

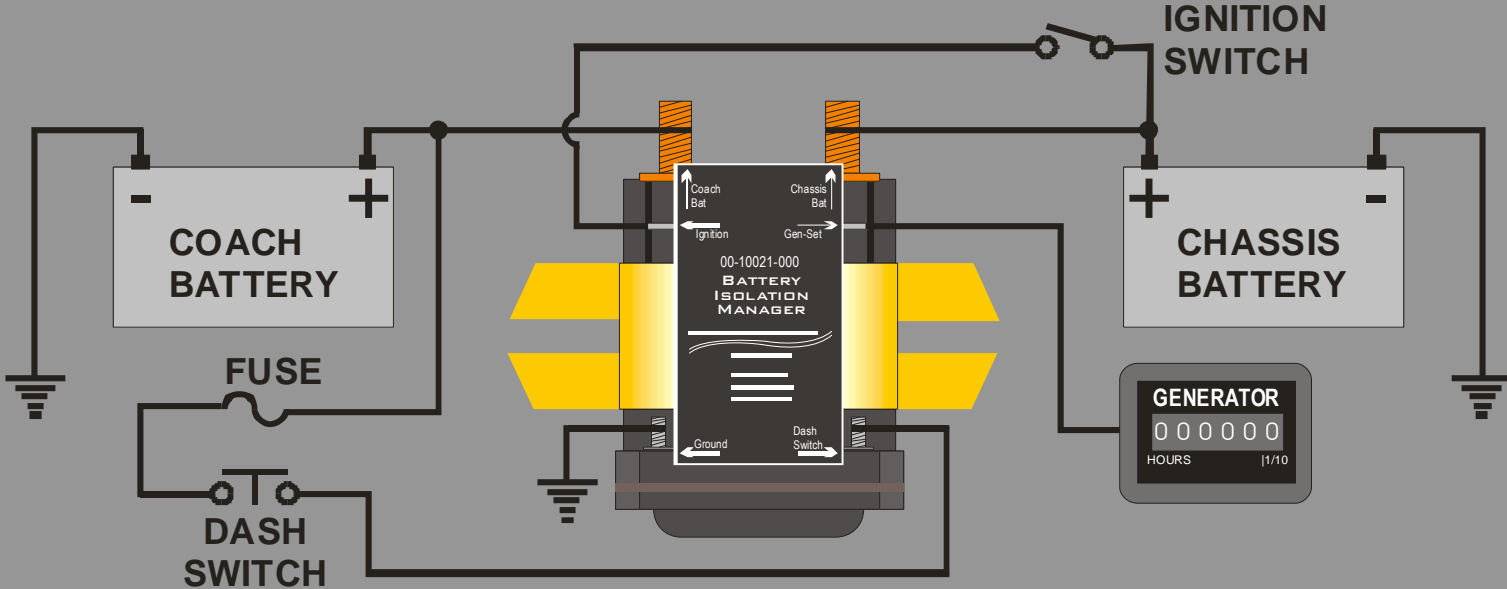
# Battery Isolation Manager

## Key Features:

1. Integral to Isolator Relay
  - a. 160 & 225amp continuous models
  - b. Waterproof  
IEC 60529, IP66 IP67,  
ASTM B 117 96 Hours Salt Spray
  - c. Approved for Battery Compartments
2. Microprocessor based
  - a. Monitors battery state over longer periods of time
  - b. Not just simply voltage dependent
3. Charges
  - a. Coach Battery from Alternator
  - b. Chassis Battery from Coach Charger
4. Isolates Batteries to prevent discharging or overcharging of Batteries
5. Prevents
  - a. Equalization cycles from Damaging Chassis Battery
  - b. Annoying clicking of Isolator Relay
  - c. Overcharging of Coach Battery during long drives
  - d. Overcharging of Chassis Battery
  - e. Generator/Charger & Alternator Interference
6. Provides Emergency Start with Dash Switch
7. Runs Cooler using Less Power
  - a. 100°F cooler than competition
  - b. Uses only 4Watts of power versus 25W



# Battery Isolation Manager



Generator Signal connection is optional.  
Only required on older style Battery Chargers whose voltage is higher than Alternator Voltage.

## Battery Isolation Manager

- Trouble Shooting of Battery Isolation Manager is complicated. It is much easier to check the proper operation.

### Operational Testing:

- Press Dash Switch. Relay should audibly click and Voltage from Chassis Terminal to Coach Terminal should be  $<0.2V$ .  
If Not, Check for 12V power from Dash Switch to Ground Terminal directly on Relay.  
(Do not use a Chassis Ground)  
If 12V present and Relay does not click or bring Chassis and Coach Battery Voltage close, replace Relay.
- Release Dash Switch  
Start Engine  
& Turn on Coach Lights  
Wait between 20 seconds and 2 minutes and Relay should click.  
Voltage from Dash Switch Terminal to Ground Terminal should be between 3.5Vdc to 6.0Vdc.  
If not check that Chassis Terminal  $>13.3Vdc$ , Coach Terminal  $<12.6Vdc$ , Ignition Terminal  $>12Vdc$ .  
(Check that Chassis and Coach Battery connections are not reversed)
- Turn off Engine  
Plug in Shore Power &  
Turn on Battery Charger  
Turn on Head Lights  
Wait up to 10 minutes and Relay should click.  
Voltage from Dash Switch Terminal to Ground Terminal should be between 3.5Vdc to 6.0Vdc.  
If not check that Coach Terminal  $> 13.3Vdc$ , Chassis Terminal  $<12.6Vdc$ , Ignition Terminal  $<2Vdc$ .