Summary

Wiring

The *charging coil* that charges the internal capacitor of this AC-CDI can be connected in two different ways:

Full-Rectification
One wire of the charging coil is connected to the connector on **pin 2** (*HV input*) and the other wire goes to connector **pin 3** (*HV input*)

This wiring provides an isolated ground (*stator output is not connected to the ground in any way*) and a Full Rectification that double the AC voltage.
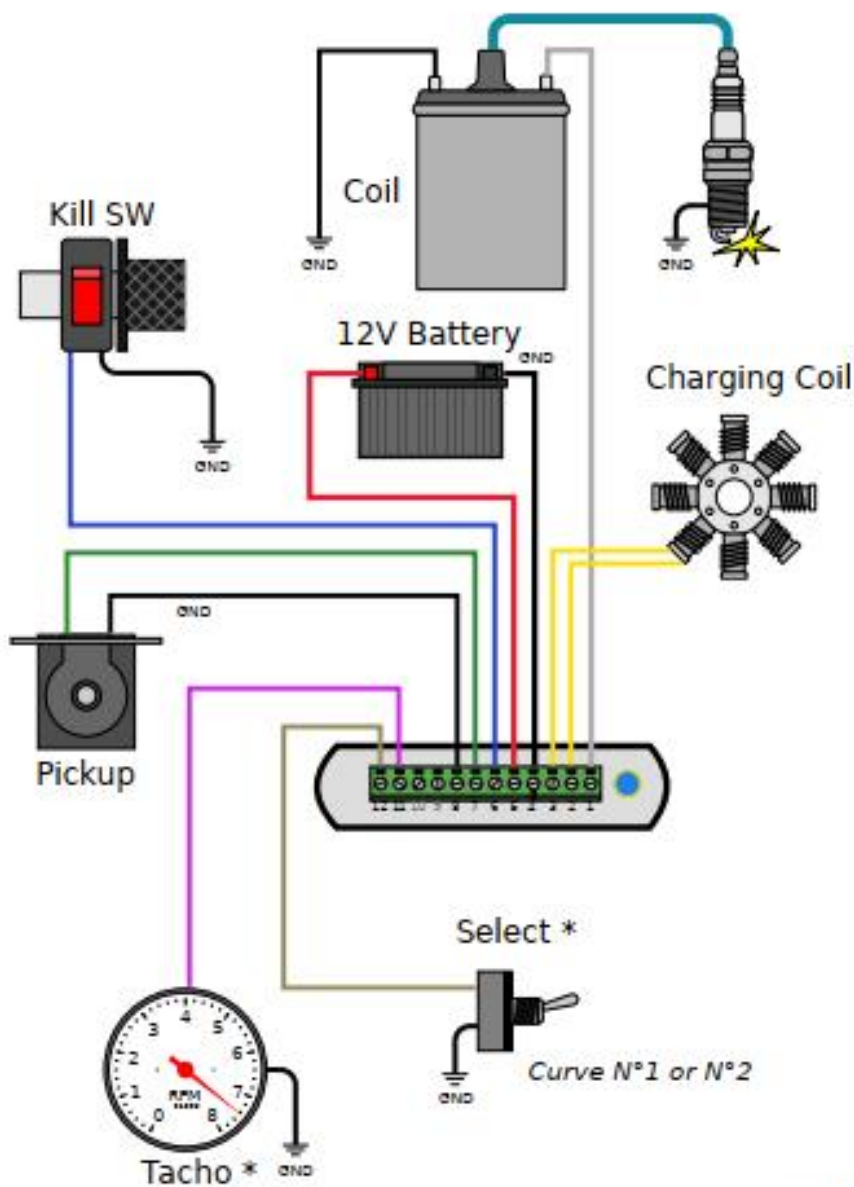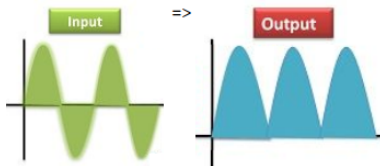
Half-Rectification

One wire of the charging coil is connected to the connector on **pin 2** (*HV input*) and the other wire goes to connector **pin 4** (*Ground of the AC-CDI*) or on any metal part of the frame connected to ground/minus battery

Stator

All AC-CDI need a working stator/High Voltage AC charging system.

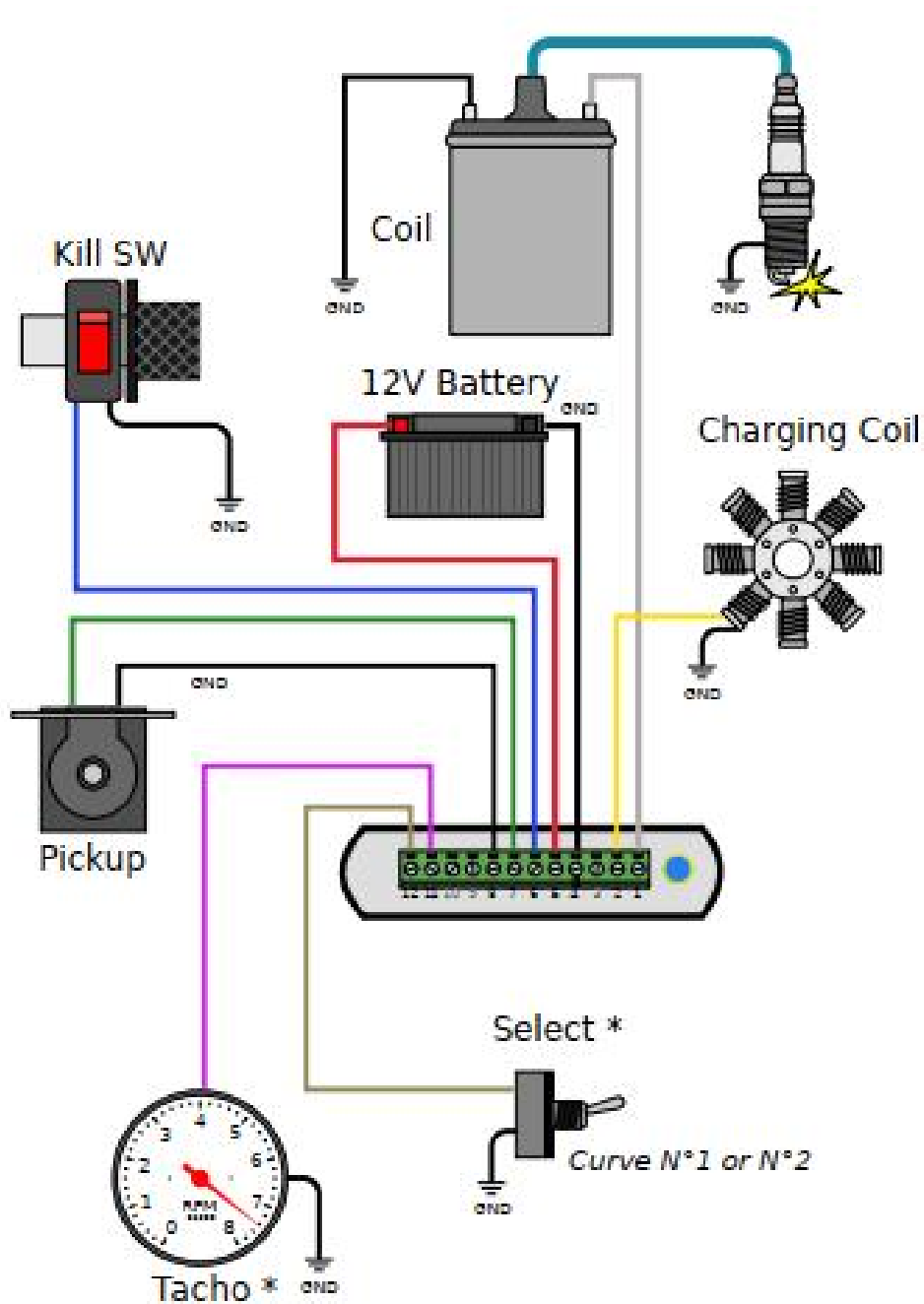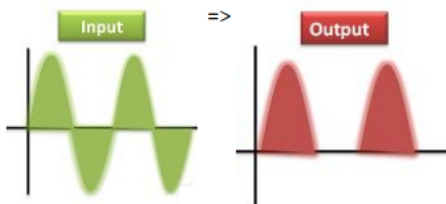Even if the stator passes the User Manual resistance check, only a voltage test will show if the stator is reliable throughout the rev range.

The voltage fluctuates with rpm. Check the voltage across the rpm range as well, since it should grow as the revs raise.

Voltage depend on the type of charging coils, number of coils and magnets etc...
For example, at 1500rpm, it should read approximately 30-40Vac, at 3000rpm it should read 60-80Vac, at 6000rpm 120-160vac and so on.
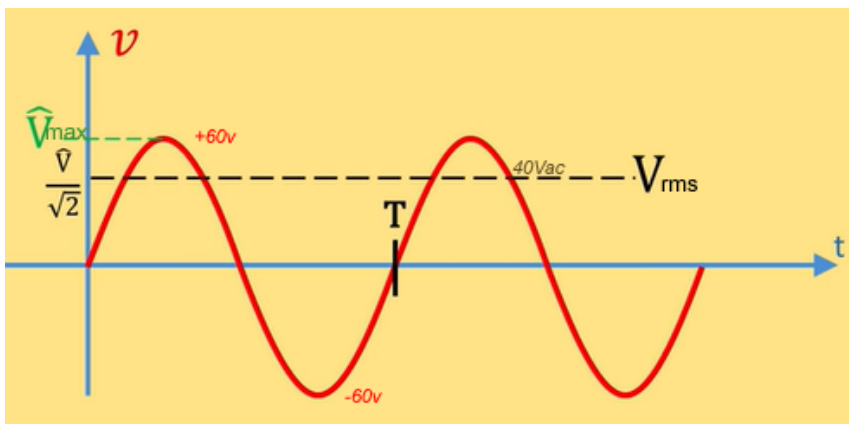
An oscilloscope will show you the peak to peak voltage.

ie: +60V max to -60v min = 120V peak to peak (120Vpp)

RMS Voltage = Vmax / $\sqrt{2}$ = 60/1.414=40Vac

The given formula only applies to pure sinus waves.
But because a stator produces a non-sinusoidal waveform, a basic Digital Multimeter will provide inaccurate readings.

Only **TrueRMS** Multimeters can display a stator output's RMS value. (*here +40v*)
Or classic multimeter with a DVA adapter will show the Vmax voltage. (*here +60v*)

Connector

Pin	Type	Description
1	output	**To ignition coil**
2	input	High Voltage from Charging Coil
3	input	High Voltage from Charging Coil
4	input	**ground frame (=minus from battery)**
5	input	**+12Vdc from battery**
6	input	Kill switch
7	input	Analog Pickup
8	input	Pickup or Hall Sensor Ground
9	input	Digital Hall Effect Sensor *
10	input	If second analog Pickup for Low RPM
11	output	Tachometer *
12	input	Curve Selection *

Kill Switch

The ignition uses the Kill switch input as a selector between 2 functions:

- Setup

- Stop engine.

Setup Mode

1) Turn the **Kill Switch ON** (*connector pin6 connected to ground*) **PRIOR** to power on the ignition box.

2) **Power on** the ignition box with a 6 to 12v battery.

> **Warning**: The Power and Ground connections MUST BE SECURE.
> **A power outage during the setup process may cause the ignition box to brick !**

When the ignition box detects that the kill switch is already grounded, it turns into SETUP Mode.

3) The **Led** blinks 5 times meaning grounded Kill switch has been detected.
Kill wire can be disconnected from the ground.
Then wait for the WiFi server to start,
then blinks 5 times again meaning "*Wifi Ready*" and finally flashes once every 5 seconds.

4) Turn the **Kill Switch OFF** *(Leaving it connected for too long may result in box failure!)*

5) The ignition box starts a **Wifi AP** (Access Point)

6) On your phone, laptop, PC, whatever, go to the **Wifi setting** and search for a new SSID called **Transmic_ign**
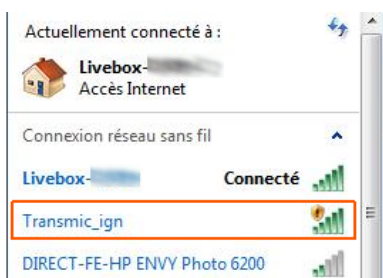
7) **Connect** to it. Password is required: it's "***password***"
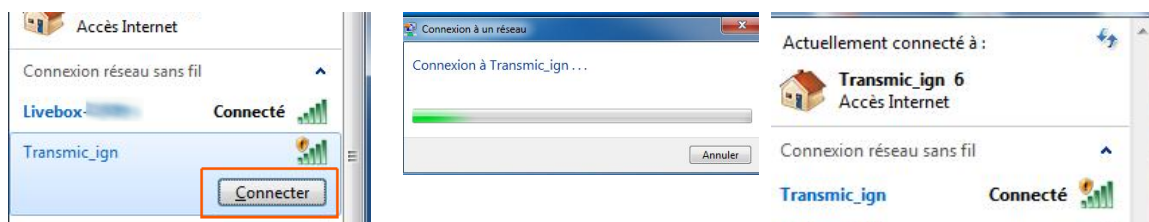
8) Once your device is connected to the AP, open up a **browser**
and head over to **http://192.168.4.1/setup** (http not https !)

9) Once connected your browser should display:

Troubleshooting WiFi connection

- Check that the 12pins connector is FULLY inserted and there is nothing preventing the male connector from fully engaging.
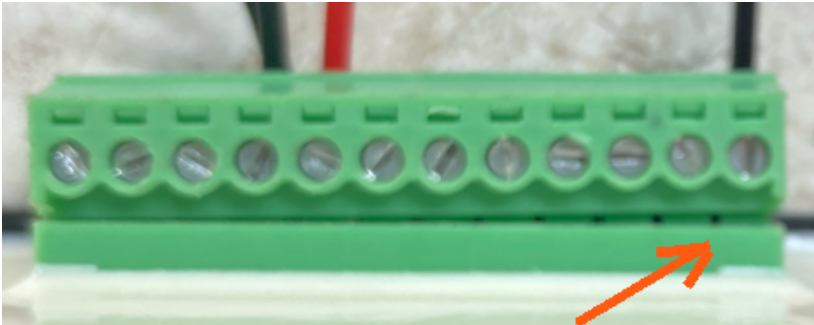
- Reboot the ignition box. (Power off/power up)

- Ignore any browser message saying it's not connected to internet.
It's not an Error, it's a Warning:

ie: Firefox on W10:

Iphone11:

Indeed, **it's connected ONLY to the Ignition box, not to the web.**
(*It's impossible to reach Google and the ignition box at the same time*)

- You can see available SSID with a WiFi Monitor as <u>Wifi Analyzer for Android</u> or <u>Wifi-Analyzer for W10</u>

- You can test the network connection from your laptop to the ignition box:

    Open a command Prompt:

    Type "cmd" into the address bar of File Explorer and hit Enter
    or Press Windows+R to open "Run" box. Type "cmd" and then click "OK"
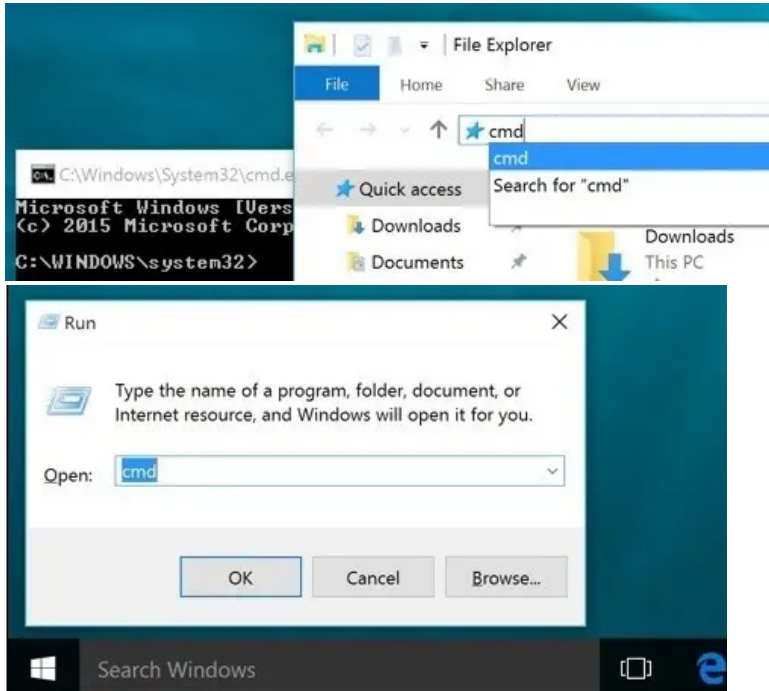
    ping the ignition box, it should replies:

C:\>**ping 192.168.4.1**
Pinging 192.168.4.1 with 32 bytes of data :
Reply from 192.168.1.1 : bytes=32 time<1ms TTL=64
Reply from 192.168.1.1 : bytes=32 time<1ms TTL=64
Reply from 192.168.1.1 : bytes=32 time<1ms TTL=64

Clear DNS cache

Windows:	in MsDos console:	C:\>**ipconfig /flushdns**
MacOS:	in Terminal :	sudo dscacheutil -flushcache
Linux:	in Terminal:	sudo systemd-resolve –flush-caches

Troubleshooting display

Console URL is http:// NOT http**s**:// but some browsers like Chrome automatically switch to secure https://

- Use Firefox. *Close <u>all</u> Firefox windows than relaunch it.*

- or Use a lightweight, portable browser as *QtWeb*

- or *disable* **HSTS** In Chrome.

iPhone won't connect to Wifi AP

Apple is full of features like probing the wifi connection by trying to connect to apple.com and rejecting the cnx if not possible, DNS probing, wifi switching, wifi assist, you name it

You may be not prompted for a password.
Apple devices try "*weak*" passwords in the background !
If it connected to SSID "*Transmic_ign*" (Check mark below) that means it guessed the right pwd.
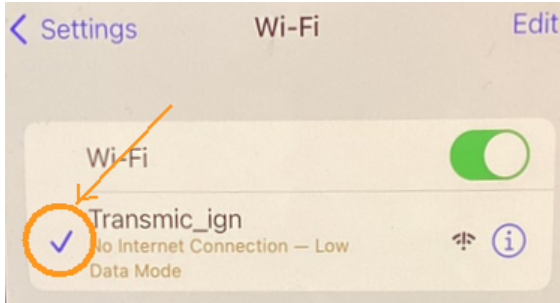
1) Disconnect Cellular data

2) Forget the "transmic_ign" SSID and connect to it again:
https://youtu.be/yQKFOLIKlqo?si=A0CFfJYSo3uqEjml&t=18

3) Remove interworking from the wifi configuration:
Settings > Cellular Data > Wi--Fi Calling: Off

4) Disable the automatic switch to mobile data when Wi-Fi connectivity is "poor"
Settings > Mobile Service > Wi-Fi Assist: off
https://youtu.be/yQKFOLIKlqo?si=AaP1W3ZmdztTiKkh&t=162

5) Disable WiFi Auto-join to your local network:
https://youtu.be/9vM95hlBW-c?si=xnFNmgoxQUGXkSbJ&t=18

Check your WLAN settings under:
Settings > Maintenance > Support Info > System Config > Show System Config

Ignition Timing

Assuming you want this ignition curve:
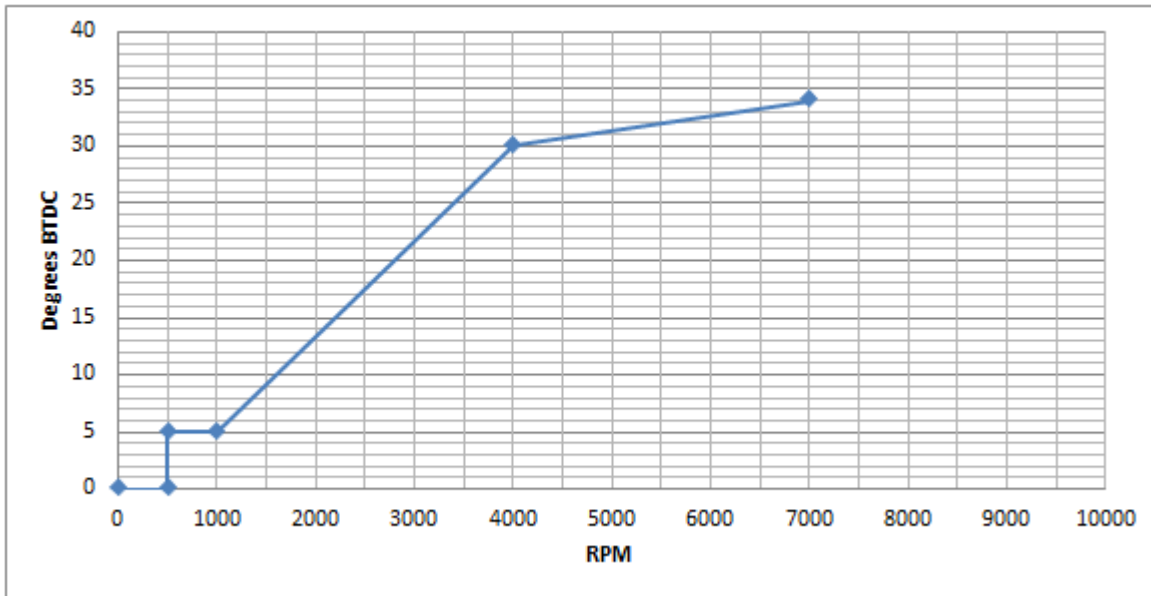
One can define the curve with 4 points but you can use up to 13 points.

(0 to 500rpm at 0° BTDC is hard coded for no kickback.)

The curve above is defined by 4 pairs of values

```
500  rpm      =       5°   BTDC
1000 rpm      =       5°   BTDC
4000 rpm      =      30°   BTDC
7000 rpm      =      34°   BTDC
```

Those 4 couples of values MUST be filled out in the form consecutively and in ascending order of RPM along with the pickup position.

Use this Windows software to draw the curve: Interactive_Graph.exe with Video

Pickup Type

Default: 0

MENU	PICKUP TYPE	PICKUP POSITION
STROKES	SHAFT	CYLINDERS
ADVANCE TIMING	ADVANCE 0-500rpm	AUTO SPARK
DWELL	BYPASS	CONSOLE
MODIFY	UPDATE	

[0]

- ⦿ 0: Analog Pickup Coil (VR-PN)
- ○ 1: Analog Pickup Coil (VR-NP)
- ○ 2: Digital Hall Effect Sensor *****

[Send]

* *option*

Select the type of pickup attached to the Ignition box:

When the LEADING edge of the magnet passes in front of the pickup coil, a wave is produced and another wave of opposite voltage is generated when the FALLING edge of the magnet leaves the pickup coil. Depending on the wiring, the first pulse at Leading Edge can be positive (then negative at Falling edge), or the exact opposite.

0 = VR stands for Variable Reluctor aka pickup coil/trigger coil (Analog signal) **Positive** first (PN)
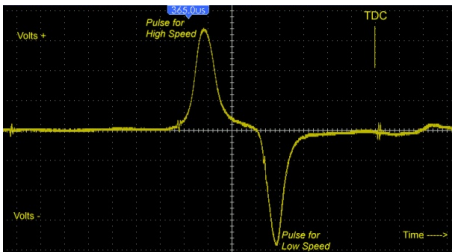
1 = Variable Reluctor (Analog signal) Negative first (**NP**)
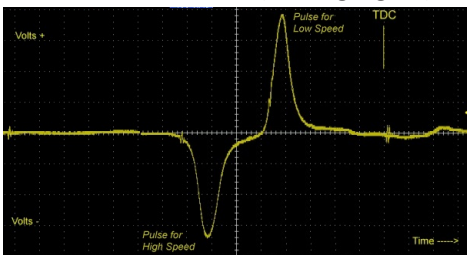
2 = Hall Effect Sensor (Digital signal)

> This ignition box **works best with Positive first pickup** (**VR-PN**)
> If the pickup is internally grounded into the stator there is no choice, the pickup output is either PN or NP
> But if both pickup wires are available, then just swap the wires to change the polarity
> in order to get a **Positive first** signal (PN) on connector **pin7**.

Pickup voltage

In order to be detected by the ignition, the VR pickup MUST deliver sufficient voltage.
The higher the RPM, the more voltage it must produce.
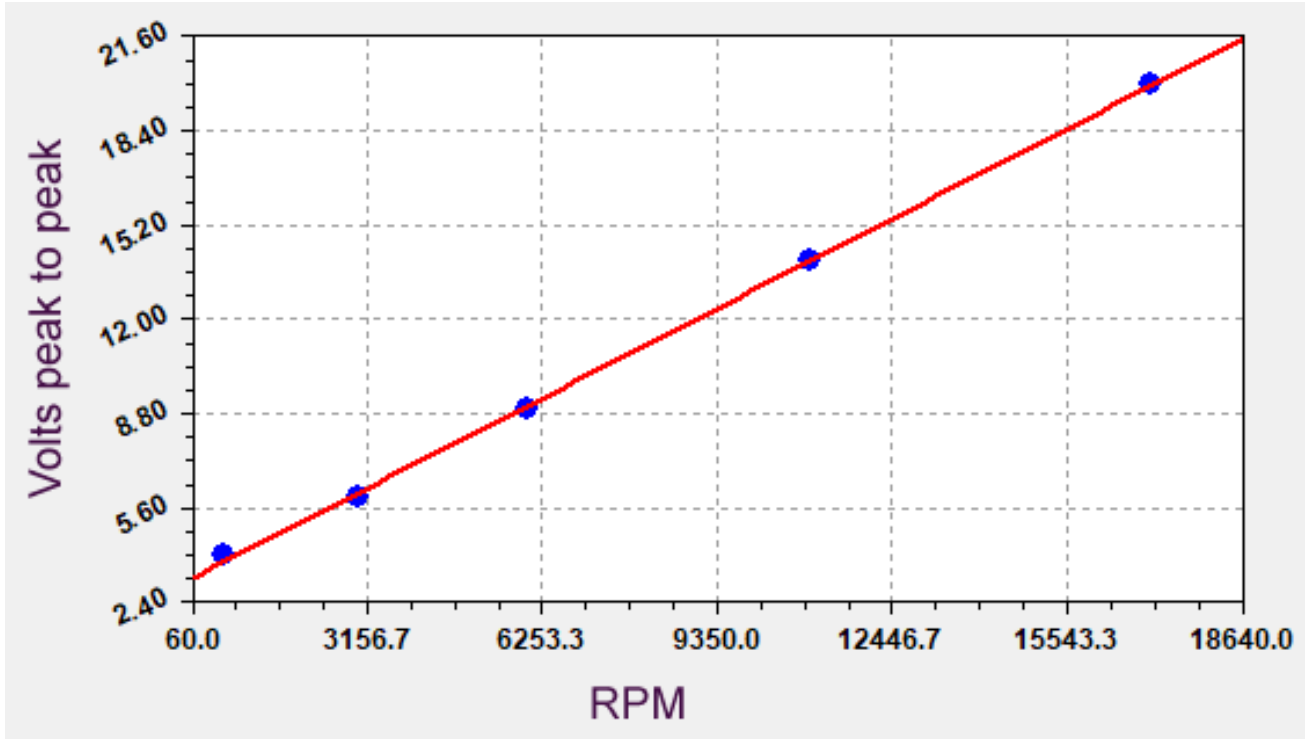
Formula :

minimum Vpp voltage = RPM/1000 + 3

Example :
At **6000rpm** the VR pickup must put out :
6000/1000 = 6
6 + 3 = **9Vpp**

9Vpp = +4.5v to -4.5v
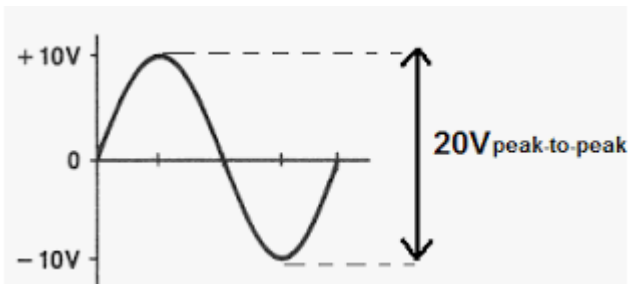
VR pickup

Analog **VR pickup** is connected between **pin 7 and pin 8(gnd)**
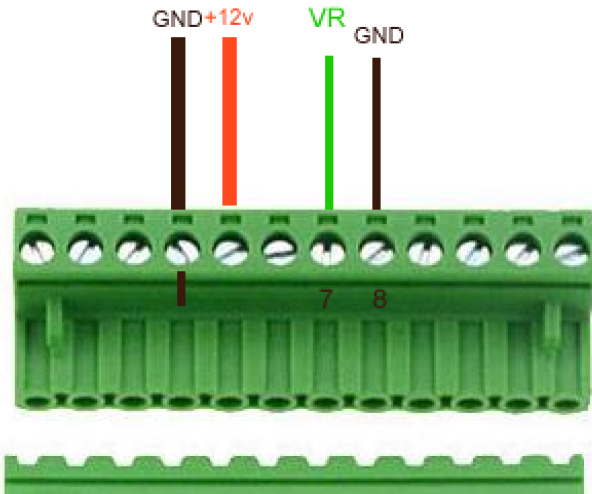
To avoid ElectroMagnetic Interference (EMI) it's safer to connect the pickup sensor through a shielded cable.
Shield grounded on CDI side only.
Twisted pair is better.

Hall Sensor

Digital **Hall Sensor** is connected between **pin 9 and pin 8(gnd)**
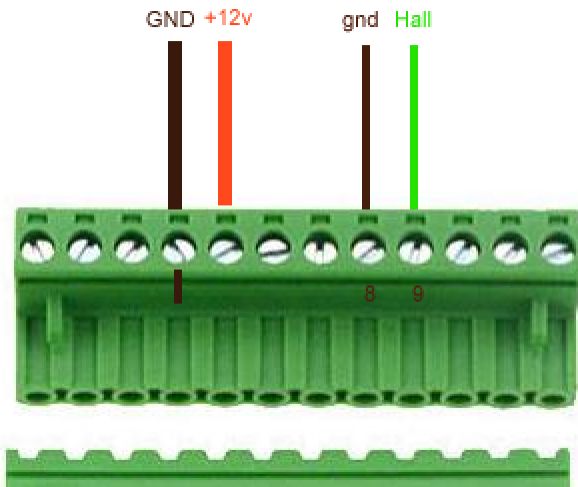
When Hall sensor is connected to pin**9** = "Pickup Type" must be set to [**2**] in Setup

This ignition box only works with Hall sensors of **NPN** type.
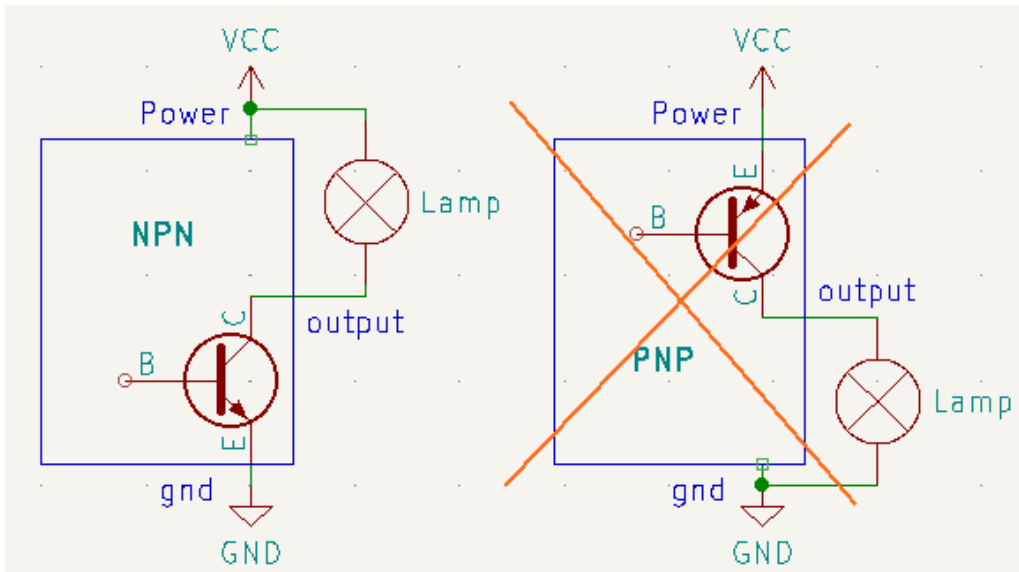
NPN Proximity Sensor Output is normally HIGH when nothing is near it.
NPN Proximity Sensor Output goes LOW when metal object is near it.

PNP Proximity Sensor Output is normally LOW when nothing is near it.
PNP Proximity Sensor Output goes HIGH when metal object is near it.

*Tip: A **PNP** type can be used if there is an external NPN transistor to reverse the signal:*
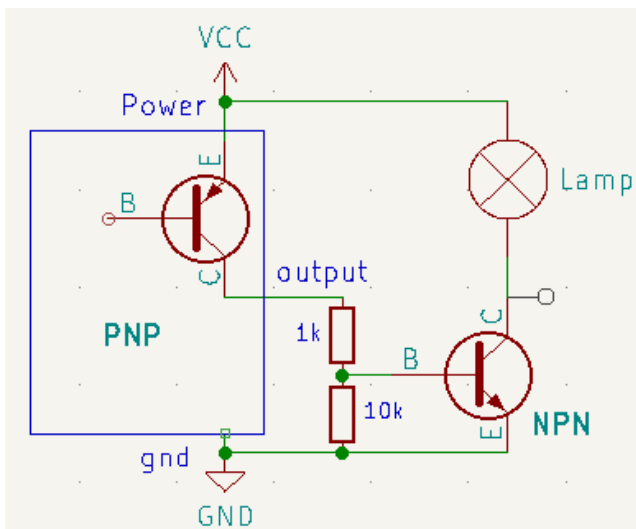
2 types of Output
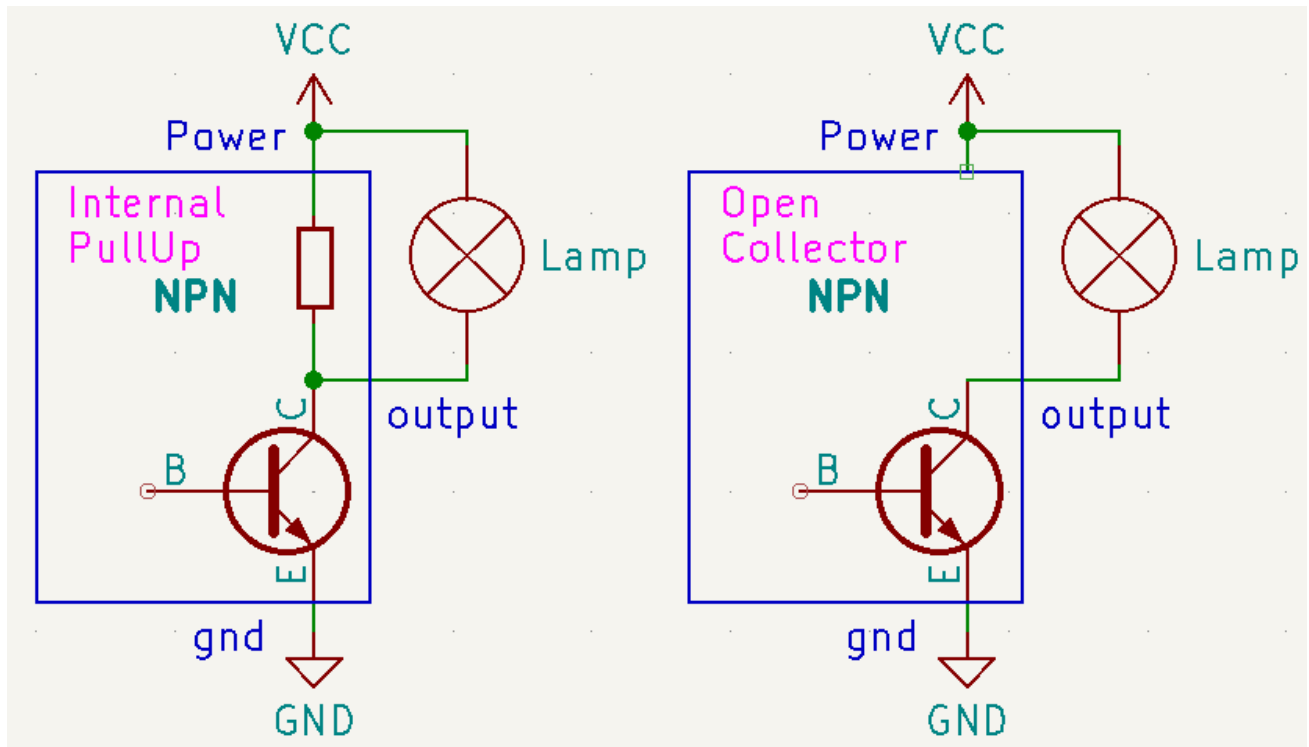
- Hall sensors with **built-in pull-up resistor** give positives voltage when no magnet.

- Hall sensors with **open-collector** output, give a floating voltage when no magnet.

This ignition box works with **both** type.

Hall sensors require a +5v to +12vdc supply voltage. *See their datasheet*

This ignition box works with Hall sensors powered from +5v to +24v

*You can even connect an **Optical Sensor** as long as it puts out a CLEAN square signal similar to the one above.*

See Appendix 2 for Position

Output of a Hall sensor

When a magnet passes
in front of the Hall sensor

+5 to +24v

Default state is HIGH

0v
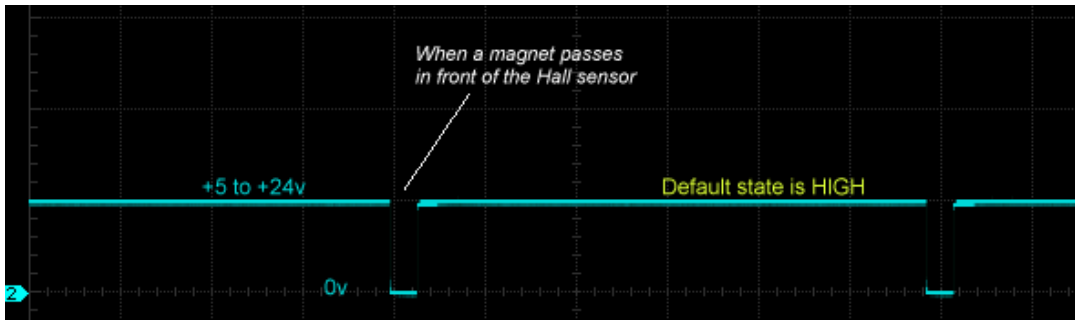
Timing

The ignition box uses the **rising edge** of the Hall sensor **signal**.

*The rising edge of the signal appear when the magnet <u>leaves</u> the hall sensor, therefore when the hall sensor is aligned with the **falling edge of the magnet**.*

Troubleshooting

You can test the Hall input:

- "Pickup Type" must be set to [2] in Setup

- Power up the box

- then make many fast and short touches between pin9/Hall and pin8/ground

- Led will blink

- Sparks will be produced on TCI and DCCDI ignitions.
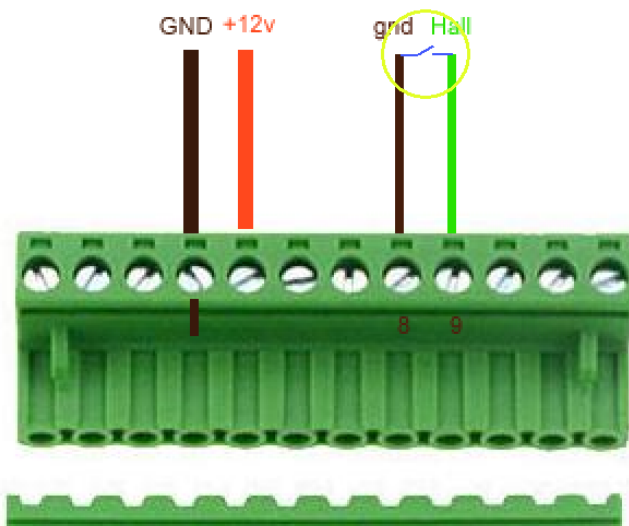
Pickup Position

Default: 50
Range of values: 1 to 360

- Go back to the browser and first thing first, enter the **Pickup Position** then click **Send**

Formula is: ***Pickup position = Base advance + Magnet Length***

Magnet Length:

Base advance is generally 5 to 15° BTDC

See *Appendix 1,2,3 to find the physical position of the pickup relative to TDC.*

Current value appears in blue on the form.

Strokes

Default: 2

STROKES　　SHAFT　　CYLINDERS

ADVANCE TIMING　　ADVANCE 0-500rpm　　AUTO SPARK

DWELL　　BYPASS　　SECURITY

CONSOLE　　MODIFY　　UPDATE

[2]

- ⦿ 2 strokes
- ◯ 4 strokes with Wasted Spark
- ◯ 4 strokes No Wasted Spark

Send

2 strokes :	One pickup pulse every rotation
4 strokes with Wasted Spark :	One pickup pulse every rotation = spark at TDC + wasted spark at BDC
4 strokes No Wasted Spark:	One pickup pulse every 2 rotations = spark at TDC only

4 strokes with Wasted Spark is the most common case.

Shaft

Default: 0

MENU	PICKUP TYPE	PICKUP POSITION
STROKES	SHAFT	CYLINDERS
ADVANCE TIMING	ADVANCE 0-500rpm	AUTO SPARK
DWELL	BYPASS	CONSOLE
MODIFY		

[USERSFT]

○ 0: CrankShaft
○ 1: CamShaft
○ 2: 2pulses/rev

[Send]

- Select if the pickup is placed :

    - **0**: on the **crankshaft** via the flywheel (2stk) with 1 pulse per rotation

    - **0**: on the **crankshaft** via the flywheel (4stk) with 1 pulse per rotation with wasted spark.
    (*one spark occurs during the compression stroke and another during the exhaust stroke.*)

    - **1**: on the **camshaft** (4stk) with 1 pulse per 2 rotations.

    - **2**: on the **crankshaft** with 2 pulses per rotation

Current value appears in blue on the form.

Advance Timing

Default: Empty

- Proceed now to enter the advance timing.

We want to setup:

```
500 rpm    =      5°  BTDC
1000 rpm   =      5°  BTDC
4000 rpm   =     30°  BTDC
7000 rpm   =     34°  BTDC
```

Enter values consecutively in ascending order of RPM !

Pair 500:5 first etc etc…

7000 being the last value (*as the firmware stops reading when it meets a null value*),

7000 will act as the hard rev-limiter: No more sparks at 7001 RPM !

MENU	PICKUP TYPE	PICKUP POSITION
STROKES	SHAFT	CYLINDERS
ADVANCE TIMING	ADVANCE 0-500rpm	AUTO SPARK
DWELL	BYPASS	CONSOLE
MODIFY		

Curve N°1 or N°2*

USERTIM

RPM
`3000`

ADV
`14` °

Curve
`0`   (0=curve N°1)

Send
* Option

Stored Values:

Timing Curve 1:

0	500
4	5
8	1000
12	5
16	3000
20	40
24	8000
28	30
32	0
36	0
40	0
44	0

*RPM can be entered with a 100rpm step but RPM will be measured with **1rpm** precision.*

*Timing can be entered with a precision of 1° but the processor calculate all timing values between the points you entered using linear interpolation so an **accuracy of 0.1°** is done at this step.*

*Any timing values will be COMPLETELY OFF IF PICKUP POSITION IS FALSE: **PICKUP POSITION IS KEY***

See Appendix 1 for Position

Curve N°1 is stored from addresses 0 to 100

Select curve

Default: curve N°1

If you bought the 2 curves option, then connect a switch between connector **pin 12 and ground**.

When switch is **open** (or no switch connected), **curve N°1** will be used.

If switch is **on** (*pin 12 connected to ground*) <u>BEFORE</u> turning on the ignition box, then **curve N°2** will be used.

You cannot change the curve while running.

MENU	PICKUP TYPE	PICKUP POSITION
STROKES	SHAFT	CYLINDERS
ADVANCE TIMING	ADVANCE 0-500rpm	AUTO SPARK
DWELL	BYPASS	CONSOLE
MODIFY		

Curve N°1 or N°2*

500 => 14

RPM
3000

ADV
14 °

Curve
1 (0=curve N°1)

Send
Option

96	0
100	0

Timing Curve 2:

104	501
108	5
112	1001
116	8
120	3001
124	30
128	10001
132	40
136	0
140	0
144	0
148	0
152	0
156	0
160	0
164	0
168	0
172	0
176	0
180	0
184	0
188	0
192	0
196	0
200	0
204	0

Settings:

Curve N°2 is stored at addresses 104 to 204

Security

Default: 0
Range of values: 0 to 2

Pin 10 is a security input for Neutral, Clutch or SideStand switches.

It can be configured in 3 ways:

0 = unused	No security. *Pin10 is not connected*
1 = gnd2run	pin10 MUST be grounded in order to run the ignition.
2 = gnd2kill	pin10 kill the ignition when grounded.

MENU	PICKUP TYPE	PICKUP POSITION
STROKES	SHAFT	CYLINDERS
ADVANCE TIMING	ADVANCE 0-500rpm	AUTO SPARK
DWELL	BYPASS	SECURITY
CONSOLE	MODIFY	UPDATE

[0]

- ○ 0: Unused
- ○ 1: gnd2run
- ○ 2: gnd2kill

Send

To use more then one security, use diodes to make a "OR" gate:

Security

GND

Ground To Kill
or
Ground To Run

Pickup

Securities

"OR" gate

GND   GND   GND

Neutral sw   SideStand sw
        Clutch sw

All Securities MUST be of the same type:
Ground To Kill or Ground To Run
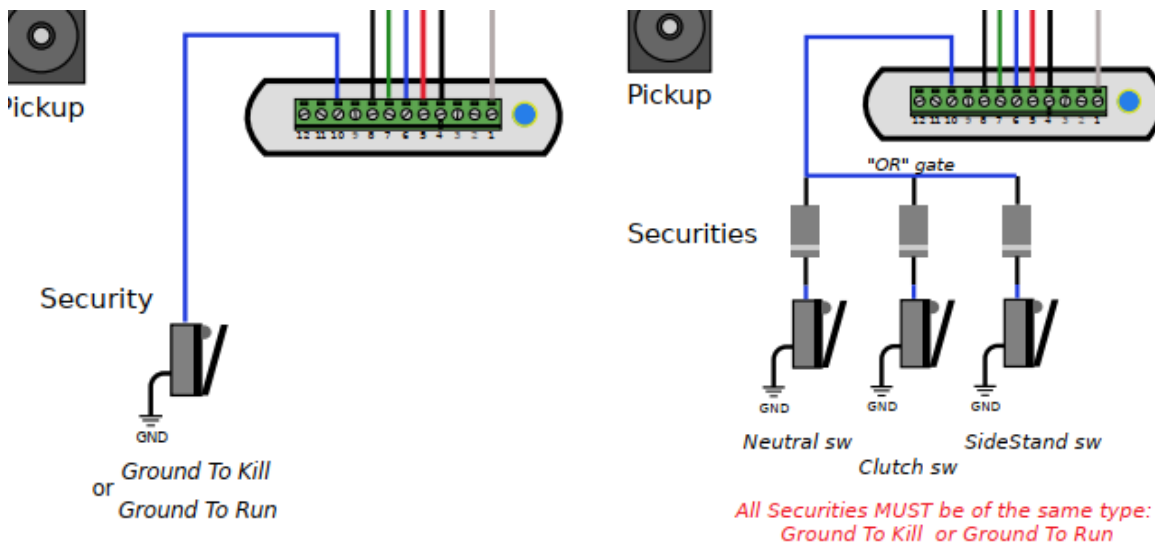
Shifter

Default: 70
Range of values: 0 to 200

Pin 10 is an optional input for a Shifter sensor.

It can be configured in 2 ways:

0 = unused	No Shifter. Pin 10 is used for Security
10 to 200	Pin 10 is used for Shifter input.

When pin10 is grounded by the quick-shifter sensor, there is no sparks during 10 to 200ms

TIMING	0-500rpm	SPARK
DWELL	BYPASS	SECURITY
SHIFTER	CONSOLE	MODIFY
UPDATE		

[0]

Cut duration
70 ⇕ ms

Send

* Shifter is a paid option

Read

- To display the values that have been dialed in, click on the **Read** button on the **Home** page :

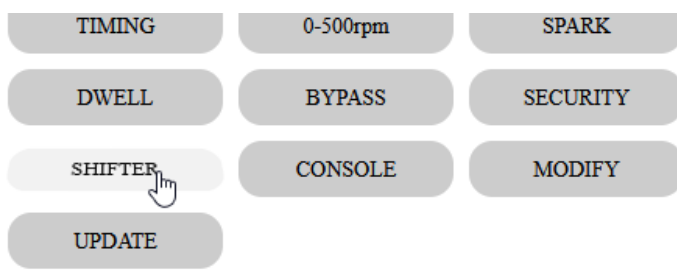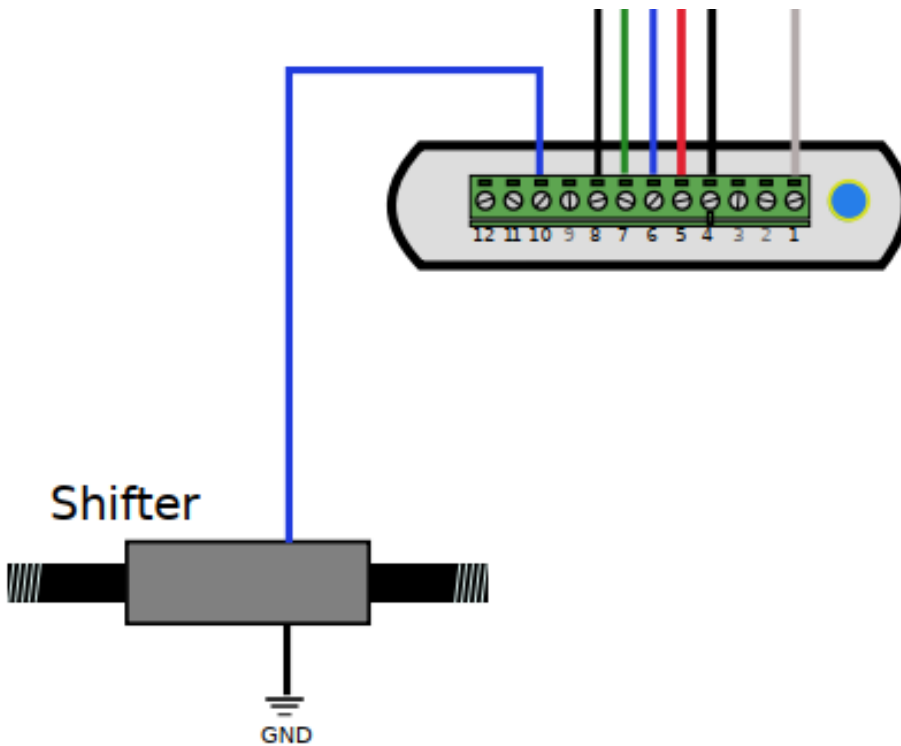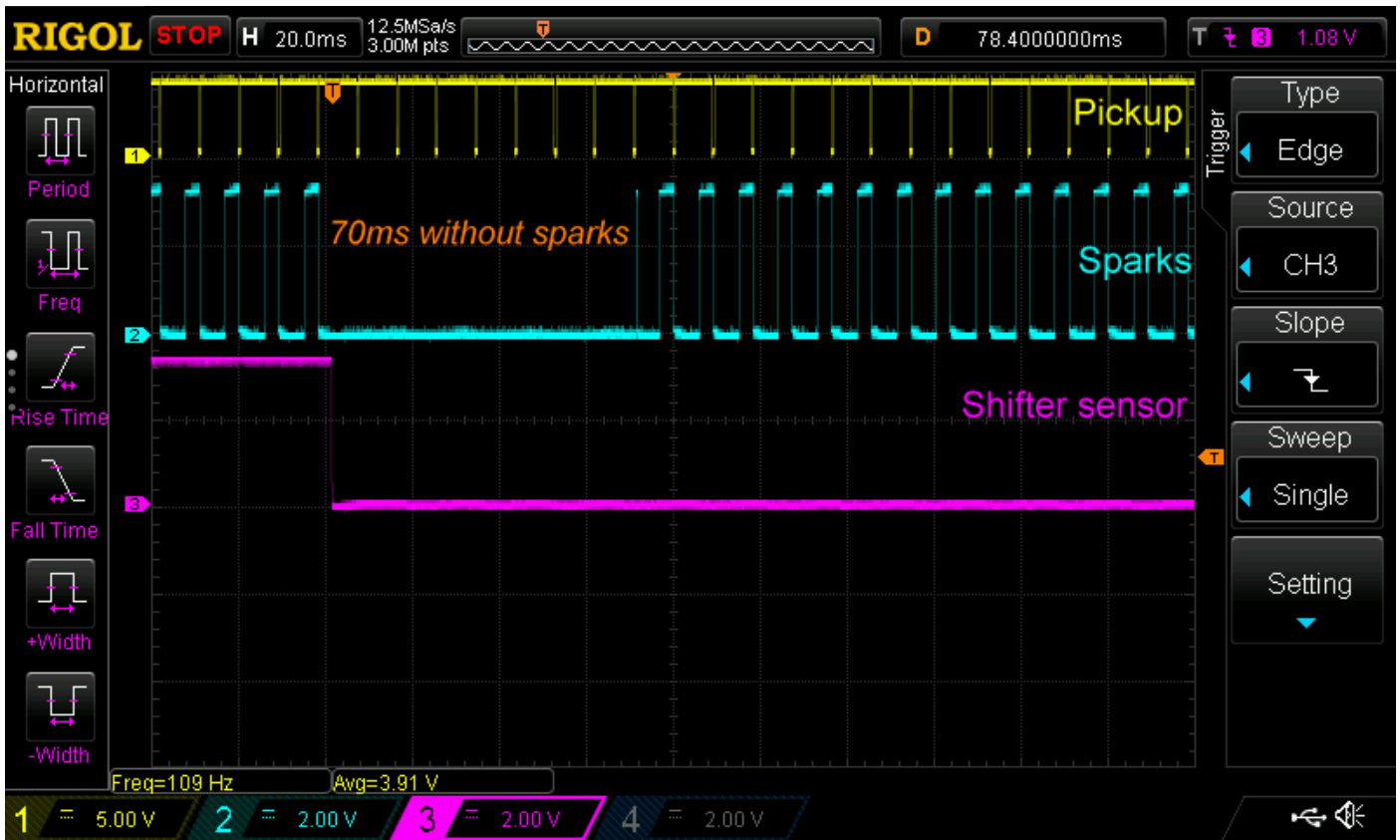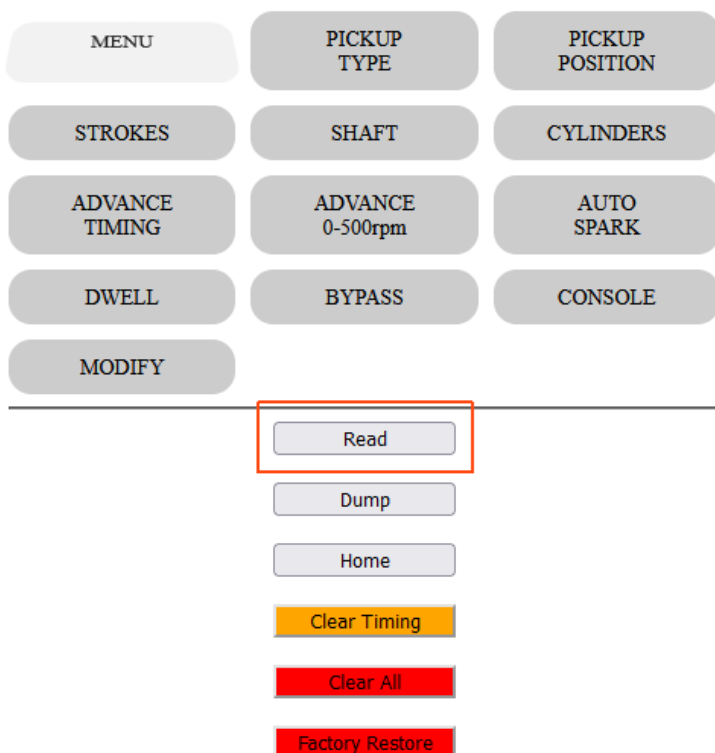| MENU	PICKUP TYPE	PICKUP POSITION
STROKES	SHAFT	CYLINDERS
ADVANCE TIMING	ADVANCE 0-500rpm	AUTO SPARK
DWELL	BYPASS	CONSOLE
MODIFY		

Read

Dump

Home

Clear Timing

Clear All

Factory Restore

Stored Values:

Timing Curve:

0	500
4	5
8	1000
12	5
16	4000
20	30
24	7000
28	34
32	0	──── exit
36	0
40	0
44	0
48	0
52	0
56	0
60	0
64	0
68	0
72	0
76	0
80	0
84	0
88	0
92	0
96	0
100	0

✔

Stored Values:

Timing Curve:

0	500
4	5
8	1000
12	5
16	4000
20	30
24	0	──── exit
28	0
32	0
36	0
40	7000
44	34
48	0
52	0
56	0
60	0
64	0
68	0
72	0
76	0
80	0
84	0
88	0
92	0
96	0
100	0

✘

92	0	196	0
96	0	**200**	0
100	0	204	0

Settings:

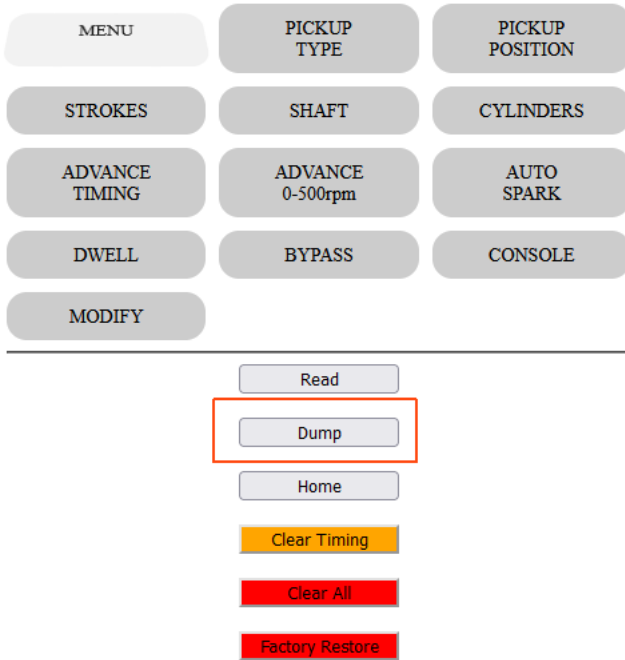|		
212	400	Kick Speed (AC/DCCDI)
216	50	Pickup Position (°btdc)
232	0	Pickup Type (0:VR)
233	3	Dwell (TCI)
234	0	DwellType (TCI)
235	0	
236	0	Adv 0-500rpm (°atdc)
237	0	Console output (0:No)
238	0	HV Boost (DCCDI)
239	0	Shaft (0=crankshaft)
240	0	Autospark (TCI/DCCDI)
241	0	
242	0	
243	0	Bypass (TCI)
244	1	Cylinders
245	2	Strokes
248	2	Starts

Home

All values must be **consecutive** and in ascending order of RPM !

Dump

Read EEPROM addresses and display them in HEX values for debug purpose.

Click on the **Dump** button on the **Menu** page :

MENU	PICKUP TYPE	PICKUP POSITION
STROKES	SHAFT	CYLINDERS
ADVANCE TIMING	ADVANCE 0-500rpm	AUTO SPARK
DWELL	BYPASS	CONSOLE
MODIFY		

Read

Dump

Home

Clear Timing

Clear All

Factory Restore

Dump EEPROM Hex Values:

```
0    F4 01 00 00 05 00 00 00
8    40 1F 00 00 28 00 00 00
16   34 21 00 00 28 00 00 00
24   00 00 00 00 00 00 00 00
32   00 00 00 00 00 00 00 00
40   00 00 00 00 00 00 00 00
48   00 00 00 00 00 00 00 00
56   00 00 00 00 00 00 00 00
64   00 00 00 00 00 00 00 00
72   00 00 00 00 00 00 00 00
80   00 00 00 00 00 00 00 00
88   00 00 00 00 00 00 00 00
96   00 00 00 00 00 00 00 00
104  00 00 00 00 00 00 00 00
112  00 00 00 00 00 00 00 00
120  00 00 00 00 00 00 00 00
128  00 00 00 00 00 00 00 00
136  FE 00 00 00 00 00 00 00
144  00 00 00 00 00 00 00 00
152  00 00 00 00 00 00 00 00
160  00 00 00 00 00 00 00 00
168  00 00 00 00 00 00 00 00
176  00 00 00 00 00 00 00 00
184  00 00 00 00 00 00 00 00
192  00 00 00 00 00 00 00 00
200  00 00 00 00 00 00 00 00
208  00 00 00 00 00 00 00 00
216  32 00 00 00 00 00 00 00
224  02 00 00 00 00 00 00 00
232  00 00 00 00 00 00 00 00
240  00 00 00 00 01 00 00 00
```
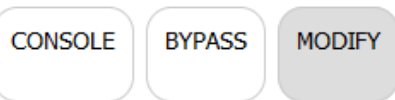
Home

Modification

Say you want to modify the advance timing for 7000rpm and set 35° instead of 34°

In *Read* mode above, we saw that RPM 7000 is stored at address 24 and timing for 7000rpm is at address 28.

24	7000
28	34
32	0

Since we want to modify the advance timing at line 28, we now have to enter :

Line	**28**
New value	**35**
then	**Send**

CONSOLE	BYPASS	MODIFY

LINE
28

NEW VALUE
35

Send

Same thing to change any other values.

Remember: All timing values must be in <u>ascending</u> order of RPM and <u>no blank address</u> between timing values.

Use Read *button to check that.*

Add points

Say you want **to add** one advance timing of 34° @ 8000rpm

In *Read* mode above, we saw that last RPM 7000 is stored at address 24 and timing for 7000rpm is at address 28.

The next 2 **empty slots** available are:

24	7000
28	34
32	0
36	0
40	0

Address **32** for RPM and Address **36** for timing

We now have to enter :
Line	**32**
New value	**8000**
then	**Send**

Line	**36**
New value	**34**
then	**Send**

Remember: All timing values must be **consecutive** and in ascending order of RPM !

Use Read button to check that.

Clear points

Say you want to remove the last advance timing of 34° @ 7000rpm

In *Read* mode above, we saw that last RPM 7000 is stored at address 24 and timing for 7000rpm is at address 28.

24	7000
28	34
32	0
36	0
40	0

To zero out those values we now have to enter :

Line	**24**
New value	**0**
then	**Send**

Line	**28**
New value	**0**
then	**Send**

Remember: All timing values must be **consecutive** and in ascending order of RPM !
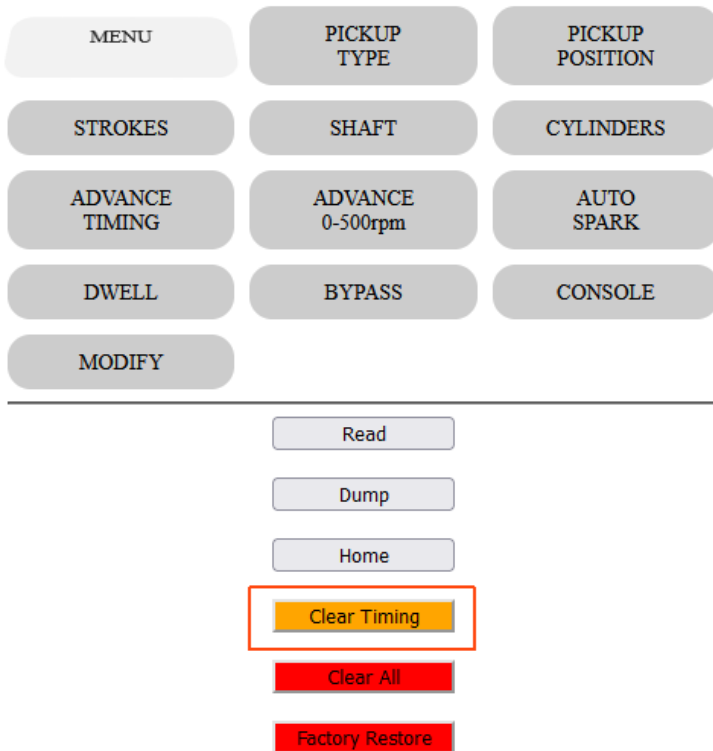*Use* Read *button to check that.*

Stored Values:

Timing Curve:

0	500
4	5
8	1000
12	5
16	4000
20	30
24	0
28	0
32	0
36	0
40	7000
44	34
48	0
52	0
56	0
60	0
64	0
68	0
72	0
76	0
80	0
84	0
88	0
92	0
96	0
100	0

✕ exit (at line 24)

Clear Timing

This button will **clear TIMING values** WITHOUT confirmation.

Pickup position, polarity, shaft, dwell etc are kept.

MENU	PICKUP TYPE	PICKUP POSITION
STROKES	SHAFT	CYLINDERS
ADVANCE TIMING	ADVANCE 0-500rpm	AUTO SPARK
DWELL	BYPASS	CONSOLE
MODIFY		

Read

Dump

Home

Clear Timing

Clear All

Factory Restore

Browser shows :

Timing values cleared!

Please restart the ignition box.

This box now has no Advance Curve and cannot operate until you set timing values.

Restart the ignition box. (power off/power on)

Don't forget the Kill switch position if you want to return in Setup mode….

Clear All

This button will **clear ALL values** WITHOUT confirmation.

Timing, Pickup position, polarity, shaft, dwell etc are zeroed.
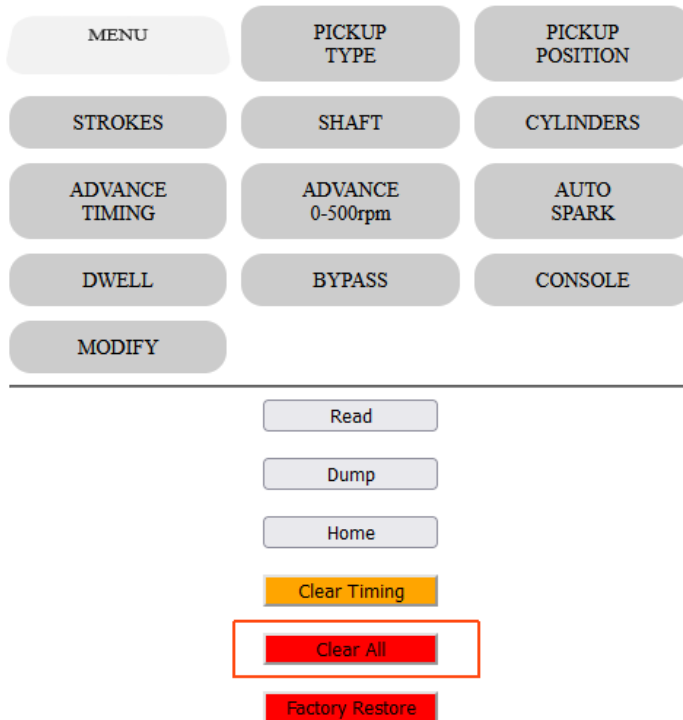
Browser shows :

EEPROM values cleared!

Please restart the ignition box.

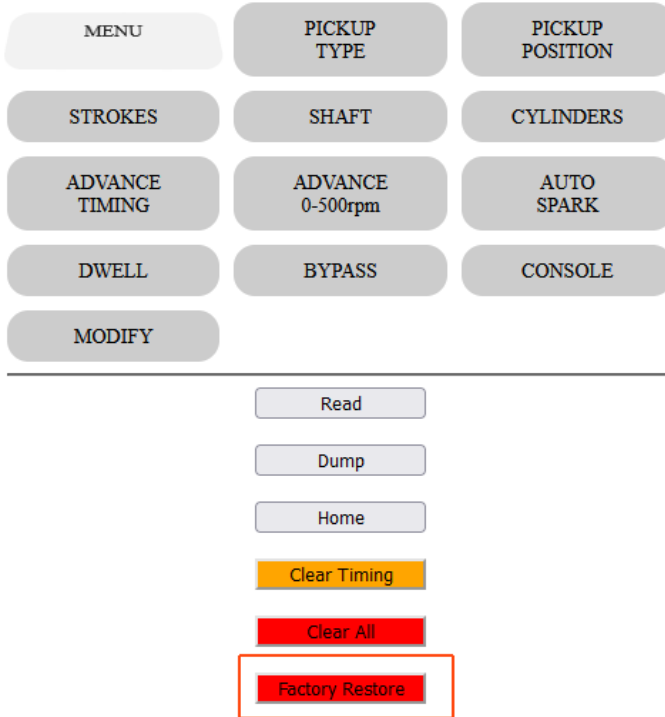This box is now *empty* and cannot operate until you set values. '

Restart the ignition box. (power off/power on)

Don't forget the Kill switch position if you want to return in Setup mode….

Factory Restore

This button will **Restore Factory Default** WITHOUT confirmation.

Timing, Pickup position, polarity, shaft, dwell etc are set to default values. (Payed Options are kept)

Browser shows :

Init All done!

This box now have a default Advance Curve which is not the one you need...
Tune the values before to start the engine!

Restart the ignition box. (power off/power on)

Don't forget the Kill switch position if you want to return in Setup mode....

Advanced settings

If you don't need those Extra settings, just let them to their default value.

Advance at kick start

Default: 0
Range of values: 0 to 10

For an easier Manual Kick start and to avoid kick backs, you can delay the advance between 0 to 500rpm to send the spark a few degrees **After** Top Dead Center (ATDC)

MENU	PICKUP TYPE	PICKUP POSITION
STROKES	SHAFT	CYLINDERS
ADVANCE TIMING	ADVANCE 0-500rpm	AUTO SPARK
DWELL	BYPASS	CONSOLE
MODIFY		

[0]

ATDC
5 °

Send

Current value appears in blue on the form.

<u>Tech info</u>:
If the measured period/rpm is less than 500rpm, the CPU uses the measured rpm (ie 320rpm) to determine when the next TDC will append during the next revolution, assuming the rpm remains constant.

If the engine speed decrease due to low inertia, the TDC calculation will be incorrect, resulting in an early spark.
To address this issue, the CPU adds an offset to the calculation, which equals the value of the "Advance 0-500" tab that the user may have set.

i.e., if the user specifies 20° ATDC, the CPU will calculate the theoretical next TDC and add 20° to the result.

If the measured rpm is over 500rpm, the CPU read the advance timing map the user has set to find which advance must be applied for this specific RPM (ie520rpm). *No user offset will be used*.

Kick Speed

For an easier Manual Kick start and to avoid kick backs, you can select what will be the RPM of the very first engine rotation when it is kick started.

ADVANCE 0-500rpm	AUTO SPARK	KICSP
DCCDI	CONSOLE	MODIFY
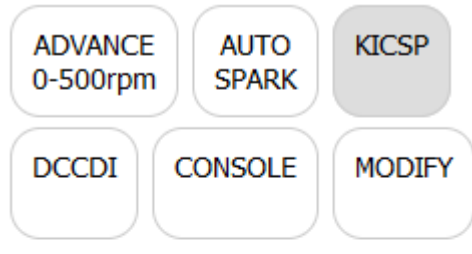
[800]

Kick Speed

[   ] rpm

Send

Current value appears in blue on the form.

Tech info:
When a trigger signal comes (pickup or hall), the CPU measures the time between this pulse and the preceding one to determine the period, and hence the rpm.

At the very first pulse only, as there is no previous one, the period is unknown.
The CPU then uses the "kick speed" rpm (default 400rpm) or any other value the user may have specify.

The "kick speed" value will not be used for the following pulses because the period will be calculated based on two consecutive trigger pulses.
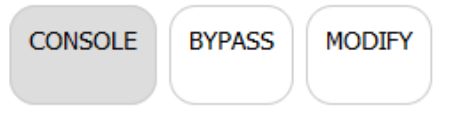
If there is more than 1sec between 2 pickup pulses, "kick speed" setting will be applied again for the next first pulse.

Console

Enable the Console output:
- Turn the ignition box in **Setup Mode**
- Go to "**CONSOLE**", check "1" to enable the console output, press Send

Current value appears in blue on the form.

- Power **off** the ignition box
- **Disconnect** the **Kill** wire from ground
1) **Power on** the ignition box, it goes in "**Run Mode**"

2) The **LED** flashes once if curve N°1 is selected or flashes twice for curve N°2

4) The ignition box also creates a **WiFi AP** (*Access Point*)

5) On your phone, laptop, PC, whatever, go to the **Wifi setting** and search for a new SSID called **Transmic_ign**

You can see available SSID with a Wifi Analyzer as NetSpot for Android or Wifi-Analyzer for W10
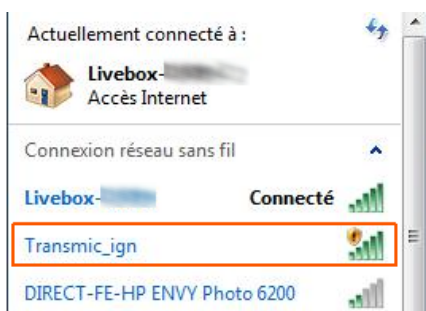
6) **Connect** to it. Password is required: it's "***password***"
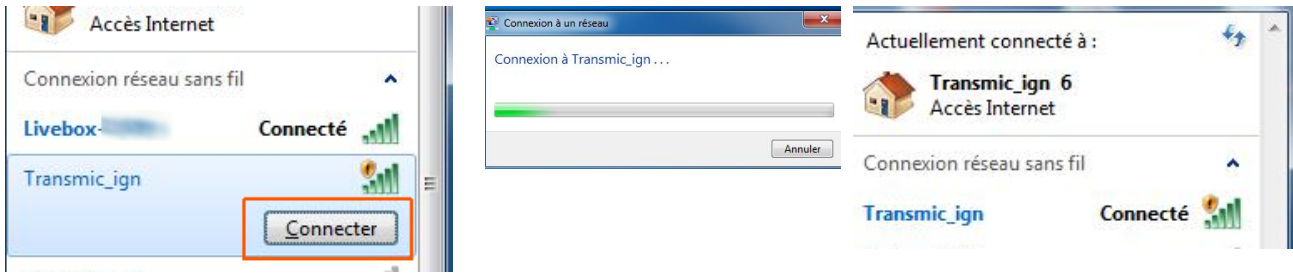
7) **Start** the engine

8) Once your device is connected to the AP, open up a **browser** and type in the address bar:
http://192.168.4.1/console

9) After a few seconds, the browser should display both the **RPM and the advance timing** in degrees BTDC followed by 2 bargraphs

**Display appears ONLY when the engine is running.**

Because of the impact on Ignition box performance, please use it for debug only and disable this function when you are done with it!

Troubleshooting

Console URL is http:// NOT https:// but some browsers as Chrome automatically switch to https://

<u>Workarounds</u>

- Use Firefox. *Close <u>all</u> Firefox windows than relaunch it.*

- Use a lightweight, portable browser as *QtWeb*

- In Chrome, disable **HSTS** (*HTTP Strict Transport Security*) that forces to open websites in HTTPS:
  - Write **chrome://net-internals/#hsts** in the address bar.
  - Scroll down the page to :
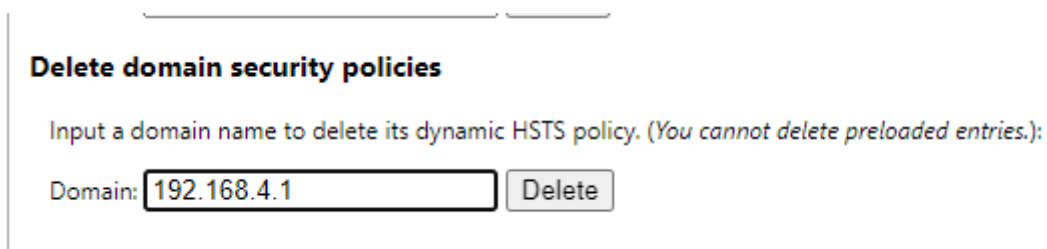
  - add **192.168.4.1** and hit **Delete** to disable Force https for this particular website.

Running Mode

1) **Disconnect** the **Kill** wire from ground if you previously went into **Setup Mode**

2) **Power on** the ignition box, it goes in "**Run Mode**"

3) The **LED** flashes one time.

4) Start the engine. The LED **blinks** in sync **with RPM**.

5) When the engine runs, if **Kill** wire is connected **to ground** THEN it **stops** the engine.

/!\ For XT550-XT600 only: Kill the engine with the Kill switch BEFORE shutting down the +12v.
(As it's a software kill, the processor must be powered on to be able to kill the engine!)

Appendix 1

Case of Variable Reluctor aka VR pickup/pickup coil/trigger coil
(*For Hall sensor, read* *Appendix2*)

Find the physical position of the analog **pickup** relative to Top Dead Center.
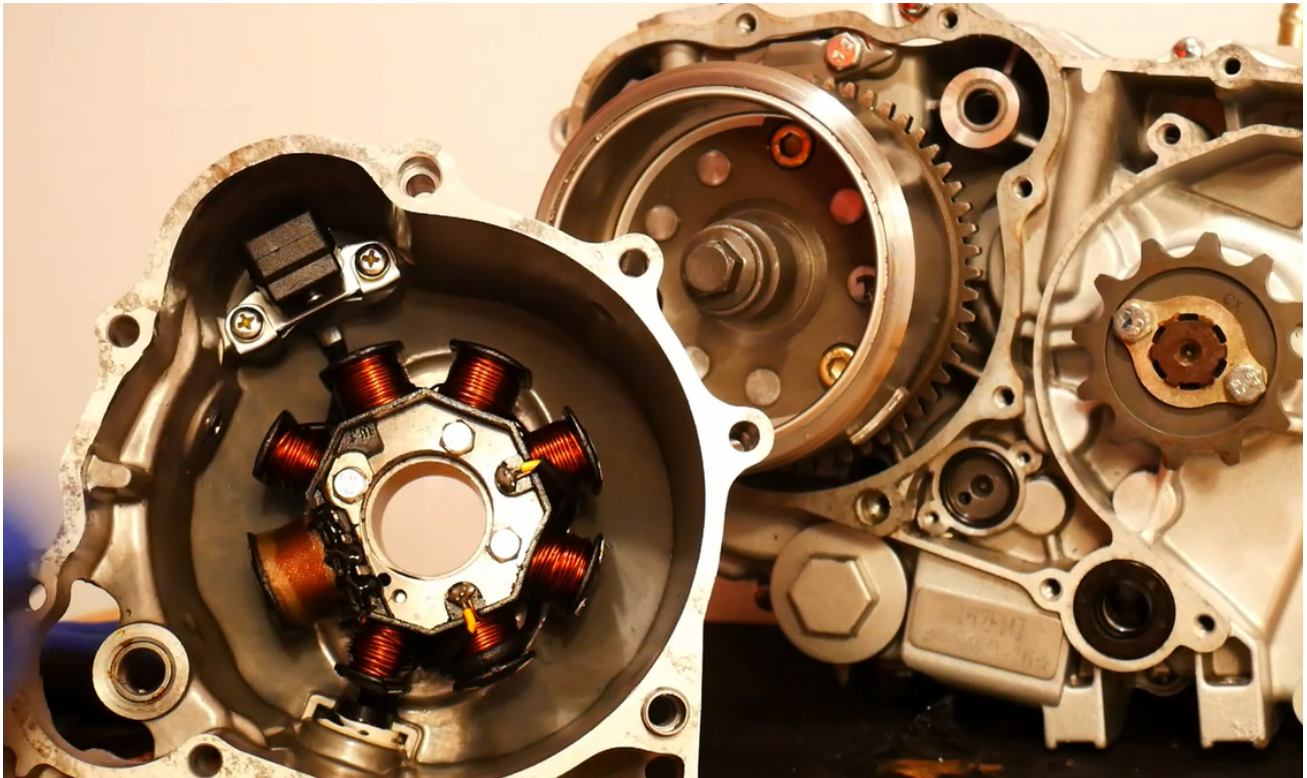
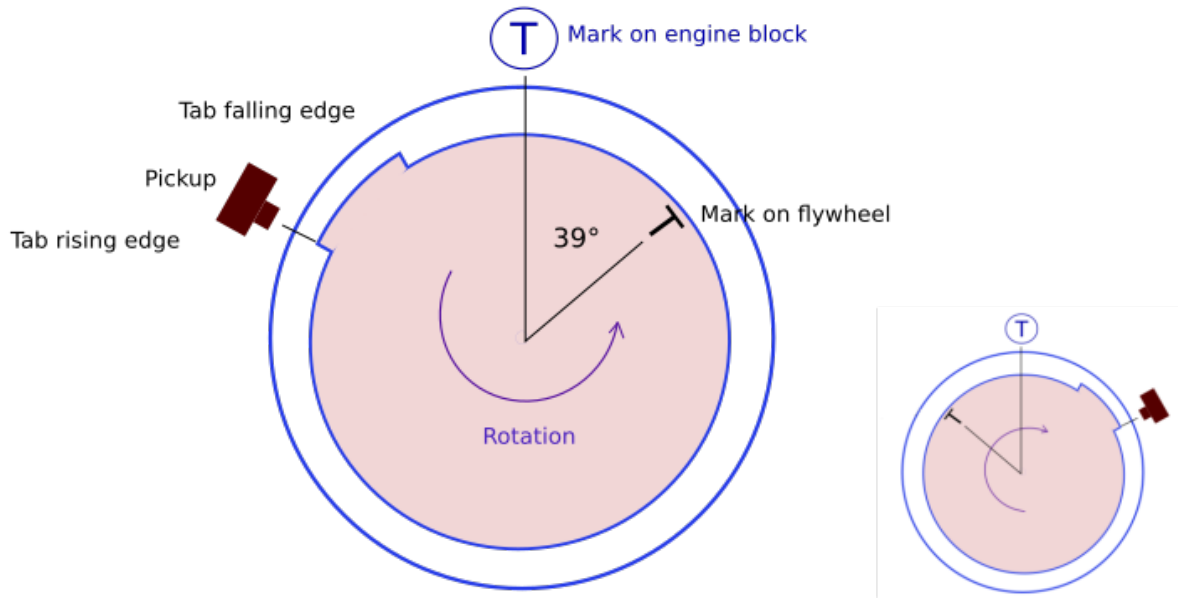*In this example below the pickup/sensor is set at 39° BTDC*

Method 1:
- First align the pickup with the rising edge of the bar.
(Pay attention to direction of rotation of the crankshaft: CW or CCW)
- Measure the angle between the TDC mark on the casing and the TDC mark on the rotor

Method 2:
- Remove the sparkplug, rotate the engine to put the piston at TDC
(If TDC marks on casing and rotor exist, then they should be aligned.)
- Measure the angle between the pickup and the rising edge of the bar.
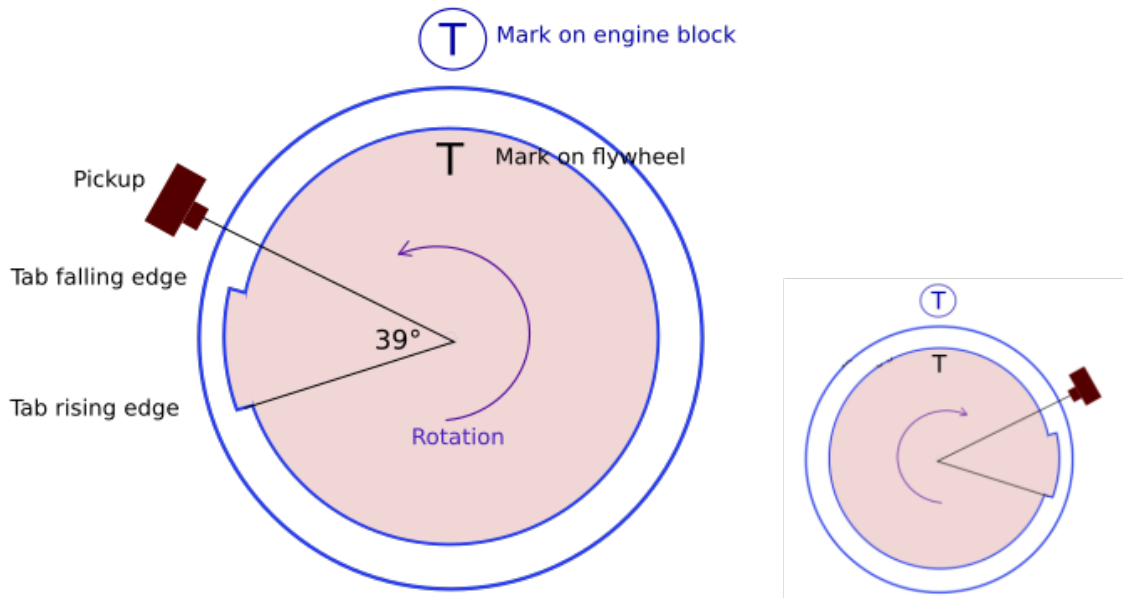*(Pay attention to direction of rotation of the crankshaft: CW or CCW)*

Method N°1
Pickup aligned with rising edge

T — Mark on engine block

Tab falling edge

Pickup

Tab rising edge

39°

Mark on flywheel

Rotation

Method N°2
Engine at TDC

T — Mark on engine block

T — Mark on flywheel

Pickup

Tab falling edge

Tab rising edge

39°

Rotation

Leading|Rising edge generate pulse for high revs
Trailling|Falling edge generate pulse for idle.

calageTDC_pickup_2methods.svg

This view above represents the respective positions of the rotor and the pickup as we would see them if the engine cover were transparent.

Read timing from flywheel: https://transmic.fr/2021/09/23/read-timing-from-flywheel/
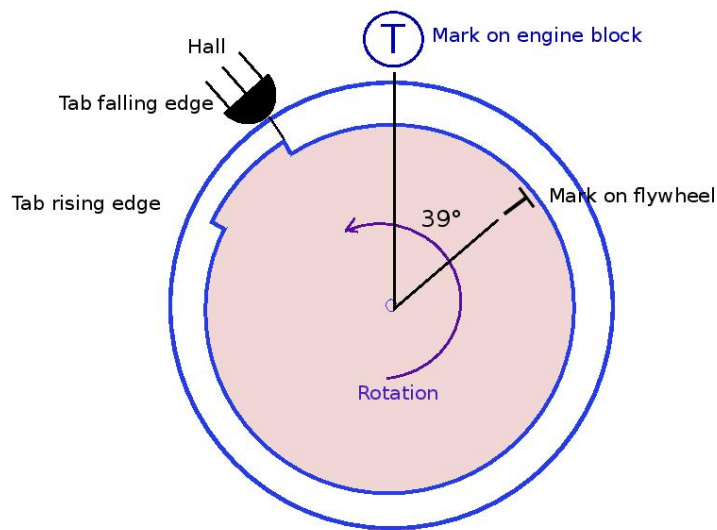
Appendix 2

Case of Hall Effect Sensor

(*For VR pickup/analog pickup read* *Appendix1*)

Find the physical position of the digital **Hall Sensor** relative to Top Dead Center.
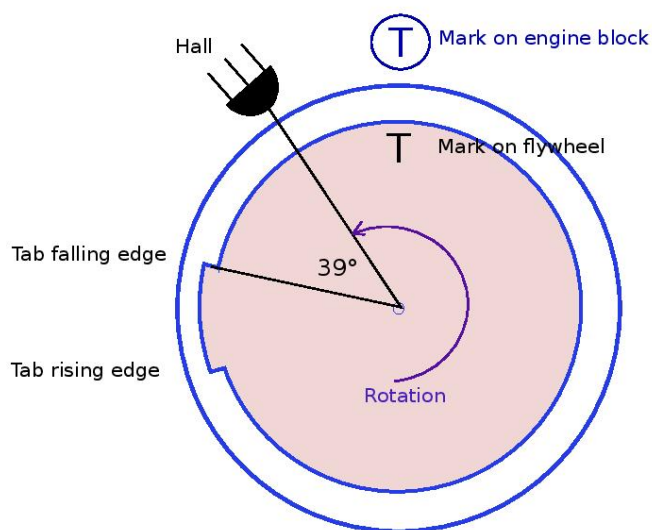
In the example below the sensor is set at 39° BTDC

Method N°1
Hall sensor aligned with falling edge

Method N°2
Engine at TDC

Appendix 3

A) Remove the sparkplug, find the TDC position with a *dial indicator gauge* or a *caliper rule*:

B) Align the pickup with the beginning of the magnet on the rotor and measure the travel of the piston with the caliper rule:
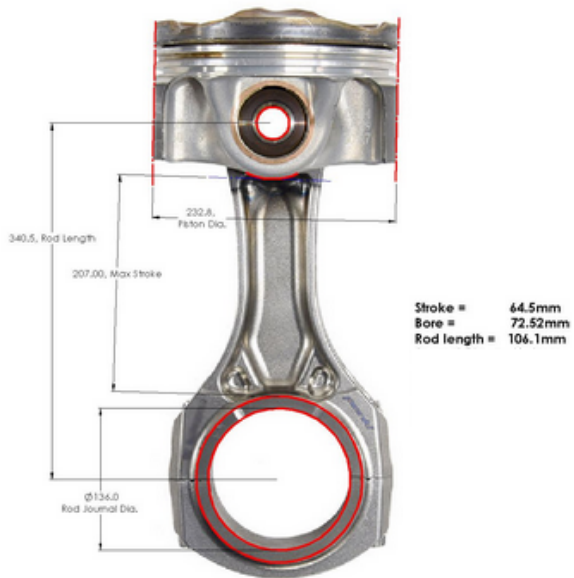
C) Use an online timing calculator to convert millimeters into degrees:

https://lambretta-images.com/tuningh/port-timing-calculators/degrees-to-mm-timing-calculator/
or
http://www.ajcshop.fr/Calculettes/html/calculette-convertisseur-allumage.htm

ie:

Stroke = 64.5mm
Bore = 72.52mm
Rod length = 106.1mm

=>

1	->	64.5	Course en mm
2	->	106.1	Longueur de bielle (entraxe) en mm
3	->		Diamètre (D) du volant en mm (uniquemer
4	->	0.67	Avance en mm
	Calculer	10.25	Avance en degrés (angle α) (renseigner 1, 2, 4) Le résultat est en ° et centièmes de °

Appendix 4

Tries and errors and Timing Lamp

If there is no mark on the flywheel, a possible way is as follows:

Method:

Remove the spark plug, insert a gauge in the sparkplug hole.
Turn the flywheel until the piston is at TDC. Remove the gauge.

Draw 2 marks opposite each other on the flywheel and on the engine case. It's the TDC mark.

Print a *Timing Tape* from https://www.blocklayer.com/timing-tape
Align the 0 mark to the new TDC mark and stick the tape on the flywheel.

Set the ignition box with a pickup position of say 30° BTDC

Set the ignition box with a SAFE and FLAT timing curve at a static advance (ie : 10° BTDC from 500 to 4000rpm)

Put back the sparkplug and start the engine if possible
Otherwise plug the sparkplug in it's cap, tied the plug to the frame to have sparks, then rotate the engine with a drill machine (the faster the better).

With a timing lamp, take note where on the timing tape the spark appends.

Take note how much "off" is the timing.

Examples :

If the timing lamp shows 15° BTDC (instead of 10°) that mean the "*Pickup Position*" is off by 5° (15°-10°).

The pickup position is the off by 5°. Increase the "*Pickup Position*" by 5. Real position is not 30° but 30° + 5° = 35°

Set the ignition box with a pickup position of 35° BTDC

Using the timing lamp, check that the timing is now read at 10°

Make small adjustment to the pkp position if necessary.

If the timing lamp shows 5° BTDC (instead of 10°) that mean the "*Pickup Position*" is off by -5° (5°-10°).

The pickup position is the off by -5°. Lower the "*Pickup Position*" by 5. Real position is not 30° but 30° - 5° = 25°

Set the ignition box with a pickup position of 25° BTDC

Using the timing lamp, check that the timing is now read at 10°

Make small adjustment to the pkp position if necessary.

<u>In one word</u>:

If the Timing Lamp measure MORE advance than what is set in the user interface then INCREASE the "*Pickup position*"

If the Timing Lamp measure LESS advance than what is set in the user interface then LOWER the "*Pickup position*"