

Engine



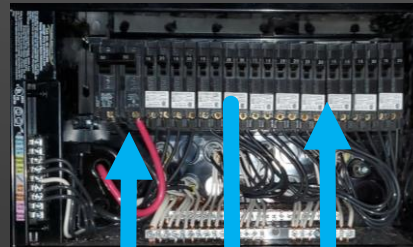
Diesel Generator



Shore Cord

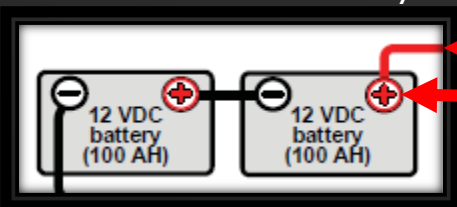


Breaker Box



Blue lines: 240V/120V
circuits
Red Lines: 12v Battery
Cabling

Chassis/Battery



Transfer Switch



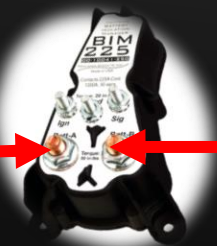
Inverter/
Charger



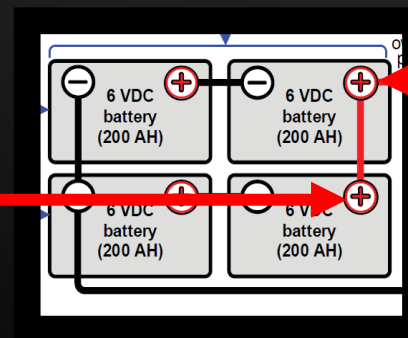
120V POWER TO
BREAKER BOX

30A 120V POWER TO INVERTER

Battery Isolation
Manager (BIM)



House/Battery
(Bank size varies)

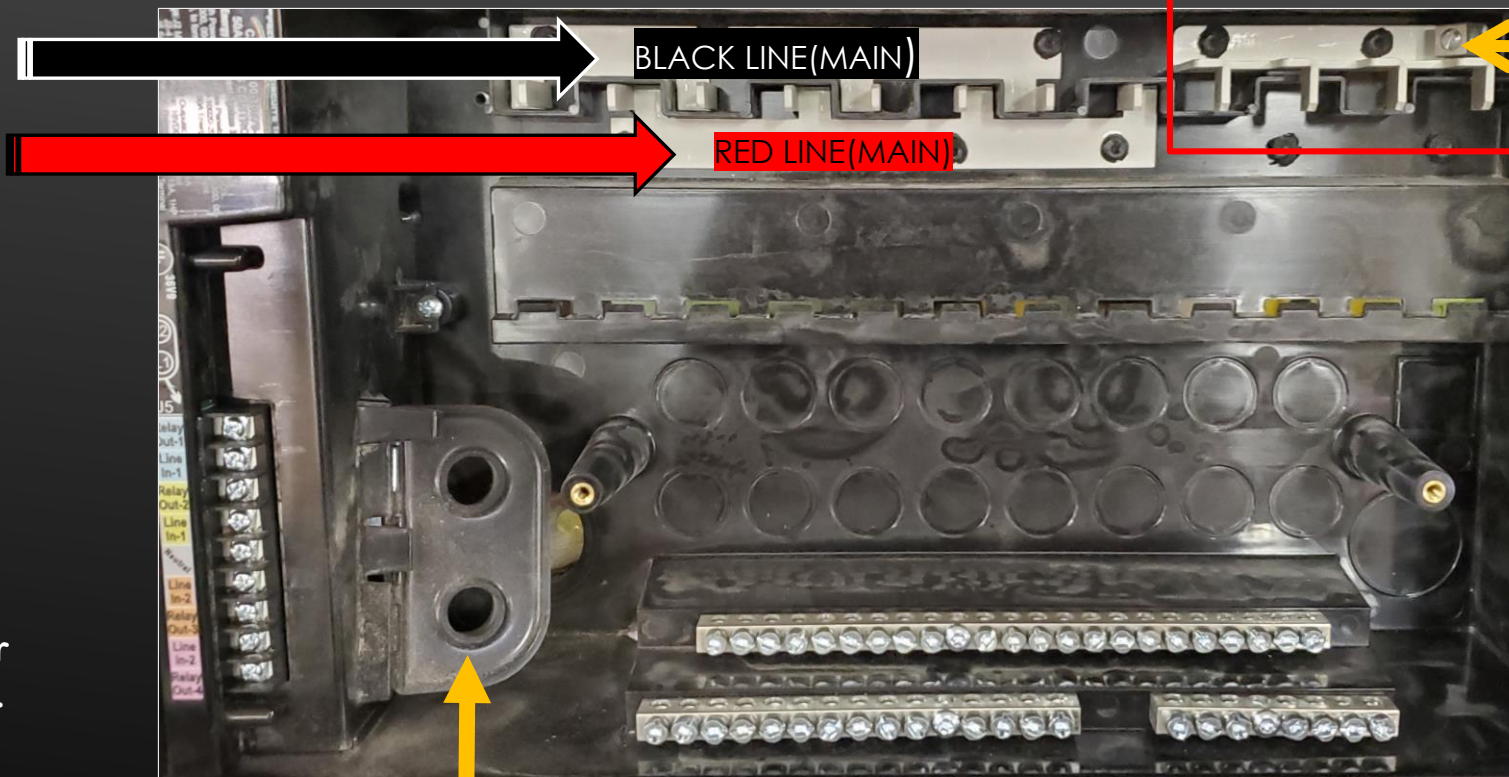


BASIC COMPONENT INFORMATION

BREAKER BOX DETAILS

BREAKER BOX
HAS A SPLIT BUS
1ST BUS IS
POWERED BY THE
BLACK WIRE
2ND BUS IS
POWERED BY THE
RED WIRE

* If either 1 of the
wires coming in to
the box are not
supplying voltage
you can see that
every other breaker
will not have power.



THESE ARE THE
TABS FOR
THE INVERTER
BREAKERS

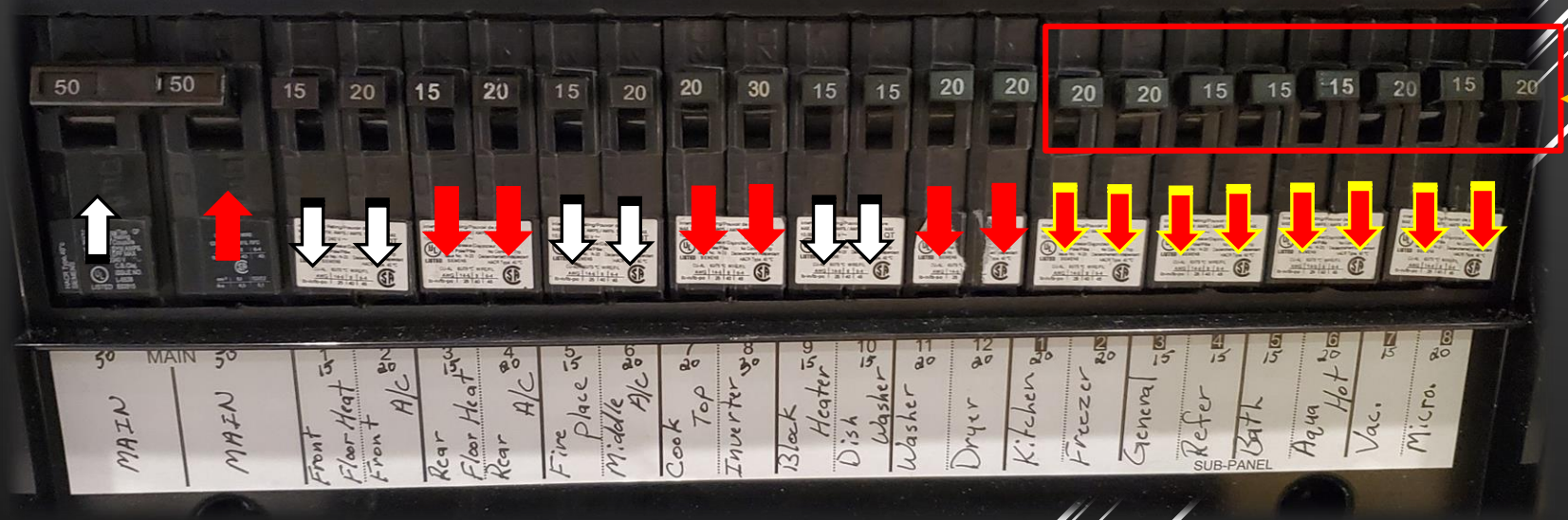
120V POWER WIRE
FROM INVERTER

THE 2 MAIN 6GA POWER WIRES PASS THROUGH THIS
TO MEASURE THE LINE LOADS (AMPS) AND THEY ARE
DISPLAYED ON THE INTERIOR PANEL. THIS IS HOW THE
SYSTEM DETERMINES WHICH LOADS TO SHED WHEN
EITHER LEG IS OVERLOADED

BASIC COMPONENT INFORMATION

SPLIT BUS/BREAKER DISTRIBUTION

Example of Breaker Box- May not reflect your circuits or layout that is in your unit.



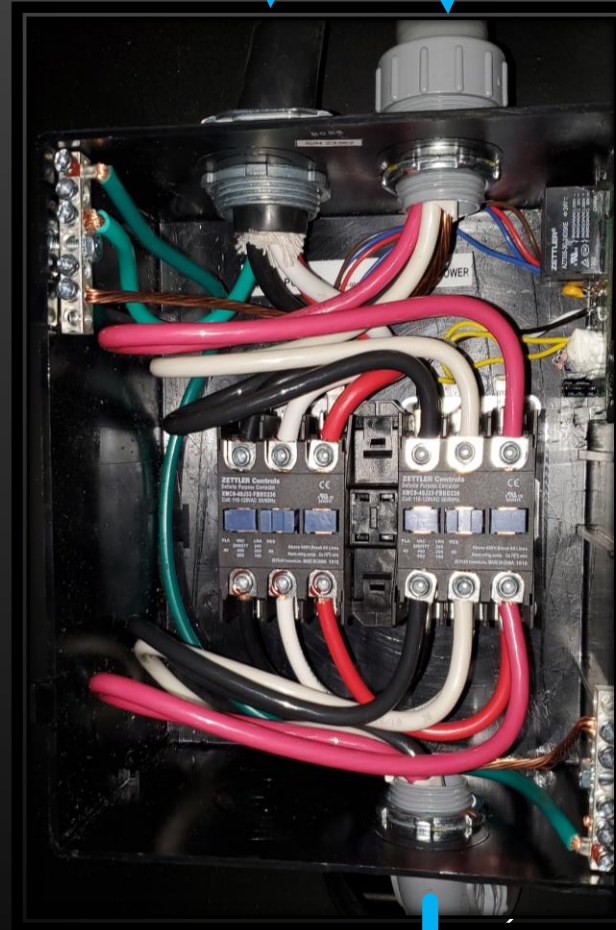
THESE 8 BREAKERS CAN BE TURNED ON WITH THE INVERTER USUALLY USED ONLY WHEN GENERATOR OR SHORE POWER IS NOT AVAILABLE.

Breaker box
Located Master bed base

BASIC COMPONENT INFORMATION

POWER SOURCES

Shore Cord



Diesel Generator

If generator is running and shore cord plugged in: Generator takes priority.

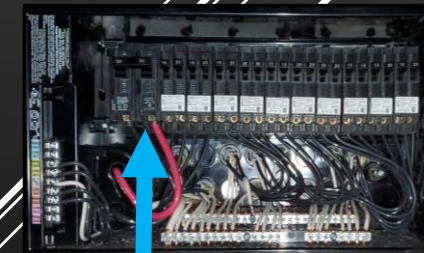
- GENERATOR HAS A DELAY BEFORE TRANSFERRING POWER TO ALLOW GENERATOR TO REACH AND MAINTAIN A VOLTAGE ABOVE 90V.

If your experiencing 120v power issues and know how to use a multi meter, this is a good source to take a few readings to make sure power is getting where it supposed to.

Transfer Switch

Shown W/Cover Removed

Located in power cord compartment.



Breaker Box

THERE IS A BREAKER LOCATED ON THE GENERATOR.
***GOOD PLACE TO LOOK IF THERE IS NO POWER FROM GENERATOR**

BASIC COMPONENT INFORMATION INVERTER/CHARGER



120V WIRING BEHIND
THIS ACCESS PANEL

THERE IS A 25A
BREAKER LOCATED ON
SIDE OF INVERTER*
GOOD PLACE TO
LOOK IF THERE IS NO
POWER TO THE
INVERTER CIRCUITS

ON/OFF PUSH BUTTON
SWITCH

- ON/OFF SWITCH IS
WHERE WE RESET THE
INVERTER IF BATTERIES
ARE DRAINED OR
COMMUNICATION IS
LOST.

GREEN LED LIGHT

OFF = INVERTER IS OFF

SLOW FLASH (BLINKS ON 4-SEC THEN OFF 4-SEC) = FLOAT CHARGE/STANDBY

MEDIUM FLASH (BLINKS ON EVERY 2-SEC) = INVERTER IS INVERTING 120V PWR

FAST FLASH (BLINKS ON EVERY 1-SEC) = SEARCHING OR AC PASSTHROUGH

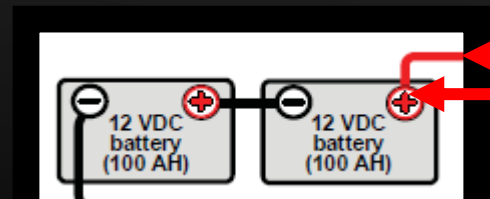
ON/SOLID=BULK CHARGING & INVERTER STANDBY

The BIM monitors the battery voltage of both the chassis and coach batteries over long periods of time. If it senses a charging voltage, it connects the two batteries together. If the charging system is drastically overburdened, the batteries will be isolated, however, if the BIM sees a long term charging of both batteries it will allow the batteries to remain connected and allow the charging system to do its job.

Once the batteries have charged for one hour, the BIM will isolate the batteries to prevent overcharging, and will only reconnect the batteries for charging if one of the batteries drops to approximately 80% charge, and the other is being charged.



Engine



Chassis Battery Bank

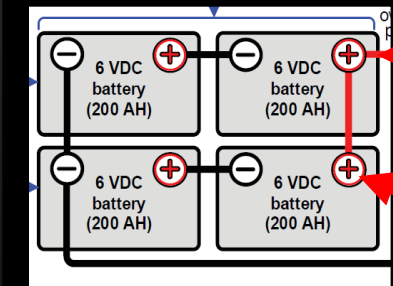


Battery Isolation Manager (BIM)

Inverter/Charger



House/Battery (Bank size varies)



Battery Isolation Mgr. Located on Backwall of Battery Compartment