



DTA Fast
29 Longfield Road
Leamington Spa
CV31 1XB

t: +44 (0) 1926 889121
e: office@dtafast.co.uk
w: www.dtafast.co.uk

Paddle shift wiring & T-Beta Software

When the proper T-Win software is released, you'll be able to use whichever inputs/outputs you wish to setup your paddle shift system. However, until then you'll have to use the following pin assignments:

Input	Connector 2 - 4-Keyway (middle)
Paddle Up	Pin 14 (Digital 4)
Paddle Down	Pin 15 (Digital 5)
Neutral	Pin 27 (Digital 6)
Output	Connector 3 - 4-Keyway (end)
Up Solenoid	Pin 25 (PMW 7)
Down Solenoid	Pin 4 (PMW 9)
Neutral Solenoid	Pin 10 (PMW 8)
Throttle Blipper	Pin 23 (PMW 5)

Compressor Wiring/Config

If you are using a pneumatic paddle shift system, wire the relay coil for the compressor to PWM 10 (C3P28) and wire the tank pressure sensor to either Analogue 1 (C2P10) or Analogue 2 (C2P1). As an example and assuming it's a 0-5v sensor where 0v is empty and 4.5v is full, set the Aux output to be on at 100mv (not 0mv in case of sensor failure) and off at 4500mv, with a hysteresis of 1500mv (this means once the tank is full, the compressor won't start again until the sensor reading drops below 3500mv). These are only examples, you will need to tailor them to your specific setup.

PLEASE NOTE: Setting the on/off voltage for the compressor must be done in the settings for AUX7 when using the T-Beta software.