mode
- Creep potentiometer reduces the vehicle speed
- Brake/inch signal reduces vehicle speed

Static mode

The engine rpm is commanded by a hand throttle to fulfill the requirements of the work functions. The vehicle does not drive in this mode.

Functional safety standards

The AC controller fulfills the safety requirements according to the machine directive (2006/EC).

The design of this general purpose safety controller includes features required for sophisticated machine control strategies. It is equally suited for use in safety related or general machine control applications. The controllers support smart digital inputs. Device outputs can be individually controlled by the watchdog processor.

The Safety Manual of the propel controller solutions is intended to guide the system integrator concerning functional safety. The document describes a possible implementation of the needed safety functions and is available on request. Please contact your local Danfoss representative to request the Safety Manual.

Type A standards

This standard covers all general safety requirements that apply to all types of machines.

- IEC 61508 Functional safety of electrical/electronic/programmable electronic safety-related systems

Type B1 standards

This standard covers safety and ergonomic design of machinery.

- ISO 15998 Controller for Earth moving machinery
- EN ISO 13849-1:2015 Safety of machinery; Safety-related parts of control systems Part 1 and 2
- ISO 25119 Agriculture machinery (formerly EN 16590)
General information

**Type B2 standards**
This standard covers safety components and protective devices. For example: two-hand controls; interlocking devices; pressure-sensitive devices; guards.

**Type C standards**
This standard covers detailed safety requirements for a particular machine or group of machines.
- ISO 20474-2017 (formerly DIN/EN 474) Earth moving machinery
- EN 1459-1:2017 Rough terrain trucks; Safety requirements and verification Part 1: Variable reach trucks
- EN 4254:2013 Agriculture machinery; Safety Part 1: General requirements
- EU 167/2013 Agricultural and Forestry vehicles (tractor directive)
  - EU 1322/2014
  - EU 68/2015
  - EU 96/2015
  - EU 208/2015
  - EU 1788/2016

**Required hardware components**

**Engine**
Mechanical or CAN controlled engines. CAN J1939 and proprietary Kubota protocol are supported.

**Hydrostatic pumps**
Load dependent pumps (NFPE) with embedded AC controller.
- MP1 series: size 28, 32, 38 and 45cc
- H1 series: size 45, 53, 60, 69, 78, 89, 100, 115, 130, 147, 165, 210 and 250cc
- Speed sensor in the pump only for mechanically controlled engines
- No pressure sensors required

**Hydraulic motors**
Orbital hydraulic motors (fixed)
- OMS, OMT and OMV series: size 80-800cc
- TMK, TMT and TMV series: size 160-800cc
Axial piston hydraulic motors with zero degree capability
- Series 40 (fixed): size 25, 35, and 44cc
- L/K series (variable, 2-position): size 25, 35, 38 and 45cc
- H1B series (variable with pressure control PCOR): size 60, 80, 110, 160, 210 and 250cc
- H1B series (variable with proportional control): size 60, 80, 110, 160, 210 and 250cc
## Function overview

The available functions for the individual software solution can be found in the table below. A more detailed description of the individual functions can be found on the following pages.

### Basic functions

<table>
<thead>
<tr>
<th>Function</th>
<th>F1F</th>
<th>F1E</th>
<th>F3J</th>
<th>F4J</th>
<th>F6L</th>
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<tbody>
<tr>
<td>Automotive Transport Mode</td>
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<tr>
<td>Non-Automotive Work Mode</td>
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<td>Independent Profiling &amp; Ramping for Pump and Hydromotor</td>
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<td>Mode Transition Control</td>
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<td>Drive Pedal with Filter Function</td>
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<tr>
<td>Brake/Inch Pedal</td>
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<td>Engine Speed Potentiometer/Hand Throttle</td>
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<td>Engine &amp; Hydromotor rpm sensor</td>
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<td>Creep Mode Potentiometer</td>
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<td>Hydromotor Load Limiter</td>
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### Protection and safety functions

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<tr>
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<th>F1E</th>
<th>F3J</th>
<th>F4J</th>
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<td>Operator Presence Detection</td>
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<td>Hydraulic motor Over Speed Protection</td>
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### Performance functions

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<th>F1E</th>
<th>F3J</th>
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<td>Automotive ECO Mode</td>
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<td>Constant Speed Drive (CSD)</td>
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<td>Reverse buzzer</td>
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<td>Vehicle speed dependent Output (load Stabilizer)</td>
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### Engine control and protection

<table>
<thead>
<tr>
<th>Function</th>
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<th>F3J</th>
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Engine control and protection (continued)

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<td>Engine cold start protection</td>
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</table>

*Only available on request

Basic functions

**System mode selection**

The mode switch defines which of the 4 system modes should be applied.

The mode switch has three digital inputs supplied with battery voltage or received via CAN message. For diagnostic purpose one mode switch is redundant.

The mode change conditions can be defined by parameter.

**Mode transition control**

This function allows configuration of an application specific System Mode transition.

The System Mode change condition can be dependent on multiple factors including actual FNR Direction, Drive Pedal Input, and Vehicle Speed.

**Drive pedal**

The drive pedal is used as the vehicle speed request.

Depending on the propel mode it can be the engine setpoint (automotive mode) or the pump and hydromotor command (work mode).

The drive pedal has two redundant analogue signals, supplied with 5V sensor voltage or can received via CAN (EEC2) standard message.

**Engine speed potentiometer/hand throttle**

The engine speed potentiometer is used as the engine setpoint in work mode.

The engine speed potentiometer has two redundant analogue signals, supplied with 5V sensor voltage or can received via CAN (EEC2) standard message.

**Inching**

The inch function allows the operator to reduce the vehicle speed, stop the machine or keep the vehicle speed low while rising the engine rpm to meet the flow demand of the work functions.

An increasing inch pedal signal will reduce the pump displacement, thus reducing vehicle speed.

There can be a combination brake/inch of the service brake with an additional sensor for an inch signal or a separate inch pedal.

The inch pedal has two redundant analogue signals, supplied with 5V sensor voltage or can received via CAN (EBC1) standard message.

**Pump/engine rpm**

The pre-installed pump rpm sensor is connected to calculate the pump/engine rpm.

The calculated engine rpm is the setpoint for the automotive drive curve. Optional the engine rpm signal can received via CAN EEC1 message from the engine controller. In this case, a pump rpm sensor is not required.
Functions

**Hydromotor rpm**
The hydromotor rpm is measured via a PPU (pulse pickup unit) in the hydromotor. With help of the gear factor and wheel diameter a vehicle speed is calculated.
The hydromotor rpm is detected by a frequency input with signal level detection. It is supplied with the 5V sensor voltage.
The actual vehicle speed is send out via CAN CCVS message.

**Temperature sensors**
The temperature sensor integrated in the controller will measure the hydraulic oil temperature.
These functions are:
- Protection of the complete hydrostatic system by reducing the pump flow (by pump command) at extreme high temperatures according to user defined temperature curve.
- Protection of the complete hydrostatic system by reducing the commanded engine rpm at low temperatures according to a user defined temperature value. When the system has warmed up, the engine speed limitation is no longer active.
The actual temperature is sent out via CAN TRF1 message.

**Pump profiling and ramping**
The pump solenoids are supplied by two PWM (pulse width modulation) output signals, independently configured for the forward and reverse driving direction in each of the four system modes.
For each of the four system modes two independent profile curves for forward & reverse are available.

**Hydromotor profiling and ramping**
Proportional and 2-Position hydromotors can be controlled directly by a PWM output signal.
The hydromotor command can be defined by a constant value or a profile curve output, individually for each of the four system modes and driving direction.

**Hydromotor brake pressure defeat (BPD) control**
The hydromotor BPD control is used in combination with a pressure controlled (PCOR) hydromotor control.
This function prevents the activation of the internal hydromotor control pressure compensator (PCOR) during deceleration events. The hydromotor BPD control is activated automatically.

**Maximum hydromotor torque at low vehicle speed**
This function will command the hydromotor to max displacement during low vehicle speed to provide the maximum available torque.
If the defined vehicle speed is reached, the hydromotor will follow the original drive curve. A hydromotor or vehicle speed sensor is required to detect the actual vehicle speed.

**State and direction change**
A driving direction change is always handled in a safe way.
The change request by the FNR switch will initiate the deceleration of the vehicle. The change of the driving direction is only started, if the actual vehicle speed is below a threshold value.

**Status LED**
In case of an Error, the red status LED on the controller shows a blink code.
The green LED is continuously on if the controller is supplied with battery power.
Protection and safety functions

Start protection
The safety controlled vehicle start protection prevents commanded, unexpected or otherwise dangerous vehicle movement after initial power on the engine.

The start protection is monitoring the following signals:
- Engine rpm
- Battery voltage
- Error status
- Inch calibration
- FNR in neutral

Quick stop in automotive mode
When operating the vehicle in automotive transport mode, the controller will use the engine rpm as the setpoint. The electric drive pedal position (out of the deadband) is used as an enable signal.

The driver must press the drive pedal and the engine rpm must rise to move the vehicle. If the driver releases the drive pedal fully (drive pedal return into the deadband), the pump current will decrease with an adjustable ramp to a defined value. The vehicle will decelerate much faster compared to the normal behavior.

Operator presence detection
Driving the vehicle is only allowed if the operator is seated on the driver seat. A programmable time delay will trigger vehicle shut down if the driver leaves the seat for a longer period of time.

Before a pre-warning signal is shown, there is a possibility to override the seat switch if the driver is pressing the drive pedal.

Hydromotor overspeed protection
The hydromotor overspeed protection prevents the hydromotor from over speeding by decreasing pump displacement or increasing hydromotor displacement.

The hydromotor rpm speed limit, is user defined and valid in all four system modes when activated.

Hydraulic system overheat protection
The temperature sensor in controller will measure the hydraulic oil temperature.

The function protects the complete hydrostatic system by reducing the pump flow (by pump command) at extreme high temperatures according to user defined temperature curve.

Performance functions

ECO fuel saving mode
The ECO fuel saving mode is designed for the automotive transport mode. It needs a CAN controlled engine (TSC1 & EEC2), an electric drive pedal and a larger pump displacement.

The ECO mode function reduces the engine rpm setpoint (TSC1) automatically when the defined vehicle speed is reached. This will reduce the fuel consumption and noise emission. The pump displacement will be increased to keep the vehicle speed on the same level with a reduced engine rpm. The ECO mode is automatically switched off if the vehicle slows down or the driver releases the electric drive pedal.

The ECO mode is available in all automotive transport modes and can enabled individually in each of the four system modes.
Functions

**Cruise control**
The cruise control will keep the vehicle speed constant during driving.
The driver can release the drive pedal if cruise control is enabled. The software will keep the vehicle speed constant by adjusting the setpoint.
An actuation of the drive pedal above the captured value (higher wins) will accelerate the vehicle.
If the drive pedal is released again, the vehicle speed will return to the captured value.
If cruise control is enabled, the driver can increase or decrease the vehicle speed by pressing a button. The speed steps and trigger time can be set by parameter.
Cruise control is working only in forward driving direction, all cruise states are send out via proprietary CAN message.

**Vehicle constant speed drive (CSD)**
The CSD function will allow driving with a constant vehicle speed, independent of the engine rpm.
If the actual vehicle speed differs from the commanded speed, the CSD function will adjust the pump and hydromotor command to compensate the speed difference. The speed setpoint usually comes from an electric drive pedal. For the feedback a hydromotor or vehicle speed sensor is required.

**Vehicle speed limitation**
The vehicle speed limitation prevents the machine from over-speeding.
It can configured separately for each system mode and driving direction. The vehicle speed is calculated from the hydromotor rpm, the gear factor and the wheel diameter.

**Filter for drive pedal**
When driving over a field or other rough terrain, the vehicle is shaking and the driver has no chance to keep the electric drive pedal constant in one position, the filter function for the drive pedal is able to mitigate this short movement.
The filter can configure individually in each system mode.

**Dynamic brake light**
The digital brake light output is switched on if the inch/brake pedal command exceeds a user defined value or the calculated deceleration is too high (measured by the hydromotor rpm sensor).
This function applies the brake light if the vehicle decelerates by the hydrostatic system. There will be an on/off delay to avoid flickering of the brake lights.

**Automated park brake control**
The park brake can applied automatically by CAN message RCI (PGN FF30 - Signal Brake Remote Request) or the following:
- Software machine state in STOP mode
- Actual pump valve current below user defined value
- Actual inch pedal command exceeds user defined value
- Actual vehicle speed is lower than a user defined value
Delay times for park brake applied and released are individually configurable.
The park brake logic support the “negative brakes” and is connected in closed loop, that means + and – are connected to the controller.
Brake applied = output is switched off
Brake released = output is switched on
Functions

Reverse buzzer
The reverse buzzer is switched on if the FNR is set to reverse.

Vehicle speed dependent output
The vehicle speed dependent output signal toggles a digital output when the actual vehicle speed exceeds a user defined value. It can be used as a e.g. speed dependent load stabilizer.

Load independent pump displacement control (option AC2)
The load independent pump displacement control maintains commanded swash plate position independent of load (Non-Automotive, similar to EDC behavior) using electronic feedback from the pump swash plate angle sensor.
The function can be enabled individually for each of the four system modes. Two independent profile curves for forward & reverse are available.

J1939 CAN subsystem data interface
The AC control can exchange information with the vehicle system via the CAN bus.
The following standard messages are supported:
• TSC1 (torque/speed control)
• EEC1 (pump/engine rpm)
• EEC2 (drive pedal)
• EBC1 (inch pedal)
• ETC5 (FNR)
• VH (vehicle hours)
• RCI (brake remote control)
• OPS (operator presence)
• CC VS (vehicle speed)
• VEP1 (battery voltage)
• TRF1 (oil temperature)

Additional Danfoss Power Solutions specific (proprietary) messages are available to share information about mode switches, hydromotor rpm, transmission state and error messages. All messages can be individually activated and designated for usage.
Engine control and protection

**J1939 CAN engine interface**

The AC controller can exchange information with the engine via the CAN J1939 protocol (TSC1 message). CAN messages can be individually activated and designated for usage.

The following functions and standard messages are provided:

- Engine speed control
- Engine anti-stall protection
- All range engine overspeed protection
- Engine overspeed protection with retarder function
- Cold start protection

**Kubota engine protocol**

The AC controller supports the proprietary Kubota Engine protocol. It is available on request. Please contact your local Danfoss representative.

**Engine anti-stall protection**

The engine anti-stall protection prevents the engine from being stalled due to overload.

The commanded engine rpm (TSC1) is compared with the measured engine rpm. If the engine is drooped, the engine anti-stall function will reduce the hydrostatic propel command to reduce the engine load and the vehicle speed.

The engine anti-stall function can be individually enabled for each system mode and is configurable. It works only with CAN controlled engines.

**All range engine overspeed**

The engine rpm is monitored in all driving situations, but only if the vehicle is moving. Therefore a speed sensor in the hydraulic motor is mandatory.

When the system detects an engine overspeed situation, the pump will swivel out. That will limit the deceleration of the vehicle. The driver must use the service brake to reduce the vehicle speed.

The engine rpm range for the overspeed detection can be defined by parameter. Time ramps for activation and de-activation of the function are available.

**Engine over speed protection with retarder**

The engine rpm dependent retarder control toggles a digital output when the actual engine rpm exceeds a user defined level. The retarder can activate a valve of the work hydraulic to give load to engine and prevent an over speeding.

**Cold start protection**

An integrated temperature sensor will measure the system temperature.

If the temperature is lower than a user defined level, the engine rpm command (TSC1) is limited until the system is warmed up to protect the engine and the hydraulic system.
Technical Information

Integrated Automotive Controls for H1 and MP1 Single Pumps

Technical specifications

Automotive Control connection diagram

- **Battery (-)**
- **Battery (+)**
- **Sensor (-)**
- **Sensor (+)**
- **Motor RPM Input (Frequency)**
- **Reverse Input (Digital)**
- **Sensor (-)**
- **Drive Pedal Input (Analogue-Nom)**
- **Neutral Input (Digital)**

**Contact capability min. 10A**

**Melting fuse 16A**

**Functional options**

- **Vehicle Speed dependent Output**
- **Engine Speed dependent Output (Retarder)**
- **Fault LED (must be LED, min Current 5mA)**
- **Park Brake**
- **Brake Light**
- **Reverse Motion**

**User defined Inputs**

- **User defined Outputs**

**Technical Information**

Integrated Automotive Controls for H1 and MP1 Single Pumps

Technical specifications
Technical specifications

Battery and sensor voltage supply

The AC can be supplied with 12 or 24 V\textsubscript{DC} depending on the control type.

- **CC1:01 Battery (-)** Power supply input from battery
- **CC1:02 Battery (+)** Power supply input from battery
- **CC1:03; CC1:08; PPC:01; PPC:06; PPU:1; CC2:05** Sensor supply voltage (+5 V)
- **CC1:04; CC1:09; PPC:03; PPC:04; PPU:3; CC2:06** Sensor supply voltage (-)

All (-) pins are internally connected.

The 5 V sensor supply is internally generated. The sensor supply is protected against overload and reverse polarity connection.

For more information about a pinout description, see *Customer connectors (CC1, CC2 and CC3)*.

Supply characteristics

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Battery supply current</td>
<td>—</td>
<td>12 A</td>
</tr>
<tr>
<td>Recommended fuse size</td>
<td>—</td>
<td>16 A</td>
</tr>
<tr>
<td>Supply voltage range: rated 12 V</td>
<td>9 V\textsubscript{DC}</td>
<td>16 V\textsubscript{DC}</td>
</tr>
<tr>
<td>Supply voltage range: rated 12 V</td>
<td>18 V\textsubscript{DC}</td>
<td>32 V\textsubscript{DC}</td>
</tr>
<tr>
<td>Permanent supply voltage range</td>
<td>9 V\textsubscript{DC}</td>
<td>36 V\textsubscript{DC}</td>
</tr>
<tr>
<td>Rated 12 V range</td>
<td>9 V\textsubscript{DC}</td>
<td>16 V\textsubscript{DC}</td>
</tr>
<tr>
<td>Rated 24 V range</td>
<td>18 V\textsubscript{DC}</td>
<td>32 V\textsubscript{DC}</td>
</tr>
<tr>
<td>Permanent reverse voltage protection</td>
<td>—</td>
<td>-36 V\textsubscript{DC}</td>
</tr>
<tr>
<td>Sensor supply voltage range (internal)</td>
<td>4.825 V\textsubscript{DC}</td>
<td>5.075 V\textsubscript{DC}</td>
</tr>
<tr>
<td>Sensor supply current</td>
<td>—</td>
<td>1 A\textsuperscript{*}</td>
</tr>
</tbody>
</table>

\textsuperscript{*}Maximum 1 A for all sensors together.
Technical specifications

CAN communication

The AC Control can exchange information with the vehicle system via CAN bus. CAN communication baudrate is 250 kBaud. The physical (hardware) layer operates using the CAN 2.0B specification according to ISO 11898-2, high speed. The CAN interface is even used for application software downloads and parameter settings.

- **CAN:01 CAN High**: Communication connection for CAN – High line
- **CAN:02 CAN Low**: Communication connection for CAN – Low line
- **CAN:03 CAN Shield**: Communication connection for CAN – Shield

There is no internal termination resistor installed.

Digital inputs

The digital inputs switched to battery supplied 12 or 24 V DC.

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rising voltage threshold(^1)</td>
<td>-</td>
<td>7.0 V DC</td>
</tr>
<tr>
<td>Falling voltage threshold(^2)</td>
<td>1.66 V DC</td>
<td>-</td>
</tr>
<tr>
<td>Input impedance</td>
<td>13.4 kΩ</td>
<td>13.8 kΩ</td>
</tr>
</tbody>
</table>

\(^1\) A digital input is guaranteed to be read as high if the voltage is > 7 V
\(^2\) A digital input is guaranteed to be read as low if the voltage is below 1.66 V DC

For more information about pinning description, see [Customer connectors (CC1, CC2 and CC3)](#) on page 26.

Forward-Neutral-Reverse (FNR) switch

The FNR switch selects the driving direction, switched to battery supplied at 12 or 24 V DC. Different configurations can be used. Please consider the required performance level when choosing an option.

- Held signal (switch)
- Monetary signal (push button)
- 2 pin FNR
- 3 pin FNR
- 2 pin FNR with seat switch or hand brake option

**CC1:06**  Input for forward driving direction

**CC1:07**  Input for reverse driving direction.

**CC1:12**  Input for neutral driving direction. This input can also be used for a seat switch or hand brake option.

**FNR**

![FNR Diagram](Image)
Technical specifications

Mode switch A and B

The mode switches are switched to battery supply (12/24 \( V_{DC} \)) and select the four possible system modes according to the table below:

<table>
<thead>
<tr>
<th>Mode Switch</th>
<th>System mode</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Mode 1</td>
</tr>
<tr>
<td>A</td>
<td>Low</td>
</tr>
<tr>
<td>B Nominal</td>
<td>Low</td>
</tr>
<tr>
<td>B Redundant</td>
<td>High</td>
</tr>
</tbody>
</table>

CC2:11 Mode Switch A Input

Digital input for mode switch A

CC2:02 Mode Switch B Input (Nominal)

Digital input for mode switch B (nominal)

CC2:12 Mode switch B Input (Redundant)

Digital input for mode switch B (redundant)

Mode switch A

Mode switch B
Technical specifications

Analog Inputs

The analog inputs are supplied with the internal sensor voltage by the AC control.

**Analog inputs**

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Input voltage range</td>
<td>0.08 VDC</td>
<td>5.26 VDC</td>
</tr>
<tr>
<td>Resolution (4096 steps)</td>
<td>—</td>
<td>12 Bit</td>
</tr>
<tr>
<td>Input impedance</td>
<td>230 kΩ</td>
<td>236 kΩ</td>
</tr>
</tbody>
</table>

Drive/Creep pedal

The drive pedal is used as the vehicle speed request. Depending on the propel mode it can be the engine setpoint (Automotive mode) or the pump & hydromotor command (work mode).

The drive pedal signal can be configured and sent by the AC as CAN Engine Speed Command for the J1939-CAN message TSC1 or proprietary Kubota Protocol.

**CC1:08 Sensor (+)**  
Sensor supply (+)

**CC1:09 Sensor (-)**  
Sensor supply (-) – direct GROUND connection

**CC1:10 Drive Pedal Input (Nominal)**  
Nominal analog-input for creep/drive pedal as the command signal

**CC1:11 Drive Pedal Input (Redundant)**  
Redundant analog-input for drive/creep pedal for diagnostic purpose

General requirements and recommended settings of a pedal or potentiometer

- The pedal must be supplied with AC sensor supply voltage and must not exceed the maximum output current (overload).
- This pedal must produce two electrically independent output signals that are in direct correlation with each other. The difference of the two input signals should be 500 mV. The redundant tolerance should be set to +/- 200 mV.
- The first output signal is used as the source of pedal position signal. It must rise when the pedal is pressed. The second output signal is used for diagnostic purposes. The voltage range of the output signals should not be lower than 5% and not higher than 95% of sensor voltage. Upper and lower voltage limits to pedal supply are requested for wire-fault detection.

Engine speed potentiometer/hand throttle

The engine speed potentiometer is used as the engine setpoint in work mode.

The engine speed potentiometer has two redundant analogue signals, supplied with 5V sensor voltage.

**PPC:01 Sensor A(+)**  
Sensor supply (+5V)
Technical specifications

**PPC:06 Sensor B(+)**  
Sensor supply (+5V)

**PPC:03 Sensor A(-)**  
Sensor supply (-) – direct GROUND connection

**PPC:04 Sensor B(-)**  
Sensor supply (-) – direct GROUND connection

**PPC:02 Engine speed potentiometer**  
(Nominal)  
Nominal analog-input for Engine Speed Potentiometer as the command signal

**PPC:05 Engine Speed Potentiometer**  
(Redundant)  
Redundant analog-input for Engine Speed Potentiometer for diagnostic purposes

---

**Inch pedal**

The inch function allows the operator to reduce the vehicle speed, stop the machine or keep the vehicle speed low while raising the engine rpm to meet the flow demand of the work functions.

An increasing inch pedal signal will reduce the pump displacement, thus reducing vehicle speed. There can be a combination brake/inch of the service brake with an additional sensor for an inch signal or a separate Inch pedal, supplied with 5V sensor voltage.

**CC2:05 Sensor (+)**  
Sensor supply (+)

**CC2:06 Sensor (-)**  
Sensor supply (-) – direct GROUND connection

**CC2:07 Inch Pedal Input (Nominal)**  
Nominal analog-input for the inch pedal as the command signal

**CC2:01 Inch Pedal Input (Redundant)**  
Redundant analog input for inch pedal for diagnostic purposes

*Example of a brake/Inch pedal with pressure sensor*

---

**Cruise control**

The cruise control will keep the vehicle speed constant during driving. The driver has three buttons “Set” “Stop” and “Resume.” The resistor matrix is supplied with 5V sensor voltage.

**CC2:05 Sensor (+)**  
Sensor supply (+5V)

**CC2:06 Sensor (-)**  
Sensor supply (-) – direct GROUND connection

**CC2:04 Cruise Input**  
Analog-input for cruise control buttons
Technical specifications

Analog input

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Input voltage range</td>
<td>0.08 V&lt;sub&gt;DC&lt;/sub&gt;</td>
<td>5.26 V&lt;sub&gt;DC&lt;/sub&gt;</td>
</tr>
<tr>
<td>Resolution (4096 steps)</td>
<td>—</td>
<td>12 Bit</td>
</tr>
<tr>
<td>Input impedance *</td>
<td>—</td>
<td>—</td>
</tr>
</tbody>
</table>

* 15 kΩ to sensor supply, 14.1 kΩ to Ground

Pump rpm

The engine rpm is measured via a PPU (pulse pickup unit) in the pump. Optionally, the signal can be received via CAN EEC1 message.

The pump rpm is detected by a frequency input. It is supplied with the 5V sensor voltage. It is only useable with the Danfoss PPU sensor 11046759. When using the sensor, the wiring is part of the cable harness on the pump.

PPU:01 Sensor (+)  Sensor supply (+5V)
PPU:03 Sensor (-)  Sensor supply (-) – direct GROUND connection
PPU:02 Pump rpm    Frequency-Input for pump rpm sensor

Hydromotor rpm

The hydromotor rpm is measured via a PPU in the hydromotor. With help of the gear factor and wheel diameter a vehicle speed is calculated.

The hydromotor rpm is detected by a frequency input with signal level detection. It is supplied with the 5V sensor voltage.

CC1:03 Sensor (+)  Sensor supply (+5V)
CC1:04 Sensor (-)  Sensor supply (-) – direct GROUND connection
CC1:05 Hydromotor rpm  Frequency-Input for hydromotor rpm sensor

Frequency input (hydromotor rpm)

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rising voltage threshold (middle range)&lt;sup&gt;1&lt;/sup&gt;</td>
<td>2.0 V&lt;sub&gt;DC&lt;/sub&gt;</td>
<td>3.5 V&lt;sub&gt;DC&lt;/sub&gt;</td>
</tr>
<tr>
<td>Falling voltage threshold (middle range)&lt;sup&gt;2&lt;/sup&gt;</td>
<td>0.74 V&lt;sub&gt;DC&lt;/sub&gt;</td>
<td>—</td>
</tr>
</tbody>
</table>
Technical specifications

Frequency input (hydromotor rpm) (continued)

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Input impedance[^3]</td>
<td>7.0 kΩ</td>
<td>7.21 kΩ</td>
</tr>
<tr>
<td>Frequency range (in steps of 1 Hz)</td>
<td>0 Hz</td>
<td>10 000 Hz</td>
</tr>
</tbody>
</table>

[^1]: The frequency input is guaranteed to be read as high if the voltage is > 3.5 V
[^2]: The frequency input is guaranteed to be read as low if the voltage is < 0.74 V.
[^3]: 15 kΩ to sensor supply, 13.5 kΩ to GND

PWM outputs

The PWM outputs switch to battery supply (12/24 V).

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proportional current</td>
<td>0 A</td>
<td>3.0 A</td>
</tr>
<tr>
<td>Output voltage</td>
<td>—</td>
<td>Supply</td>
</tr>
<tr>
<td>PWM frequency</td>
<td>33 Hz</td>
<td>200 Hz</td>
</tr>
</tbody>
</table>

Pump control

The pump solenoids are supplied by two PWM output signals. The low side (-) is connected via a digital output, switching to ground. The wiring is part of the cable harness on the pump.

**PSC:01 Pump C2 driver (+)** Proportional output (+) for the pump solenoid C1; PWM signal from battery supply (12/24 V)

**PSC:06 Pump C1 driver (-)** Low side switch (-) for the pump solenoid C1; switch to GND

**PSC:02 Pump C2 driver (+)** Proportional output (+) for the pump solenoid C2; PWM signal from battery supply (12/24 V)

**PSC:05 Pump C2 driver (-)** Low side switch (-) for the pump solenoid C2; switch to GND

Hydromotor control

The hydromotor solenoid is supplied by a PWM output signal. Proportional and 2-Position hydromotors can be controlled directly. The low side (-) is connected directly to ground.

**CC2:02 Hydromotor driver (+)** Proportional output (+) for the hydromotor solenoid; PWM signal from battery supply (12/24 V)

Digital outputs

The digital outputs can switch to battery supply (12/24 V) or to ground.

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Output current</td>
<td>0 A</td>
<td>3 A</td>
</tr>
<tr>
<td>Output voltage CC3:01 (A1); CC2:08 (BPD); CC2:10 (B1)</td>
<td>-</td>
<td>Battery supply</td>
</tr>
<tr>
<td>Output voltage CC3:02 (A2); CC2:09 (B2)</td>
<td>Ground</td>
<td>-</td>
</tr>
</tbody>
</table>
Technical specifications

Hydromotor Brake Pressure Defeat (BPD) control

The hydromotor BPD control is used in combination with a pressure controlled (PCOR) hydromotor control.

The hydromotor BPD control prevents the activation of the internal hydromotor control pressure compensator (PCOR) during deceleration events.

**CCC2:08 Hydromotor BPD Driver**

Digital output for the brake pressure defeat (BPD) valve. Switched to battery (+) supply (12/24 V).
Technical specifications

Digital output A1 and A2

The digital outputs can be used as single outputs (open loop - switch to battery supply or GND) or in closed loop.

The outputs can be configured individually to operate as:

- Brake light control
- Status signal (error LED)
- Reverse motion signal
- Engine speed dependent retarder control
- FNR in reverse signal
- Vehicle speed dependent signal
- Cruise control on
- Park brake control

CC2:09 Digital output B2 (-)  
Digital output - switched to GND (-)

CC2:10 Digital output B1 (+)  
Digital output - switched to battery (+) supply

CC3:01 A1 (+)  
Digital output – switched to battery (+) supply

CC3:02 A2 (-)  
Digital output – switched to GND (-)

Open loop (left) and closed loop (right)

Depending on the required performance level, safety-relevant functions (like brake light control, park brake control, etc.) must be connected in closed loop.

The current feedback A2 (-) and B2 (-) are actively monitored; a detected error will result in SAFE state.

Environmental and protection characteristics

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Standard description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short circuit</td>
<td>All inputs and outputs will withstand continuous short circuit to all other leads. When the short circuit is removed the unit returns to normal function.</td>
</tr>
</tbody>
</table>
| EMC-Immunity (EMI) | EN 61000-6-2 (100 V/m)  
EMC generic standard for immunity, industrial environment - incl. 1 kHz w/AM 80%      |
| EMC-Emission (RFI) | EN 61000-6-3  
EMC generic standard for emission, residential and industrial environments  
EN 12895 for industrial trucks |
| ESD            | EN 61000-4-2  
Electrostatic discharge immunity test Level 4  
Direct contact discharge to connector pins |
## Technical specifications

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Standard description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automotive transients</td>
<td>ISO 7637 / 1-3</td>
</tr>
<tr>
<td>Temp/Volt/Humidity</td>
<td>IEC 60068-2-38 (-40 to 104°C)</td>
</tr>
<tr>
<td>Cold test</td>
<td>IEC 60068-2-1 AD</td>
</tr>
<tr>
<td>Dry heat</td>
<td>IEC 60068-2-2 BD</td>
</tr>
<tr>
<td>Ice water shock</td>
<td>ISO 16750-4</td>
</tr>
<tr>
<td>Salt mist</td>
<td>IEC 60068-2-11 test Ka</td>
</tr>
<tr>
<td>IP67 and IPX9K*</td>
<td>IEC 60529 and DIN 40050 part 9 (valid for control only)</td>
</tr>
</tbody>
</table>

*with installed plug*
Mating Connectors

Customer connectors (CC1, CC2 and CC3)

**CC1 connector**

*CC1 connector DEUTSCH DTM, 12-pin*

1. Battery (-)
2. Battery (+)
3. Sensor (+)
4. Sensor (-)
5. Hydromotor rpm input (frequency)
6. Forward input (digital)
7. Reverse input (digital)
8. Sensor (+)
9. Sensor (-)
10. Drive pedal input (analog-nominal)
11. Drive pedal input (analog-redundant)
12. Neutral input (digital)
Mating Connectors

CC2 connector

CC2 connector DEUTSCH DTM, 12-pin

1. Inch input (analog redundant)
2. Mode switch B input (digital nominal)
3. Hydromotor PROP/PCOR output (PWM)
4. Cruise control input (analog)
5. Sensor (+)
6. Sensor (–)
7. Inch input (analog nominal)
8. Hydromotor BPD output (digital)
9. Digital output B2 (–)
10. Digital output B1 (+)
11. Mode switch A input (digital)
12. Mode switch B input (digital redundant)

There are 2 available kits, differentiated by customer wire diameter, containing both CC1 and CC2 mating connectors.

CC1 and CC2 connectors kits information

<table>
<thead>
<tr>
<th>Kit Name</th>
<th>Lead wire diameter</th>
<th>Material No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assembly bag with 2 DEUTSCH connectors DTM06 12-SA and DTM06 12-SB Black/Grey and gold plated pins</td>
<td>0.5-1.0 mm² (16-20 AWG)</td>
<td>10102023</td>
</tr>
<tr>
<td></td>
<td>0.2-0.5 mm² (20-24 AWG) (recommended)</td>
<td>10100945</td>
</tr>
</tbody>
</table>
Mating Connectors

CC3 connector

CC3 connector DEUTSCH DT, 2-pin

1. Digital output A1 (+)
2. Digital output A2 (–)

CC3 connector DEUTSCH kit information

<table>
<thead>
<tr>
<th>Kit Name</th>
<th>Lead wire diameter</th>
<th>Material No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assembly bag with 1 DEUTSCH connector DT04 2P Grey and gold plated pins</td>
<td>0.5-2.0 mm² (14-20 AWG)</td>
<td>11070531</td>
</tr>
</tbody>
</table>

PPC connector

PPC connector DEUTSCH DTM, 6-pin

1. Sensor A (+)
2. Analog input A
3. Sensor A (–)
Mating Connectors

4. Sensor B (-)
5. Analog input B
6. Sensor B (+)

PPC connector DEUTSCH DTM kits information

<table>
<thead>
<tr>
<th>Kit Name</th>
<th>Lead wire diameter</th>
<th>Material No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assembly bag with 1 DEUTSCH connector DT06 6P Grey</td>
<td>0.5-1.0 mm² (16-20 AWG)</td>
<td>11033863</td>
</tr>
<tr>
<td>Assembly bag with 1 DEUTSCH connector DT06 6P Black</td>
<td>0.2-0.5 mm² (20-24 AWG) (recommended)</td>
<td>11033865</td>
</tr>
</tbody>
</table>

CAN connector

CAN connector DEUTSCH DTM, 3-pin

1. CAN – High line
2. CAN – Low line
3. CAN – Shield

CAN bus adapter

AC controller / CG 150 CAN USB Gateway diagram
Mating Connectors

The additional adapter cable is required to connect the CG150 CAN USB Gateway with the Automotive Control (AC). The pigtail cable transitions from DEUTSCH to DSUB connector and contains terminating resistors to enable CAN communication.

<table>
<thead>
<tr>
<th>Kit name</th>
<th>Lead wire diameter</th>
<th>Material number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assembly bag with 1 DEUTSCH connector</td>
<td>24-20 AWG (0.21-0.52 mm²)</td>
<td>11033864</td>
</tr>
<tr>
<td>DTM06-3S grey and gold plated pins</td>
<td>20-14 AWG (0.52-2.24 mm²)</td>
<td>11072736</td>
</tr>
<tr>
<td>Adapter cable DEUTSCH DTM06-3S to D-SUB pin female connector with 120Ω resistor</td>
<td></td>
<td>11153051</td>
</tr>
</tbody>
</table>
### Automotive control parts for MP1

#### D – Controls

<table>
<thead>
<tr>
<th>Code</th>
<th>AC Type</th>
<th>Supply Voltage</th>
<th>Pump rpm sensor connection</th>
<th>Special settings Y</th>
</tr>
</thead>
<tbody>
<tr>
<td>AJ1</td>
<td>AC-1</td>
<td>12V</td>
<td>yes</td>
<td>AF1E</td>
</tr>
<tr>
<td>AJ3</td>
<td>AC-2 with swashplate angle sensor</td>
<td>12V</td>
<td>yes</td>
<td>AF4J</td>
</tr>
<tr>
<td>AU1</td>
<td>AC-1</td>
<td>12V</td>
<td>-</td>
<td>AF1E</td>
</tr>
<tr>
<td>AU3</td>
<td>AC-2 with swashplate angle sensor</td>
<td>12V</td>
<td>-</td>
<td>AF4J</td>
</tr>
</tbody>
</table>

#### F – Orifices

<table>
<thead>
<tr>
<th>Code</th>
<th>Tank (A+B)</th>
<th>P orifice</th>
<th>A/B orifice</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>-</td>
<td>-</td>
<td>0.8 mm</td>
</tr>
<tr>
<td>C2</td>
<td>-</td>
<td>-</td>
<td>1.3 mm</td>
</tr>
<tr>
<td>C4</td>
<td>-</td>
<td>-</td>
<td>1.0 mm</td>
</tr>
</tbody>
</table>

#### E – Displacement limiter

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>No limiters, with nested springs, required for NFPE, AC, FDC</td>
</tr>
<tr>
<td>D</td>
<td>Adjustable externally with nested springs, required for NFPE, AC, FDC</td>
</tr>
</tbody>
</table>

Align with option Y: Settings for adjustment (if applicable).

#### H – Mounting flange

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>J</td>
<td>45-53 cm³ SAE 2 bolt Option with pump speed sensor and with cable harness Control pairings: J1, J2, J3, J4</td>
</tr>
<tr>
<td>K</td>
<td>60-100 cm³ SAE C 4 bolt</td>
</tr>
<tr>
<td>L</td>
<td>115-165 cm³ SAE D 4 bolt</td>
</tr>
<tr>
<td>E</td>
<td>210-250 cm³ SAE D 4 bolt</td>
</tr>
<tr>
<td>F</td>
<td>45-53 cm³ SAE B 2 bolt Option without speed sensor and without cable harness. EEC1 speed signal from the CAN engine is needed. Control pairings: U1, U2, U3, U4</td>
</tr>
<tr>
<td>H</td>
<td>60-100 cm³ SAE C 4 bolt</td>
</tr>
<tr>
<td>G</td>
<td>115-165 cm³ SAE D 4 bolt</td>
</tr>
<tr>
<td>C</td>
<td>210-250 cm³ SAE D bolt</td>
</tr>
</tbody>
</table>

#### V – Charge pressure relief

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>24</td>
<td>24 bar [348 psi]</td>
</tr>
<tr>
<td>26</td>
<td>26 bar [377 psi]</td>
</tr>
<tr>
<td>28</td>
<td>28 bar [406 psi]</td>
</tr>
</tbody>
</table>
## MP1 pumps size 28-45cc model code

**W – Special hardware features**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Control pairing</th>
</tr>
</thead>
<tbody>
<tr>
<td>RBC</td>
<td>NFPE valve plate, CW, 28 cm³</td>
<td></td>
</tr>
<tr>
<td>LBC</td>
<td>NFPE valve plate, CCW, 28 cm³</td>
<td></td>
</tr>
<tr>
<td>RBD</td>
<td>NFPE valve plate, CW, 32 cm³</td>
<td></td>
</tr>
<tr>
<td>LBD</td>
<td>NFPE valve plate, CCW, 32 cm³</td>
<td></td>
</tr>
<tr>
<td>RBE</td>
<td>NFPE valve plate, CW, 38 cm³</td>
<td></td>
</tr>
<tr>
<td>LBE</td>
<td>NFPE valve plate, CCW, 38 cm³</td>
<td></td>
</tr>
<tr>
<td>RBF</td>
<td>NFPE valve plate, CW, 45 cm³</td>
<td></td>
</tr>
<tr>
<td>LBF</td>
<td>NFPE valve plate, CCW, 45 cm³</td>
<td></td>
</tr>
</tbody>
</table>

Align with A: Displacement and rotation and D: controls.

**Technical Information**

Integrated Automotive Controls for H1 and MP1 Single Pumps

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## Technical Information

### Integrated Automotive Controls for H1 and MP1 Single Pumps

#### H1 pumps size 45-250cc model code

<table>
<thead>
<tr>
<th>Code</th>
<th>A</th>
<th>B</th>
<th>Z</th>
<th>D</th>
<th>F</th>
<th>E</th>
<th>G</th>
<th>H</th>
<th>J</th>
<th>K</th>
<th>M</th>
<th>N</th>
<th>S</th>
<th>T</th>
<th>V</th>
<th>W</th>
<th>X</th>
<th>Y</th>
</tr>
</thead>
<tbody>
<tr>
<td>045</td>
<td>45.0</td>
<td>53.8</td>
<td>60.4</td>
<td>68.0</td>
<td>69.0</td>
<td>78.0</td>
<td>89.2</td>
<td>101.7</td>
<td>115.8</td>
<td>130.8</td>
<td>147.0</td>
<td>165.0</td>
<td>211.5</td>
<td>251.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>053</td>
<td>[2.75]</td>
<td>[3.28]</td>
<td>[3.69]</td>
<td>[4.15]</td>
<td>[4.22]</td>
<td>[4.76]</td>
<td>[5.44]</td>
<td>[6.21]</td>
<td>[7.07]</td>
<td>[7.98]</td>
<td>[8.97]</td>
<td>[10.07]</td>
<td>[12.91]</td>
<td>[15.36]</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Automotive control parts for H1P

#### D – Controls

<table>
<thead>
<tr>
<th>Code</th>
<th>AC Type</th>
<th>Supply Voltage</th>
<th>Pump rpm sensor connection</th>
<th>Special settings Y</th>
</tr>
</thead>
<tbody>
<tr>
<td>J1</td>
<td>AC-1</td>
<td>12V</td>
<td>yes</td>
<td>F1F, F2E, F3J, F6L</td>
</tr>
<tr>
<td>J2</td>
<td></td>
<td>24V</td>
<td>yes</td>
<td>F1F, F2E, F3J, F6L</td>
</tr>
<tr>
<td>J3</td>
<td>AC-2 with swashplate angle sensor</td>
<td>12V</td>
<td>yes</td>
<td>F4J</td>
</tr>
<tr>
<td>J4</td>
<td></td>
<td>24V</td>
<td>yes</td>
<td>F4J</td>
</tr>
<tr>
<td>U1</td>
<td>AC-1</td>
<td>12V</td>
<td>-</td>
<td>F1F, F2E, F3J, F6L</td>
</tr>
<tr>
<td>U2</td>
<td></td>
<td>24V</td>
<td>-</td>
<td>F1F, F2E, F3J, F6L</td>
</tr>
<tr>
<td>U3</td>
<td>AC-2 with swashplate angle sensor</td>
<td>12V</td>
<td>-</td>
<td>F4J</td>
</tr>
<tr>
<td>U4</td>
<td></td>
<td>24V</td>
<td>-</td>
<td>F4J</td>
</tr>
</tbody>
</table>

#### F – Orifices

<table>
<thead>
<tr>
<th>Code</th>
<th>Tank (A+B)</th>
<th>P orifice</th>
<th>A/B orifice</th>
</tr>
</thead>
<tbody>
<tr>
<td>C2</td>
<td>-</td>
<td>-</td>
<td>1.3 mm</td>
</tr>
<tr>
<td>C4</td>
<td>-</td>
<td>-</td>
<td>1.8 mm</td>
</tr>
<tr>
<td>D7</td>
<td>-</td>
<td>-</td>
<td>3.0 mm</td>
</tr>
<tr>
<td>D8</td>
<td>-</td>
<td>-</td>
<td>2.3 mm</td>
</tr>
</tbody>
</table>

#### E – Displacement limiter

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>No limiters, with nested springs, required for NFPE, AC, FDC</td>
</tr>
<tr>
<td>D</td>
<td>Adjustable externally with nested springs, required for NFPE, AC, FDC</td>
</tr>
</tbody>
</table>

**Align with option Y: Settings for adjustment (if applicable)**

#### V – Charge pressure relief setting

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>26 bar [377 psi]</td>
</tr>
<tr>
<td>28</td>
<td>28 bar [406 psi]</td>
</tr>
<tr>
<td>30</td>
<td>30 bar [435 psi]</td>
</tr>
<tr>
<td>32</td>
<td>32 bar [464 psi]</td>
</tr>
<tr>
<td>34</td>
<td>34 bar [493 psi]</td>
</tr>
</tbody>
</table>

#### W – Special hardware features (align with options D and E)

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Control pairings</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1</td>
<td>NFPE/AC valve plate</td>
<td>U1, U2, U3, U4</td>
</tr>
<tr>
<td>P2</td>
<td>NFPE/FDC/AC valve plate and speed ring on the cylinder block</td>
<td>J1, J2, J3, J4</td>
</tr>
</tbody>
</table>
## H1 pumps size 45-250cc model code

### Y – Special settings (align with option D)

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Control pairings</th>
</tr>
</thead>
<tbody>
<tr>
<td>F1F</td>
<td>Standard Propel Functionality</td>
<td>J1, J2, U1, U2</td>
</tr>
<tr>
<td>F2E</td>
<td>Standard Propel Functionality + ECO Mode</td>
<td></td>
</tr>
<tr>
<td>F3J</td>
<td>Standard Propel Functionality + ECO Mode + Cruise Control</td>
<td></td>
</tr>
<tr>
<td>F4J</td>
<td>Standard Propel Functionality + ECO Mode + Cruise Control</td>
<td>J3, J4, U3, U4</td>
</tr>
<tr>
<td>F6L</td>
<td>Standard Propel Functionality + ECO Mode (recommended when using H1B hydromotor without PCOR)</td>
<td>J1, J2, U1, U2</td>
</tr>
</tbody>
</table>
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- Hydrostatic pumps
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- PLUS+1° displays
- PLUS+1° joysticks and pedals
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- PLUS+1° sensors
- PLUS+1° software
- PLUS+1° software services, support and training
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