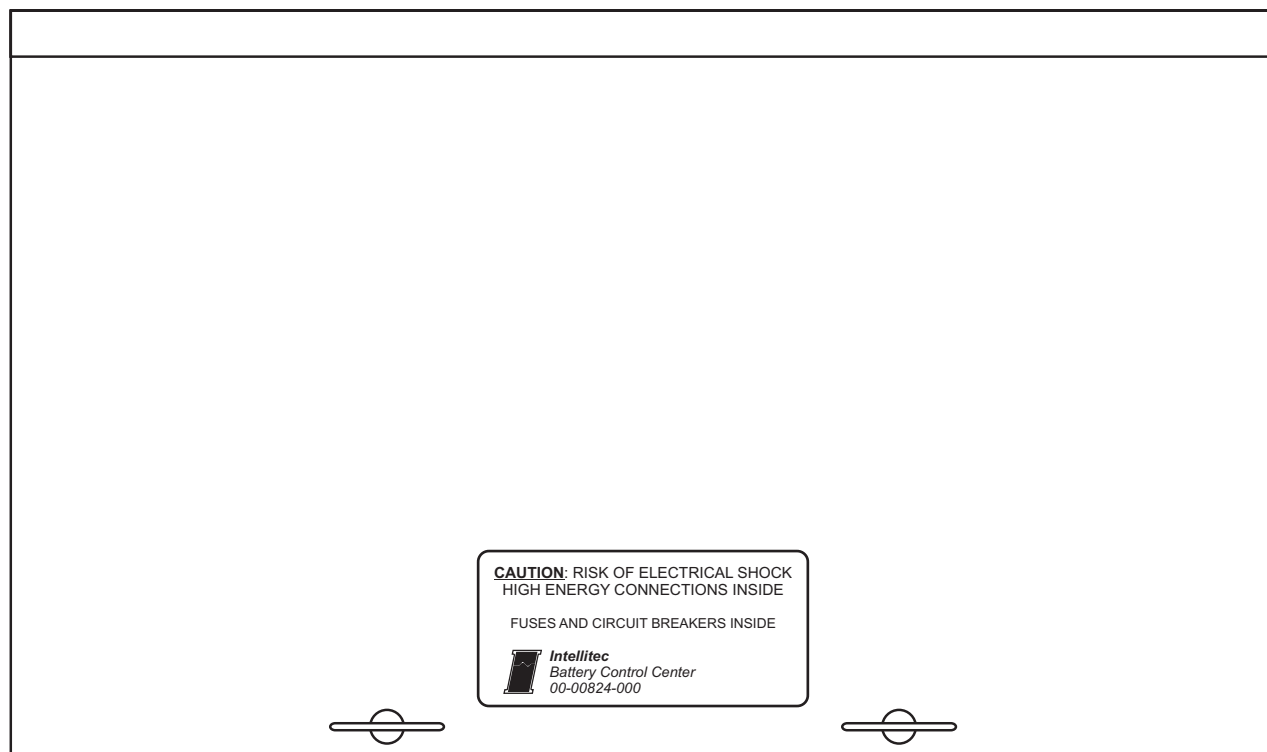


MONACO - SIGNATURE REAR BCC

SERVICE MANUAL



CAUTION:

The Battery Control Center is a centralized power switching, fusing, and distribution center. Power from both the chassis and coach batteries is fed into the box. The full power of these batteries is available within this box. Inadvertent shorts inside this box could result in severe damage and/or injury.

All servicing within this box should be done only by a qualified Service Technician.

The Battery Control Center is a centralized battery power switching and distribution point. It includes a number of modules, each with fuses and some control, along with box-mounted relays and circuit breakers. The fuses and relays on the modules all have LED indicators to help troubleshoot any problems that might occur. Each module-mounted relay has LEDs to indicate power to the relay, power from the relay and power to the relay coil. These LEDs aid in troubleshooting.

The LEDs will only work when the ignition is turned on.

Each module is described on the following pages.

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BCC/BIRD Module

The BCC/BIRD module performs a number of battery control functions.

Battery Disconnect

The module operates with 2 latching relays to disconnect the coach battery for storage. At the first press of the "disconnect" button, the relays disconnect. With the next press, the relays connect the batteries. There are two LEDs that indicate the state of the disconnect relays; one of these should be on at a time. There is an LED indicator on the module that lights when the button is pressed. There is also a button on the module that can be used as the button in the coach.

Isolator Function

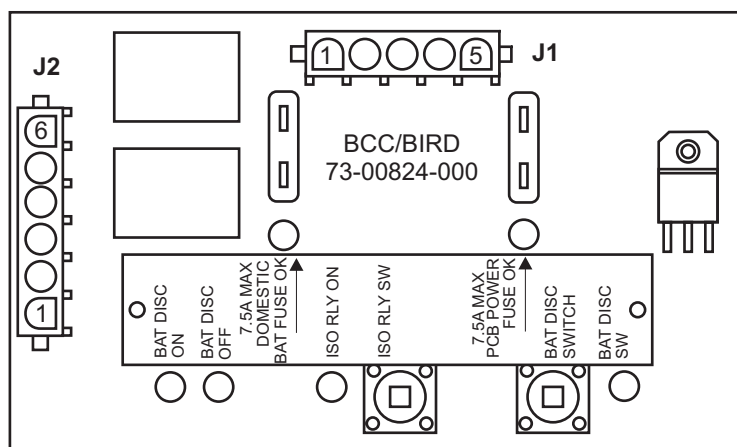
The isolator function of the module senses when either battery is being charged. After a period of about 30 seconds, the module activates the isolator relay in the box, connecting the batteries together so both are charged. An LED on the module indicates when the relay is "on". There is also a button on the module that will momentarily close the isolator relay to provide both an auxiliary start and to test the relay.

Fuses

There are two fuses on the module, each with their own LED indicator. One of these fuses provides power for the module and the isolator function. *If this fuse is defective, the LED will be out and the module will not function.* The other fuse provides power for the battery disconnect relays.

CONNECTIONS

J1 - 1	Ground	J2 - 1	Isolator Relay Coil
J1 - 2	Domestic Battery	J2 - 2	Isolator Relay Coil
J1 - 3	Ignition Signal In	J2 - 3	BD Relay 1 "I"
J1 - 4	From Bat Boost Switch	J2 - 4	BD Relay 2 "I"
J1 - 5	From Bat Disconnect Sw	J2 - 5	BD Relay 1 "S"
		J2 - 6	BD Relay 2 "S"



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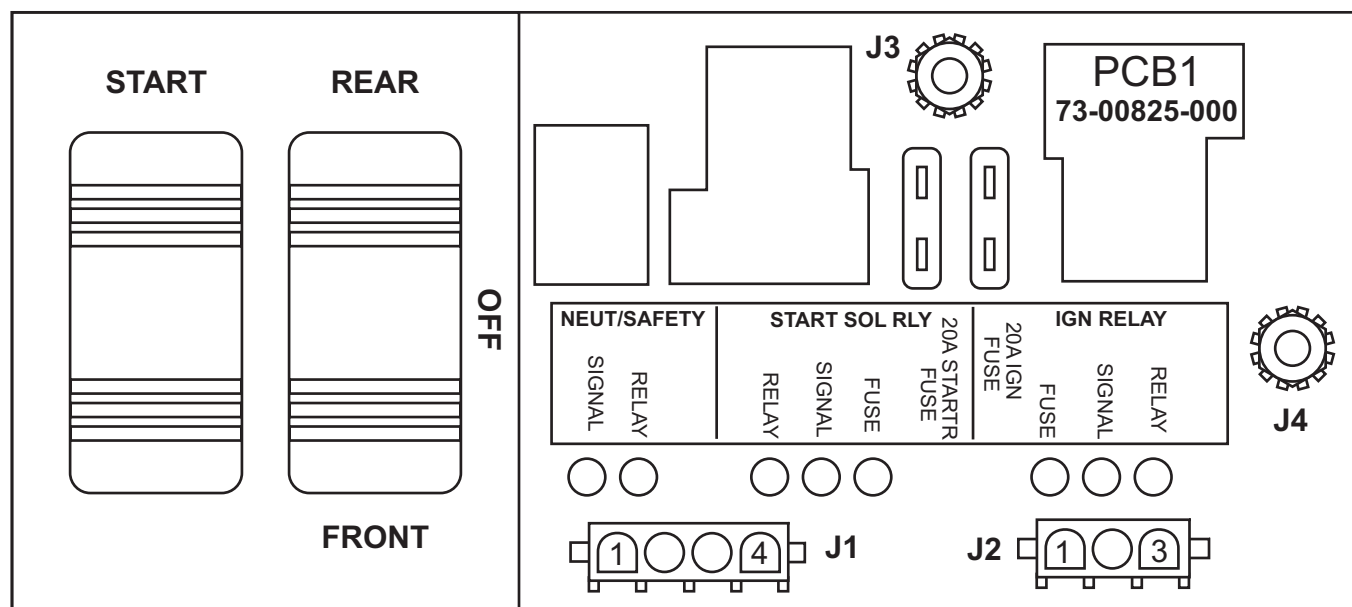
PCB1 module performs the control of the engine starting and running. It includes relays to provide power that is switched by the ignition, a neutral/safety interlock relay and a relay to drive the starter relay on the engine. It also includes the driver for the LED indicators on all the modules to turn them on only when the ignition is on. There are two rocker switches on this module that allows starting of the engine from this module. One of the switches selects the dash-mounted ignition switch, or the rear-mounted switch, and the other acts as a starter switch.

Engine Starting

A signal from the dash-mounted ignition switch is sent to the module where it goes through the neutral/safety relay and then drives a relay to operate the starter relay.

CONNECTIONS

- | | | | |
|--------|----------------------------------|----|-----------------------------------|
| J1 - 1 | Test Signal (ground ed with ign) | J3 | From switched chassis battery |
| J1 - 2 | Ignition | J4 | Ignition switched chassis battery |
| J1 - 3 | Ground | | |
| J2 - 1 | From Ign switch | | |
| J2 - 2 | From Solenoid in Front Run Box | | |
| J2 - 3 | From Leveler safety terminal | | |
| J2 - 4 | To Starter | | |



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PCB 2 module controls the hydra fan, disables the slide out, docking lights, and brake lights.

Hydra Fan

Ignition switched power is brought into the module and applied to the hydra fan relay. The signal for the coil comes from the thermostat to turn the fan on and off to keep the engine cool.

Slide-Out Disable

Power for the control of the slide-out is brought into the module through the 7.5 amp fuse and applied to the relay. The coil is powered by ignition voltage to open the relay contacts when the ignition is on.

Docking lights

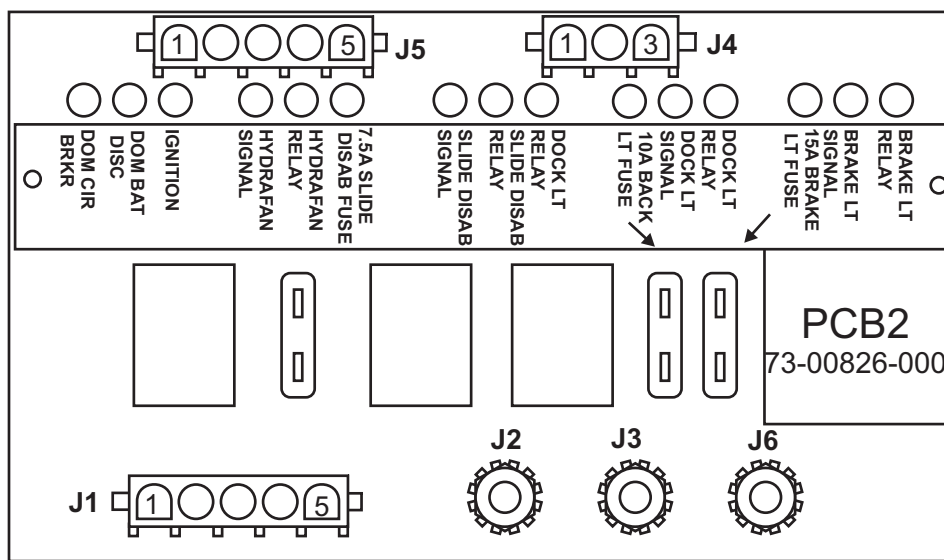
Power for the docking lights comes from the chassis battery through the docking light fuse and applied to the docking light relay. The coil of the relay gets powered from the switch at the dash.

Brake Lights

Power for the brake lights comes from the chassis battery through the brake light fuse and applied to the brake light relay. The coil of the relay gets powered from the switch of the brake system.

CONNECTIONS

J1 - 1	Test LED input	J4 - 1	To Docking lights
J1 - 2	Power from domestic circuit breaker block	J4 - 2	To rear Docking lights
J1 - 3	Ignition input	J4 - 3	To Brake light relay coil
J1 - 4	From domestic battery disconnect	J5 - 1	From radiator thermostat
J1 - 5	Ground	J5 - 2	To hydra fan
J2	To backing lights	J5 - 3	From radiator thermostat
J3	From Chassis battery switch	J5 - 4	Power to bedroom slide-out switch
		J5 - 5	To slide-out switch
		J6	To Brake lights



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PCB3 module controls the AC clutch, fuel filter and the alternator failure warning.

AC Clutch

Power is brought in to the module from the chassis battery and applied to the AC clutch relay through the 20 amp AC clutch fuse. The coil signal comes in to the coil from the dash.

Fuel Filter

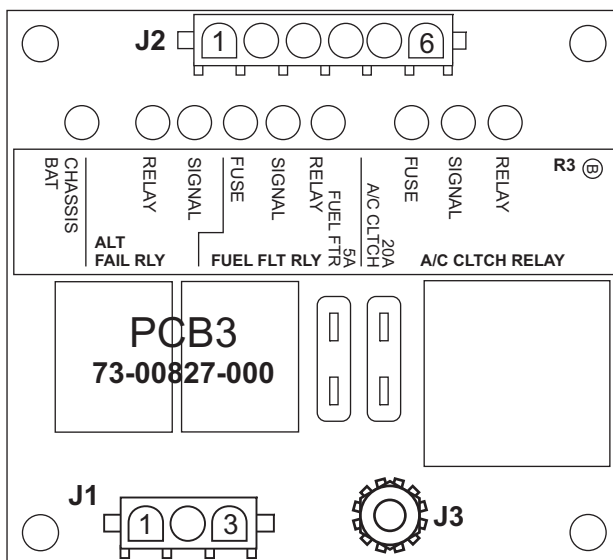
Power is brought in to the module from the chassis battery through the fuel filter fuse and applied to the relay. Power for the relay coil comes from the ignition. All the LEDs should be on when the ignition is on.

Alternator Failure

The signal for relay coil is brought into the module from the voltage regulator. The LEDs should all be on when the ignition is on and the alternator is working.

CONNECTIONS

- | | | | |
|--------|------------------------------|----|-----------------------------|
| J1 - 1 | Ignition | J3 | From Chassis battery switch |
| J1 - 2 | LED test input | | |
| J1 - 3 | Ground | | |
| J2 - 1 | From Alt regulator | | |
| J2 - 2 | To Alt failure relay coil | | |
| J2 - 3 | To Alt failure relay coil | | |
| J2 - 4 | Power to fuel filter control | | |
| J2 - 5 | Into AC clutch relay coil | | |
| J2 - 6 | To AC clutch | | |



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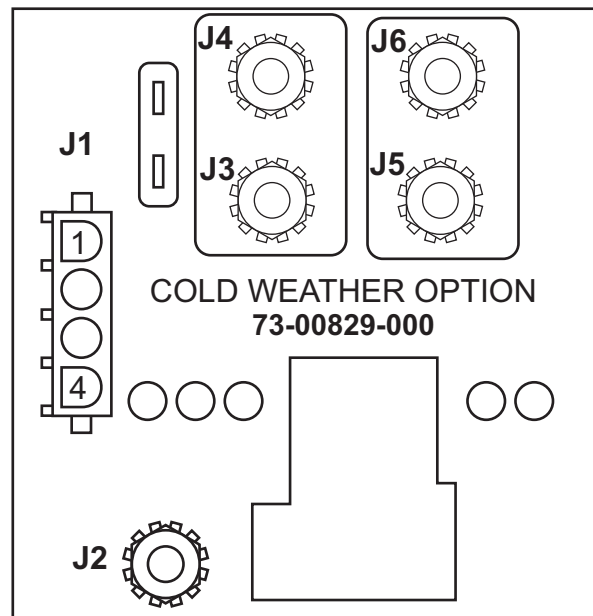
SERVICE MANUAL

Cold Weather Option Module

The Cold Weather Option module controls the heaters on the water storage tanks to prevent them from freezing in cold weather.

CONNECTIONS

- | | |
|---------------------------------------|----------------------------|
| J1 - 1 To light in tank heater switch | J3 - |
| J1 - 2 To tank heater switch | J4 - From Domestic battery |
| J1 - 3 LED test input | |
| J1 - 4 Ground | |
| J2 - To tank heater mat stud | |



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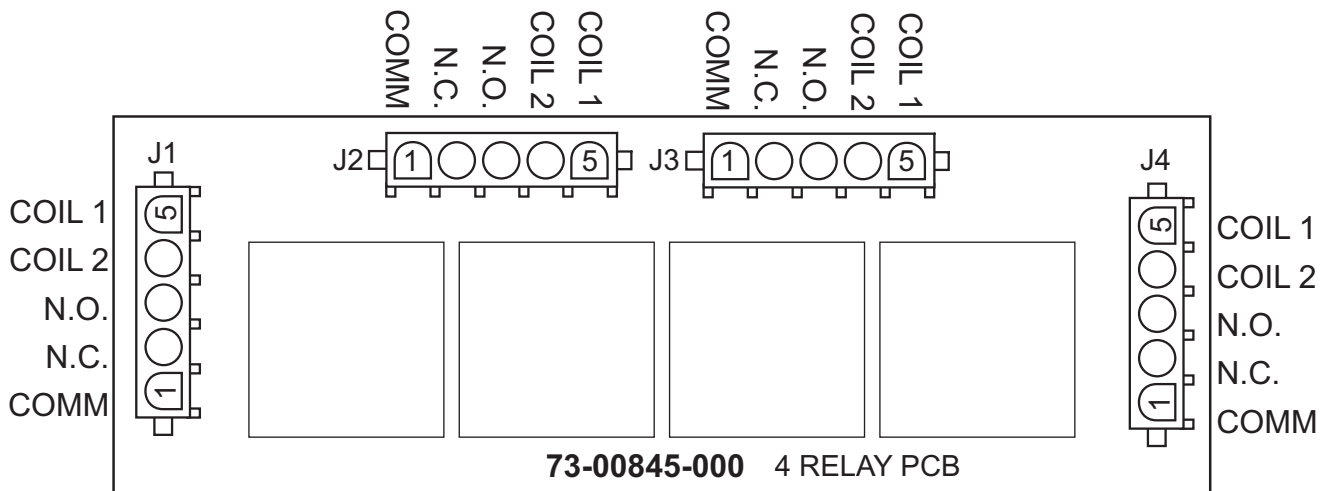
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Accessory Relay Module

The optional Accessory Relay Module consists of four SPDT relays each pinned out to a separate 5-pin plug. These relays may be used for switching various options as necessary.

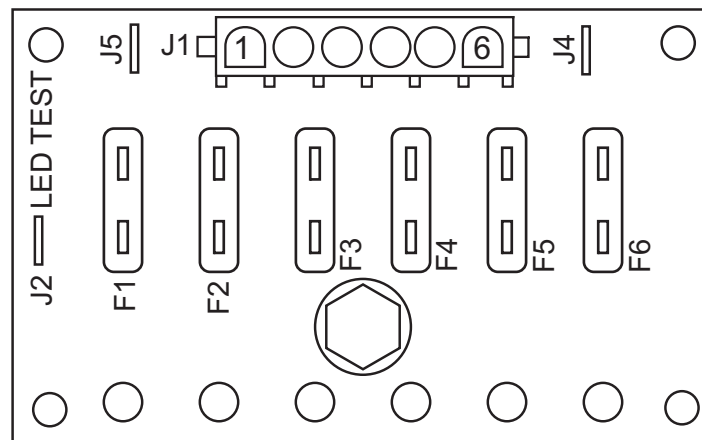


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SERVICE MANUAL

Fuse Module

The fuse module provides fusing of up to 6 circuits. Multiple modules are used in the control center, depending on how many circuits are needed. Each fuse on the module has an LED associated with it that turns ON when the board has power applied and ignition is ON. *If a fuse is blown, the LED will not illuminate.*



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