



Aluminum Diesel Rod Calibration Instructions

****Please note that all Diesel rods come pre-calibrated from the plant.** (A properly calibrated rod will read 0 at Empty and approximately 153 at full on the panel). You will not need to calibrate the rod itself unless calibration is lost, for example due to some sort of electrical surge. You will however need to calibrate your panel to the rod (0-153). Calibration instructions for your panel will be in the panel operator's manual. You can manually input these numbers on the iSeries but that does not ensure the rod itself is calibrated correctly. This is the only sensor that needs to have calibration set at both the rod and the panel. If your panel is set to 0-153 and your raw reading is not close to 0 at Empty or 153 at Full then the rod could have lost calibration.

Tools Required for Diesel Rod calibration:

1. Some sort of jumper wire to put into the white connector to make a connection between 2 wires. (ie, unbent paperclip, piece of wire with ends stripped, you can even use a volt meter that is set to the current mode)
2. A Voltmeter is optional but recommended to check the module output at the tank for technical support data.

Procedure:

1. With the diesel sensor rod installed using the standard 5 star hold pattern on most diesel tanks do the following procedure:
2. With the tank EMPTY and power OFF, jumper the GREY wire to the BLACK wire using the jumper wire noted above (this indicates to the sensor that the tank reading is to be recorded as empty). **** Please note that this procedure *can also be done with the rod removed from the tank* to simulate an empty tank.** This will work if your tank drains completely at the empty level. If not, you will need to estimate how much fuel is left at the end of the rod and hold it in the fuel at that level.
3. While holding the jumper wire in, apply power to the module. Note that the red light comes on indicating that the sensor has successfully recorded the empty condition of the tank. The voltmeter reading (if checked) from the BLUE output wire to the BLACK ground wire should be zero volts (or close to zero volts).
4. Turn the power to the module off and disconnect the GREY and BLACK wires.
5. Fill the tank with diesel (or put the rod back into a full tank). You can also put it into a bucket with diesel.
6. Jumper the WHITE wire to the BLACK wire (this indicates to the sensor that the tank reading is to be recorded as full).
7. Apply power to the module. Note that now the green light comes on indicating that the full calibration has been recorded. The voltmeter reading (if checked) from the BLUE output wire to the BLACK ground wire should now be 3 volts (or close to 3 volts).
8. Turn power to the module off and disconnect the WHITE and BLACK wires. Note: all of the calibration wires inside the connector (WHITE, GREY, and BLACK) are now to be left disconnected.
9. Lastly, follow calibration instructions for your model of display panel to reset the calibration on your panel.

Trouble Shooting:

If the indicator lights on the sensor do not light up as described above, or if there is no apparent voltage output for a full or semi-full tank, you need to call technical support for additional instructions.