
On Oct 22, 2021, at 12:30 PM, Info - ElectroSport <info@electrosport.com> wrote:

The battery is fine, the problem is the 0.5v drop on the wire. A .5 drop turns into .5v overcharging, which is exactly what you have going on right now. The voltage drop needs to be corrected. At the moment while this voltage drop is present the regulator perceives the battery at 14.7v while really the battery is 0.5v higher at 15.2v. You want the battery at 14.8v or lower.

Thank you,

Kyle Wood - Sales Manager

Procom Engineering / ElectroSport
21 Brookline, Aliso Viejo, CA 92656
PH: (949) 305-4200
www.electrosport.com

On Fri, Oct 22, 2021 at 12:47 PM Peter Fenninger <p.fenn57@gmail.com> wrote:

Ok

I'll disassemble the ignition switch and get it all cleaned up and take some more readings.

I'll let you know how it turns out.

Thank you

Peter

On Wed, Dec 29, 2021 at 11:26 AM PETER FENNINGER <p.fenn57@gmail.com> wrote:

Hello Kyle

Happy Holidays.

I'm back at this ongoing problem and need the help of ElectroSport regarding the Regulator.

Did you by chance send me back the same regulator that I had returned?

Here's why I ask.

Having had the 1/2v drop through the ignition I meticulously disassembled the the entire console, took apart and cleaned every part of the ignition switch and went through and cleaned every electrical connection (both the male & female sides). I benchtop tested the ignition switch for resistance when in the "on" position (there was none) as well as using a spare battery and checking the voltage in and out. That too was perfect. Before reassembly I tested the wire (brown) from the ignition switch to the

connection point at the Regulator in question. No resistance and same amount of voltage out as supplied.
Upon reassembly my results remained the same.... battery voltage in was the same at the connection point to the ElectroSport Regulator.
All good, right? no more 1/2v drop.
Started the bike and the ElectroSport Regulator was still charging anywhere from 14.9v - 15.4 volt. Not good! And frustrating!
Figuring that maybe it had something to do with the battery.... something beyond my testing abilities like ability to hold or supply amperage I purchased a brand new battery. Well, that changed nothing and was about \$60 that didn't need to be spent!
Everything is PERFECT with my electrical system.
Pics are included showing:
Battery Voltage
Voltage at regulator connection (the same - no loss)
Voltage being created by the ElectroSport Regulator. Note that the digital indicator will match the multi-tester... I just didn't have the patience keep propping the seat up and juggling with the leads.
With all of this information, What's next?
Are you certain I wasn't sent back the same regulator I had returned?
Has anyone thought to check if you have a bad batch of these?
Something needs to be done.
Please look into this and get back to me.
Thank you,

Peter Fenninger

On Wed, Dec 29, 2021 at 2:51 PM Info - ElectroSport <info@electrosport.com> wrote:

Cut a piece of random wire to use for a quick test. Take your stand in a piece of wire and run it from batter positive directly to the reg/rect's brown wire. Start the bike, see what the voltage is at the battery in this configuration at various RPMs, then ditch the standing piece of wire and plug the brown wire back into the harness. Check voltage at battery at different RPMs and compare results.

The reg/rect you have now is not the same one returned.

Thank you,

Kyle Wood - Sales Manager

Procom Engineering / ElectroSport
21 Brookline, Aliso Viejo, CA 92656

PH: (949) 305-4200
www.electrosport.com

On Wed, Dec 29, 2021 at 1:33 PM PETER FENNINGER <p.fenn57@gmail.com> wrote:

Thank you for responding so quickly - I do appreciate it!

Here's the test data:

Regulator / Battery @ 12.39v w/ direct wiring. No variation of rpm's changes this nor does turning on the lights.
System voltage (after the ignition switch) reading between 11.9 - 12 volts.

So, the system seems to be about where it should be, right? 11.9 - 12 volts while operating?

The regulator now instead of charging way high (as previously reported) is in the low range. Shouldn't it be about 13.5 volts for a properly operating system?

I'm at a loss and I'm trying to understand what the data is revealing but I just don't see it.

Peter

On Thu, Dec 30, 2021 at 12:14 PM Info - ElectroSport <info@electrosport.com> wrote:

In your second image where I can see the piece of wire you made connected from battery to reg/rect's brown, there needs to be a change. While you have the brown wire correct for the test you have simultaneously disconnected the green wire sharing the connector with the brown. The green must remain connected, only the brown has a new connection. So you can depin the brown so it is free or maybe make another jumper wire to allow the green to maintain connection, but however you do it make it so everything is connected just like normal except only the brown now gets power directly from the battery. Then check voltage change vs. rpm.

Thank you,

Kyle Wood - Sales Manager

Procom Engineering / ElectroSport

21 Brookline, Aliso Viejo, CA 92656
PH: (949) 305-4200
www.electroport.com

On Fri, Dec 31, 2021 at 7:48 AM PETER FENNINGER <p.fenn57@gmail.com> wrote:

Good morning

I have run the modified test as instructed and have found a variance.
In the following pictures:

Pics 1 - 3 are the setup showing green wire connected, brown wire separated from connector and wired directly to the battery and battery voltage pre-startup.







The following pics 4 - 5 are the test with the motor running. Note the consistency in the readings of the multi meter and the console voltmeter.





Now for the variance. My idle is set to 1500 rpm. There has never been a change in the high voltage readings of the regulator... till now. I didn't let the bike warm up completely this morning so when I stopped holding the throttle open the idle dropped to a much lower rpm than I have it set for. I can only guess based on experience that it was about 1000 rpm. Unfortunately the tach cable broke on initial startup today. Pic 6 is the voltage the regulator is providing at the much lower rpm.



Pics 7 - 8 are with all wiring returned to normal. The 15+ volts is at a higher rpm and the lower 12.84 volts is at a slow lumbering (not stalling) idle.





So, unless I'm wrong the regulator does seem to be regulating.... to a point.

I'm concerned that the 15+ volts being pumped into the battery will eventually damage it? 😞

Thoughts?

Peter

On Mon, Jan 3, 2022 at 1:06 PM Info - ElectroSport <info@electrosport.com> wrote:

I do not have a good explanation for those results. Something is wrong but I am not sure what, but if it is the regulator I can absolutely test it and find out. I think the part needs to be sent to me for testing and possibly replacement if it overcharges with me.

Thank you,

Kyle Wood - Sales Manager

Procom Engineering / ElectroSport
21 Brookline, Aliso Viejo, CA 92656
PH: (949) 305-4200
www.electrosport.com

On Tue, Jan 4, 2022 at 12:07 PM PETER FENNINGER <p.fenn57@gmail.com> wrote:

I was really hoping that green wire was the solution.

Kyle, through process of elimination it has got to be the regulator!

I've proven:

- 1) that there's no voltage loss through the ignition switch, and furthermore we've bypassed it which completely took it out of the equation.
- 2) that there's partial operation of the regulator which was discovered when I let my idle drop to 800 rpm (confirmed since reported) and witnessing the reduced regulated voltage as previously reported. Slightly more than 13v.
- 3) the problem.... that as soon as rpm's exceed 1000 rpm the regulated voltage increases to over 15 volts input to the battery. Approx. a 2v increase!

There is nothing else that I know of that it could be! I can only surmise that you've gotten a bad batch of these regulators. If you haven't gotten complaints from others the only reason I can think of is that folks put them on - their batteries charge - and they're happy and none the wiser. IMHO

Now here's rub. I need to remove this and again return it. I did that at my own expense the last time and I'll do it again this time.... I just want the problem solved!

We are in the middle of riding season here in Florida and I can't use the without risk of damage to the new (or any) battery.

But I really want to be able to ride! So, I'm thinking (hoping) that some very limited use the bike for a couple of upcoming planned rides won't cause any long term harm.

If I choose to do that ... my mind isn't made up yet... here's what I propose:

- You guys get a new regulator from stock and TEST the hell out of it. You should know exactly what your looking for at this point.

- When your satisfied that you have a properly performing regulator you contact me and I'll give you my CC info. to hold onto as security and you send me the replacement. In the meantime I can ride a bit.
- when the replacement is received on my end I'll make the swap and mail back the regulator I have here now.

I've reached my wits end regarding installing/un-installing/installing. I just want to do this one last time and at the same time... not have to wheel the bike off to the side completely nonoperative.

And if come up with any additional tests that you want performed here just let me know and I'll see them through.

Let me know your thoughts and we can proceed from there.

Peter

On Tue, Jan 4, 2022 at 3:28 PM Info - ElectroSport <info@electrosport.com> wrote:

I need the part back before sending a new one, that part you have needs to be inspected. It was previously tested and was good, so either something changed with the part and it is not longer working as it did when tested or the units will never work for you. I have had no other returns on this part and the batch is not new.

Thank you,

Kyle Wood - Sales Manager

Procom Engineering / ElectroSport
21 Brookline, Aliso Viejo, CA 92656
PH: (949) 305-4200
www.electrosport.com

On Jan 4, 2022, at 3:42 PM, PETER FENNINGER <p.fenn57@gmail.com> wrote:

OK I'll pull it out tomorrow. :(

P

On Tue, Jan 4, 2022 at 3:39 PM Peter Fenninger <p.fenn57@gmail.com> wrote:
Just had an afterthought regarding the green wire you had me connect.

What info does the regulator get from that wire?

Is there a test I can perform to see what the parameters (voltage?) is that's being provided by that green wire that would help us understand why the regulator jumps to 15+ volts at increased rpm's?

Let me know and if not I'll pull it tomorrow as I had said.

Peter

Sent from my iPhone

On Jan 4, 2022, at 6:54 PM, Info - ElectroSport <info@electrosport.com> wrote:

The green is power to the rotor, it is either on or off, so it would not be related to this issue. If you never had power come on or maybe never had power turn off there could an issue with the green wire, but overcharging would not be from the green wire.

Thank you,

Kyle Wood - Sales Manager

Procom Engineering / ElectroSport
21 Brookline, Aliso Viejo, CA 92656
PH: (949) 305-4200
www.electrosport.com

On Mon, Jan 10, 2022 at 7:21 AM Peter Fenninger <p.fenn57@gmail.com> wrote:

I haven't pulled the unit yet. My lower back has been/is a bit of an issue.
I'll hopefully have it out and on its way to you within the next couple of days.

Peter Fenninger

Sent from my iPhone

On Jan 18, 2022, at 7:58 PM, Info - ElectroSport <info@electrosport.com> wrote:

Hello,

Got the reg/rect back from you in the mail today. The part does test bad with me here now, symptoms similar to what you had documented.

I have a replacement for you from an older batch, a batch made from 2015 which we had mostly sold off except for a couple sample parts I saved from the batches. I will send you a replacement from this older batch.

Thank you,

Kyle Wood - Sales Manager

Procom Engineering / ElectroSport
21 Brookline, Aliso Viejo, CA 92656
PH: (949) 305-4200
www.electrosport.com

Thank you Kyle

It's been an unfortunate experience.

The silver lining to the whole ordeal is that I've made my electrical system absolutely perfect through the process of troubleshooting.

I hate to tell you (not really 😬) I told you so regarding a bad batch of units, but I told you so.

When all was proven to be correct with the electrical system, the only remaining possibility was the ElectroSport - no matter how improbable it seemed.

Being that I have the original system back in and it's working fine I have little incentive to put the ElectroSport back in - although I've gotten to be real efficient at swapping them out 😊.

But, I need to know if it's working add so I'll hire a way to temporarily install it to check it out and then I'll just save it for when needed. Unless you can tell me there's a known performance enhancement by using them 😬,

How was the package sent?

I'll need to watch for it.

Peter

Sent from my iPhone
