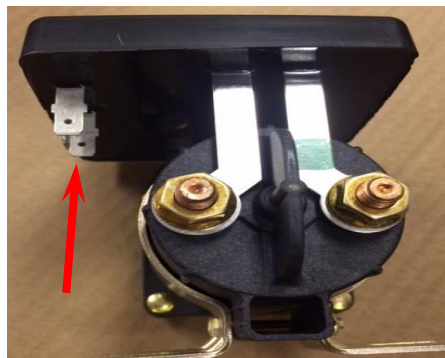
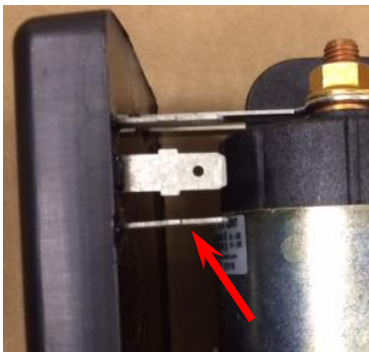


In the April edition of “Tech Tips”, we will cover an item that often gets ignored – the **BATTERY SEPARATOR**. The separator does exactly what its name says, it separates (OR CONNECTS) the battery (banks). It connects at 13.2 volts, & disconnects at 12.8 volts.

LACK OF PREVENTATIVE MAINTENANCE CAUSUS SEPARATORS TO FAIL PREMATURELY. Keep connections **tight & clean**. There are 3 connection points on a battery separator, as seen below; two for cables, and one for a 14 ga wire with a spade terminal. The striped green side goes to the green connector, & on to the truck battery bank. The other to both the Idle Free Batteries, & the 250 fuse directly above the separator. The 14 ga wire goes to the negative of the APU battery bank. **The 14-gauge wire connection point is critical and can halt charging if not cared for. It completes the circuit & lets the control circuitry know the voltage of both battery banks. Without it, nothing happens...**



Another common misunderstanding is that just because you hear the separator ‘click’ does not mean current is flowing through it. From use, over-use, or age, the contacts may be so pitted that they no longer allow current to flow through them.

A separator should cycle 5-6 times/day. If a truck has an electrical problem in its charging circuit, that separator may closed & re-open dozens of times in a day. This can put **MANY more** days use on the separator in a single day, & cause premature failure. Over-use is the leading cause of a separator failing prematurely.

SO HOW DO YOU KNOW IF A SEPARATOR IS WORKING? Measure the voltage on both studs of the separator (USE THE SEPARATOR GROUND SPADE AS A GROUND. ZERO VOLTS ON BOTH POST = BAD GROUND (14 ga wire). Fix the ground if necessary, & recheck. Remember those values, & plug the truck into Shore Power. At ~13.2 volts, separator should click, & higher voltage should be seen on both posts. If not, the separator is defective.

REMEMBER, as always, Tech Support is just a phone call away.

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