POWER OFF BATTERY DISCONNECT *BD0 - BD3*

OWNERS GUIDE

BATTERY DISCONNECT provides a simple and safe means of disconnecting the coach and chassis battery(s) of an RV. With just the touch of a switch on the monitor panel, conveniently located inside the RV, the battery(s) will be completely disconnected. Since the 12 Volt battery system plays such a vital role in the use and enjoyment of your RV, Battery Disconnect can give you peace of mind. Through its correct use you may:

Prevent unwanted discharging of batteries during extended periods of storage;

Prevents shorts or fire hazard while storing on the 12 Volt electrical system;

Prevent overcharging of batteries if RV is plugged into shore power (120Vac) for extended periods.

How and When to use Battery Disconnect

There are four Battery Disconnect models, two with a single "STORE/USE" switch and two with a dual "STORE/USE" switch. Single switch units control the coach or "house" batteries only. Dual switch units control the coach or "house" batteries and the chassis or "motor" batteries.

TO USE RV Press the "USE/STORE" switch to the "USE" position momentarily. The indicator light for that battery will glow, indicating the presence of 12 Volts on the system. Repeat this step for the second "STORE/USE" switch if your unit is so equipped.

TO STORE RV To prevent the discharge of your batteries, press the "STORE/USE" switch to the "STORE" position momentarily. Repeat this step for the second "STORE/USE" switch, if your unit is so equipped. If no external power (shore power or generator) is applied to the system, the indicator light(s) should be extinguished.

EXTENDED PLUG-IN (A week or more) If you plan to leave your RV plugged into 120 Vac at your home or campsite, it is advisable to disconnect your batteries according to the procedures described under the "TO STORE RV". This procedure prevents overcharging to the batteries.

NOTE: If you are plugged into any 120 Vac source, the "IN USE" indicator light may remain lighted.

INITIAL INSTALLATION It is suggested that all wires from the monitor panel be inserted or attached to the relay(s) prior to final relay installation.

FOR MOTORIZED RV's When equipped with dual Battery Disconnect controls, an interlocking feature presents disconnection of the CHASSIS battery while the ignition switch is on. To disconnect CHASSIS Battery, be sure the ignition switch is off. The CHASSIS battery can, however, be connected with the ignition switch on.

Intellitec

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TO WORK ON 12 VOLT SYSTEM Disconnect battery(s) as described in “TO STORE RV” above to prevent accidental shorts or fire hazard when servicing the 12 Volt system.

Troubleshooting

SYMPTOM	CAUSE/REMEDY
Pressing “USE/STORE” switch will not connect the battery.	Battery may be fully discharged. Recharge battery or “jump” with direct connections. Check fuses on LATCHING RELAYS and replace if blown with same type and rating (5 Amp).
12 Volt RV power operates normally, but indicator lights/voltmeter will not illuminate.	Check fuses on LATCHING RELAYS and replace if blown with same type and rating (5 Amp).
Battery switched to “STORE” position, but indicator light remains on.	RV is plugged into 120 Vac shore power or operating on Gen-set.
Gen-set will not crank.	Check that COACH battery is switched to “USE”.
RV engine will not crank or chassis accessories will not operate.	Check that CHASSIS battery is switched to “USE”.

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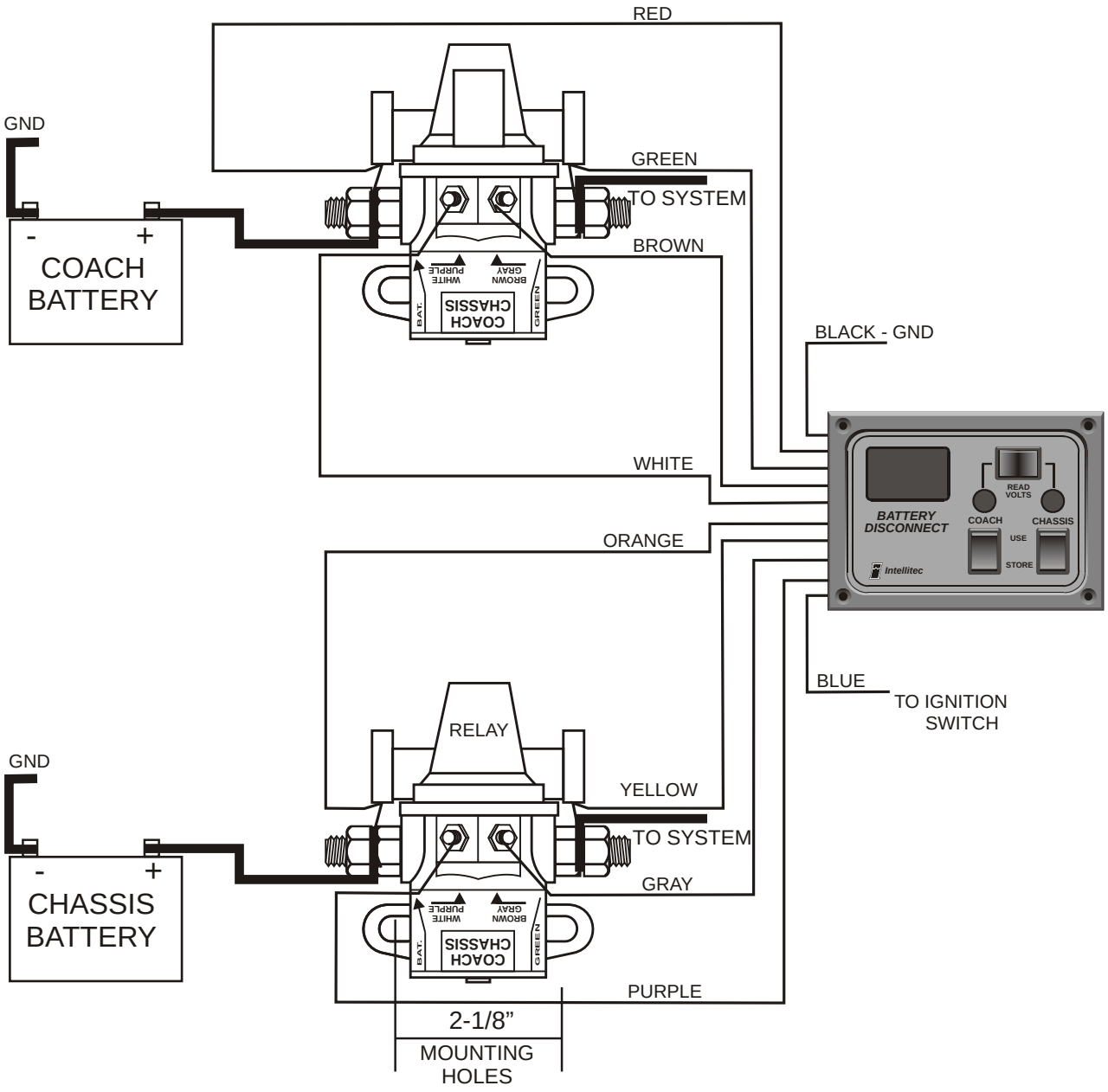
SUGGESTED WIRING DIAGRAM FOR BD2 & BD3

(FOR BD AND BD1 - USE COACH WIRING ONLY)



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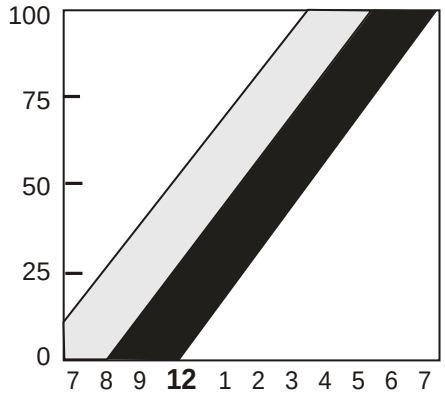
If your Battery Disconnect is equipped with a Voltmeter you can determine the state of charge of your battery(s).

How to use the voltmeter-

The voltage on the battery is a reliable indication of the amount of charge in the battery when the battery is "at rest". The best time to read the voltage is when the battery has not been charged or discharged for several hours. The reason for this is to allow the internal chemistry of the battery to stabilize.

If the battery has just been charged, it should be loaded to remove the "surface charge' from the plates which would give a higher than normal reading. This can be done for the coach battery by turning on some lights in the coach for a few minutes or for the chassis battery by turning on the headlights for a few minutes. After any loading, disconnect the battery with the "STORE/USE" switch and allow at least ten minutes for the voltage to stabilize. Then reconnect the battery with the "USE/STORE" switch, press the VOLTAGE CHECK switch and read the amount of charge from the chart below.



VOLTS - DC

(Battery temperature 60 - 1000F)

A charge of 50% means that a new battery could deliver one half of its rated amp-hour capacity. Since a battery loses its ability to store charge as it ages, a two year old battery at 50% charge would not provide as much service as a new battery of the same amp-hour rating would at 50% charge.

Some points to remember:

Batteries should be stored at least 75% charged.

A fully discharged battery can freeze at 15 degrees F.

See your RV owners manual for battery service and charging information.

A properly operating charging system should read between 14 and 15 Volts when charging. When the RV is plugged into 120 Vac (or the gen-set is running) and the COACH battery is in the "USE" position, it is being charged. When the RV engine is running the CHASSIS battery is being charged.

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