



Gauge Part Number	Question	Answer
All	<i>The centre black circle on gauge is flashing intermittently - what does this indicate?</i>	If the black centre circle is flashing and the gauge sounds an alarm, the gauge may have been programmed to trigger a relay, but a relay is not detected. Check the relay connection or reprogram as required. If no relay output is required refer to setup mode 12 and select 'nc'.
G52-VA & G52-VVA	<i>I cannot get the relay output feature to work.</i>	The G52-VA and G52-VVA gauges are not equipped with a relay output feature. All other gauges within the range include this feature.
G52-VA & G52-VVA	<i>Can I re-program the alert levels on my voltage gauge?</i>	No - the alert levels are programmed when manufactured. The G52-VA will trigger at 9 & 16V and the G52-VVA at 11 & 16V.
G52-VA & G52-VVA	<i>I cannot get the 'peak hold' feature to work.</i>	The G52-VA and G52-VVA gauges are not equipped with the peak hold feature. All other gauges within the range include this feature.
All - except G52-VA & G52-VVA	<i>What is the 'peak hold' (PH) feature?</i>	When the gauge's push button is pressed, the needle pointer(s) and/ or digital display will show the highest/ peak reading recorded for the function being monitored. The peak measurement will reset when the vehicle's ignition is turned off.
All	<i>Do I need to purchase the optional sensor for my gauge to work?</i>	No, the standard features of the gauge will still work. To purchase the optional sensors please visit www.redarc.com.au
All	<i>What is the P-clip used for?</i>	Attaching the P-clip to the back of the gauge ensures that the connectors are strongly fixed to the gauge, thereby minimising the risk that they may come loose or damaged during installation and/ or rough driving conditions.
All	<i>Is the gauge compatible with my existing vehicle sensors or other sensors available in the market?</i>	The gauge has only been designed to work with the sensors supplied with / sold by REDARC.
All	<i>What is the best mounting solution for my gauge?</i>	REDARC offers a range of mounting panels and a mounting cup for its gauge range. Please ensure that fitment of your gauge does not impede on your driving field of view or create a head impact hazard. The available range can be viewed at www.redarc.com.au
All	<i>Should I enclose the wiring harnesses in conduit?</i>	REDARC recommends enclosing the supplied wiring harnesses in a suitable conduit that will protect the wiring against sharp edges and/ or extreme temperatures.
All	<i>Where should I install the black push button?</i>	In most cases, once the gauge is set up and programmed the push button can be hidden behind the vehicle's instrument dash panel. However, if you believe that you may need to regularly change any of the modes or wish to use the peak hold feature you should mount the push button in an accessible area (e.g. at the back of the mounting cup).
All	<i>Can I fit my gauge to a 24V vehicle circuit?</i>	The gauge requires 12V to operate. A 24V to 12V adaptor is available for purchase (i.e. P/N GA-2412V). This can be purchased for all gauges. Please note the G52-VA and G52-VVA will only allow you to monitor the voltage of 12V sources.
All	<i>My gauge is too bright when driving at night.</i>	You will need to purchase an Enhanced Lighting Controller (i.e. GA-ELC). This module is to be used: <ul style="list-style-type: none"> • When you do not have a dimming circuit you can connect your gauges to. • If you are using REDARC Gauges for all of your instrumentation so require dimming or <ul style="list-style-type: none"> • The dimming circuit in your vehicle does not dim the REDARC gauges to your liking. The GA-ELC allows you to program the night time brightness and colour of your gauges, including dimming if connected to a dash dimmer (i.e. once programmed your gauge(s) will change colour when turning on your park lights and back to a day light colour when you turn them off). You only require one ELC for a complete set of gauges. It can be used in conjunction with the 24 volt adaptor (GA-2412V) for a 24 volt system (ELC module is 24v capable).

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G52-EB, G52-EU, G52-BET, G52-BEP and G52-BEA	<i>My EGT gauge flickers then goes red just after starting.</i>	Check polarity of EGT sensor wiring to green plug. RED wire must go to plug terminal marked "-" and the YELLOW wire to "+".
All - except G52-VA and G52-VVA	<i>What is the relay output rating?</i>	Positive output internally limited to 1.3A, however a 1A max load is recommended.
G52-EB, G52-EU, G52-BET, G52-BEP & G52-BEA	<i>How to see both boosts or both EGTs with a twin turbo V8?</i>	Multiple Gauges will be required to see more than one boost or EGT indication.
All	<i>Two gauges installed in vehicle and both showing maximum readings.</i>	Secondary harnesses may be connected to the incorrect gauges (e.g. EGT/ Boost harness to the PWT gauge and vice versa).
All	<i>Can the Alarm sound be turned off when the alert level activates?</i>	No - the Alarm will always sound when the alert level is reached. Except for the voltage gauges, the alert level can be changed so the gauge does not alert so frequently.
All	<i>What is the accuracy of the readings on my gauge?</i>	The accuracy of the readings is approximately +/- one chaplet. For example, this means that the VVA gauge has an accuracy of $\pm 330\text{mV}$ at 16V (or $\pm 2\%$). Other variants: G52-VA: 0.2 Volts per Chaplet G52-EB: 20 °C per Chaplet G52-EU: 20 °C per Chaplet G52-PT: 3 psi per Chaplet G52-TA: 3 °C per Chaplet G52-VVA: 0.33 Volts per Chaplet G52-BET: 2 psi per Chaplet, 25 °C per Chaplet G52-BEA: 2 psi per Chaplet, 25 °C per Chaplet G52-BEP: 2 psi per Chaplet, 25 °C per Chaplet G52-POT: 4 psi per Chaplet, 5 °C per Chaplet G52-PWT: 4 psi per Chaplet, 5 °C per Chaplet G52-TTT: 5 °C per Chaplet, 5 °C per Chaplet
All - except G52-VA and G52-VVA	<i>Will the gauge relay output wire activate/deactivate when the alert level is reached?</i>	Except for the voltage gauges, all gauges have the relay function. The relay function is triggered by the programmed alert level upon installation. It will activate/deactivate when the programmed level is reached.
G52-P-150, G52-BEP, G52-PT, G52-POT and G52-PWT	<i>Is it ok to cut & rejoin the oil pressure sensor wires so I can feed through a firewall?</i>	Yes.
GS-AMPS	<i>Can you read 2 sets of Current (Amps) on a single gauge? I.e. See the current in battery 2 from battery 1?</i>	No, there is only provision for one Hall Effect (current) sensor. Two G52-VA gauges could be used, each with a GS-AMPS Hall effect sensor.
GS-AMPS	<i>The current (Amps) going into the battery so why is there a negative displayed?</i>	Current flow can be in either direction, that is, current going into the battery (+) or current being taken out of the battery (-). This is the same as you would read on an ammeter/multimeter.
GS-UT-80	<i>Can I run the GS-UT-120 copper sensor to the engine block to monitor temps and also the GS-UT-80 plastic sensor to the fridge, then run a switch so I could switch between the two inputs to the gauge so I could check both while on the move? Would this damage the gauge at all, the input being switched whilst the gauge is in operation?</i>	In terms of switching between the two temperature sensors, there should be no issue as they are both 2.5k Ω thermistors; however, a calibration at a known temperature should be performed (without this one sensor may show a slight variation to another at the same temperature). This said, the 120°C sensor (GS-UT-120) should not be used on an engine block as it could get much hotter and damage sensor.

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GS-AMPS	<i>How can I monitor two different currents on one monitor? / For monitoring 2 batteries, if I buy 2 GS-AMPS adaptors and use another switch to select the battery, which wires [of the 3] would I need to switch, and would I need a make-before-break or other type of switch to protect the gauge internals?</i>	A switch may be used to choose between the two yellow wires (the others should be permanently connected as they are power and ground). During programming, the connected GS-AMPS sensor is calibrated ('zeroed') so the other sensor may show a slight error.
G52-VWA	<i>Why is the centre ring is flashing?</i>	The "Master battery" setting should be set to 'none'
GS-AMPS	<i>Why does my current display as negative?</i>	The wire has been passed through the loop of the current shunt (GS-AMSP) in the wrong direction.
GH-HILUXR05	<i>Inserts do not fit into the vehicles radio inserts.</i>	GH-HILUXR05 gauge radio inserts will only suit Hiluxs from MY2005 to MY2011 (i.e. up to June 2011) that have manual air conditioning dials.
All	<i>I cannot see my question here - where can I get help?</i>	Please contact REDARC's free technical support on (08) 8322 4848 or look online at www.redarc.com.au

TECH TIP

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