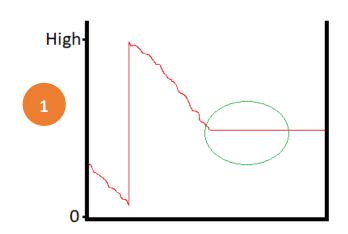
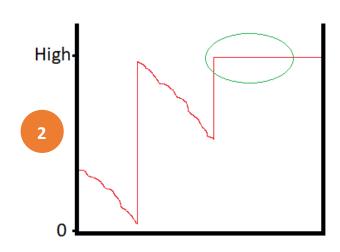


## TROUBLE SHOOTING PULSECAP10 FUEL LEVEL SENSOR

DOC #: CAP10-AP-EN-02 PUB. DATE: 01/10/2018

OWNER: SENSOR PRODUCT MANAGER





TROUBLESHOOTING FOR CAP10 ANALOG, PULSE AND RS232 OUTPUT FUEL LEVEL SENSOR				
No.	PHENOMENA	GRAPH	REASONS	SOLUTIONS
1	Fuel level in graph or output signal is unchanged		There is liquid in the circuit board	Could not repair, need to replace new sensor
'			Filter footer is clogged by dirts, particles	- Clean the filter footer and the oil tank - Blow away the impurities in the sensor
2	Fuel level in graph or output signal is closed to maximum value or exceeded		There is liquid in the circuit board	Could not repair, need to replace new sensor
			Male connector was spoiled by some reasons (*only happens to Cap10 Analog output)	
			There are conductive impurities between 2 electrodes	- Clean the filter footer and the oil tank - Blow away the impurities in the sensor
- T - F	- NO output signal - The signal is under 1VDC - Fuel level in graph is keeping at lowest value (*only happens to Cap10 Analog output)		No power supply	- Check if the power cable is disconnected - Check if the sensor connector is loosing or disconnected
			Output signal cable is disconnected	Check the OUTPUT cable
			The circuit board is burnt (due to the mass was short-circuit during installation; or when repairing the car, a large electrical current accidentally went into the sensor)	Could not repair, need to replace new sensor
			Due to incorrect configuration of the reading device or server (*only happens to Cap10 RS232 output)	Using Terminal software on a connected computer with the sensor to check the signal
4	The signal is unstable, fluctuating constantly, and have an error from 3% to 10% compares with the volume of the tank		Bad terrain	Create additional algorithmic filter on reading device or server
,			Due to the special size/shape tank, cause large fluctuating fuel level when moving	
			The mass is short-circuit during sensor installation	Check the installation again, and ensure the sensor and the chassis frame are insulated completely
			The sensor that installed is eccentric with oil tank	Reinstall to ensure the sensor is concentric with the oil tank to minimize the fluctuating fuel level when moving
5	The signal is normal, sometimes drops to 0 and then up to normal		Power supply for the sensor is not stable	- Check the sensor connector to see it is firmly connected - Check if the GND and PWR+ source are stable
6	The signal is normal, sometimes soars high and then back to normal	790	Sensor connector was spoiled by some reasons	Could not repair, need to replace new sensor
			There is liquid in the circuit board	
			There is impurities in the sensor's pipe	- Clean the filter footer and the oil tank - Blow away the impurities in the sensor

