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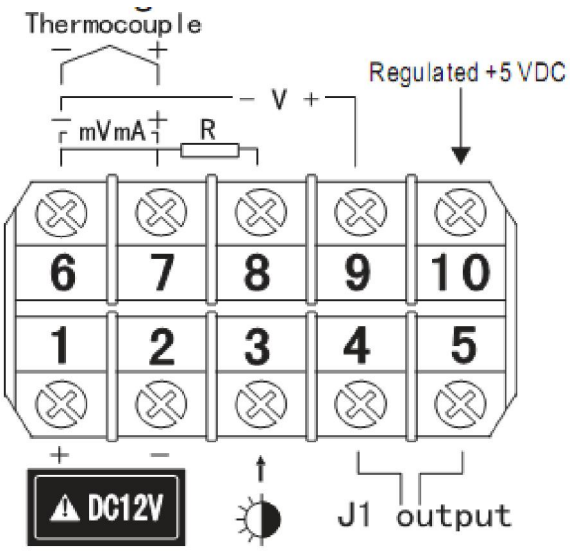
SCINTEX 20 QUICK GUIDE & TROUBLE SHOOTING MANUAL

Applies to: SPEGT12V2M, SPEGT12V4M, SPEGT12V10M

IMPORTANT:

1) Ensure you wire the positive (+) and negative (-) power connections as per the diagram as reverse polarity will cause damage to the controller.
2) Do Not attempt to bend or straighten the probe.
3) Do Not over tighten the compression fitting on the probe adaptor.
4) Avoid overheating the gauge. Do not leave the gauge exposed to the sun, particularly in an enclosed vehicle.

This meter is capable of displaying EGT with high temperature relay activation to warn users of excessive EGT. To operated it, connect 12 VDC to terminal 1 (+) and 2 (-). Connect the EGT sensor to terminal 6 and 7 as shown below. If you connect the thermocouple terminals backwards, the temperature will fall instead of rise, simply swap the connections. The meter is ready to run!



Adjusting Gauge Settings:

a) Press 'SET', display will flash “0000”
b) Enter code 0089 and press 'SET'
c) Using the 'up' and 'down' arrows and the 'SET' button ensure the following is programmed.

Symbol	Setting
INTY	µ for EGT
DOT	000.0
PuL	0000
PuH	1000
PSB	0000
CorF	C (for celcius)
Filt	0
END	

See the full SCINTEX 20 Manual included with your gauge for complete setting parameters.

Changing Set Point Temperature:

a) Enter code 0001 to set the alarms
b) Using the 'up' and 'down' arrows and the 'SET' button ensure the following is programmed

Symbol	Description	Setting
Sv	Set Value	800 (this value is disabled and has no meaning)
AH1	Relay J1 pull-in value	800
AL1	Relay J1 drop-out value	790

Example:

The values above can be customised to user preferred settings. Inputing the values in the tables above will ensure the relay closes (alarm or fan activates) at 800ºC and opens (de-activates) again at 790ºC.

Trouble Shooting Your Scintex 20

Scintex offers a 1 Yr warranty on digital gauges and sensors. If you believe your goods are faulty please contact Scintex via email for further instructions. Faulty goods can be repaired / replaced as necessary. If goods are found not to be faulty a technician's fee may apply. If you feel confident please attempt the trouble shooting steps below before contacting us.

1) Display is reading EEEE

a) *The controller displays EEEE when there is an issue with the input sensor. Please check the controller input type is set to µ as per the instruction above. Controllers are sent pre-programmed.*

b) *You can test if your sensor is faulty by bridging terminals 6 & 7 on the controller with a short piece of wire. The controller should no longer display EEEE and instead display ambient temperature when energised.*

2) Temperature displays erratically jumping from positive to negative for no reason

a) *This can be caused if the sensor internals become earthed to your vehicle. Try removing the sensor from the fitting so it isn't contacting the vehicles earth. If you have a multimeter you can test for continuity between the sensor leads and the outer stainless steel casing at the sensor tip.*

Note: If you have attempted to straighten/bend the probe or have over tightened the compression fitting which holds the probe in the exhaust this can cause the sensor to ground on the sensor sheath. This will not be covered under warranty.

b) *A faulty controller may be responsible for this fault.*

3) The gauge cuts out after a short period of time

a) *This is due to overheating or when the gauge has been overheated. Try ventilating the gauge. Avoid prolonged sun exposure to the gauge, particularly if the gauge is housed in an enclosure.*

4) The temperature reading appears to be incorrect

a) *The sensor is calibrated to read accurately in the temperature range of exhaust gas. The sensor will never be accurate at room temperature and at low temperatures. Never change the length of the wires on the sensor as this changes the calibration.*