


How to Run a Log File

- See Video in the Link Attached: [Logging | The Wakespeed Configuration & Monitoring Utility App](#)
- Let the engine idle for 10 seconds
- Rev the engine above 1200 RPM for 10 seconds
- Read the log file and verify you are receiving RPM data (see info below)

How to Read a Log File

AST; -- ALTERNATOR STATUS 

AST: "**AST**;", Hours, , BatVolts, AltAmps, BatAmps, SystemWatts, , TargetVolts, TargetAmps, TargetWatts, AltState, , BTemp, ATemp, , RPMs, , AltVolts, FTemp, DVCC_LimitAmps, FLD%"

Hours: Time regulator has been powered up, in hours and fraction (to 2 digits) of hours.

BatVolts: Derived Battery Volts, in volts and fractions of volts (to 1mV resolution). Used to decide charge mode changes.

AltAmps: Measured Alternator Amps, in Amps and fraction of Amps (to 1/10th of an Amp).

BatAmps: Derived Battery Amps being used to decide charge modes.

Voltage and current readings made by the WS500 Alternator Regulator are directly reported as *AltVolts* and *AltAmps*. Unless overridden by an external source (example via a Remote Battery Sensor) those same values will be assumed to be *BatVolts* and *BatAmps* and used by the regulator to make charge state decisions.

SystemWatts: Current measured System Watts being delivered.

TargetVolts: Volts the regulator is attempting to bring the battery to. Either from the internal Charge Profile entry, or if the regulator is locked onto a BMS, from the goals being send to it.

A Negative Value for *TargetVolts* indicates the device is following DVCC guidance, which is asking for a more restrictive voltage goal then would normal be targeted.

TargetAmps*: Battery limit amperage the regulator will limit current to.

TargetWatts*: Watts the regulator is actually working to limit the system to.

- For more info: [Wakespeed-Communications-and-Configuration-Guide-v2.6.1-1.pdf](#)

Not receiving RPM

- Have you confirmed the Cerbo is connected properly?
- Have you confirmed the brown wire is in pin 32 and white is in pin 16?
- Has PSM been parameterized?
- Are any of the wires damaged?
- Is the black terminator in the regulator?
- Has the correct set of work instructions been used?
- Is the blue end of the cable going to the Cerbo and the black end going to the regulator?

Program is Not Downloaded to the Regulator

- Have you installed the preloaded program with an OTG USB-B to USB-C cable?
- Is the android device used to program older than 2 years?

Confirming the Unit is not Charging Under 1200 RPM

- To ensure the update is functioning as intended, follow the below steps.
- A. Connect USB-B to USB-C wire to WakeSpeed Regulator and Android device.
- B. Access WakeSpeed app on Android device while connected to regulator.
- C. In the upper left corner of the app, access the menu marked with an image of a house.
- D. Select “Monitor” from the list of options.
- E. Scroll to the bottom of the “Monitor” screen where the “Utilization” bar is located.
- F. Start the engine and ensure that “Utilization” remains at zero.
- G. Rev the engine until the RPMs exceeds 1200.
- H. Ensure that the “Utilization” begins to rise.
- I. Reduce the RPMs to Idle and ensure that “Utilization” returns to zero.
- J. Disconnect the cable and reinstall the top of the WakeSpeed Regulator.
- K. Reinstall decorative vent located on plastic cover

NOTE: Checking utilization through the regulator is the only true way to verify that the coach is not charging under 1200 RPM. Other charging sources such as the smart merge and shore power will display charge on the Victron screen regardless of regulator programming.