

# **Note All FuelTech IAT Applications should use one of the following RIFE Part \#'s <br> 52-1201 thru 52-1208 or 52-1243 <br> These are "Lo-AT" sensors** 

FuelTech ECU's don't allow for the use of a resistance input on their ECU's. This requires the user to utilize an analog voltage sensor in order to read the sensor. The issue is that RIFE's Hi-AT sensor does not work well with the pull up resistor in the ECU, the solution is to use a RIFE Lo-AT sensor in all FuelTech applications.

By using a Lo-AT sensor and a specific calibration (shown below), the sensor will provide good resolution throughout the range with the only downside being a slight trimming of the total range. In this application, the total range is $-5^{\circ} \mathrm{F}$ to $450^{\circ} \mathrm{F}$.

To set up your sensor in the FuelTech software, go to Inputs> \#5: Air temperature and select "Air Temperature" from the channel name drop down. Under "Input sensor", click the radio button for "custom", select "Analog" in the Signal type drop-down and check "Enable pullup". Input the values from the chart below into the Interpolation table and that's it. When complete the page should look like this:


The calibration table is below, if you have any questions, don't hesitate to call your dealer or RIFE at 805-987-7867

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## IAT Calibration Table

|  | Temp ${ }^{\circ} \mathrm{C}$ | Temp ${ }^{\circ} \mathrm{K}$ | Temp ${ }^{\circ} \mathrm{F}$ | Voltage | Resistance $(\Omega ' \mathrm{~s})$ |
| :---: | :---: | :---: | :---: | ---: | ---: |
| 1 | -21 | 253 | -5 | 4.955 | 110,877 |
| 2 | -4 | 269 | 25 | 4.882 | 41,418 |
| 3 | 13 | 286 | 56 | 4.728 | 17,373 |
| 4 | 30 | 303 | 86 | 4.446 | 8,026 |
| 5 | 47 | 320 | 116 | 4.004 | 4,022 |
| 6 | 64 | 337 | 147 | 3.418 | 2,160 |
| 7 | 81 | 354 | 177 | 2.759 | 1,231 |
| 8 | 97 | 371 | 207 | 2.123 | 738 |
| 9 | 114 | 387 | 238 | 1.582 | 463 |
| 10 | 131 | 404 | 268 | 1.159 | 302 |
| 11 | 148 | 421 | 298 | 0.845 | 203 |
| 12 | 165 | 438 | 329 | 0.620 | 141 |
| 13 | 182 | 455 | 359 | 0.459 | 101 |
| 14 | 199 | 472 | 389 | 0.344 | 74 |
| 15 | 215 | 489 | 420 | 0.262 | 55 |
| 16 | 232 | 505 | 450 | 0.202 | 42 |

