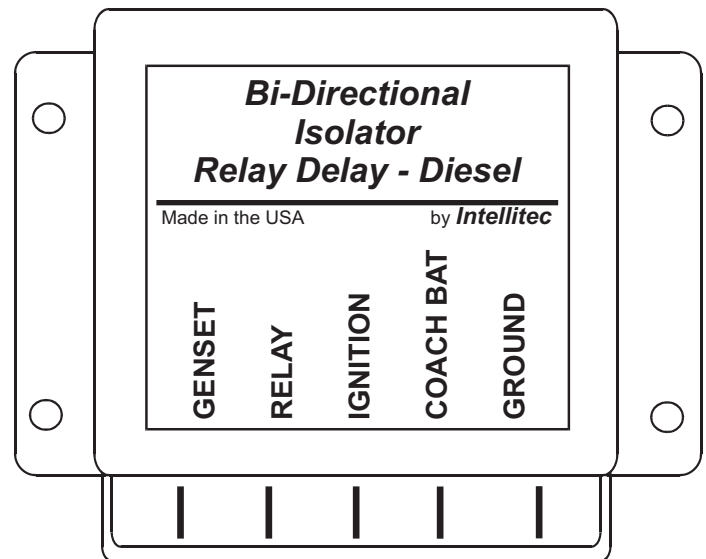


Bi-Directional Isolator Relay Delay-Diesel

Intellitec's **Bi-Directional Isolator Relay Delay-Diesel™** offers a new approach to charging batteries in an vehicle which uses a diesel engine with up to a 200 Amp alternator. Adding a small dash-mounted switch will allow emergency starts of diesel engines, requiring up to 800 Amps of starter current. Unlike prior systems that only allowed charging the auxiliary battery from the engine's alternator, the **Bi-Directional Isolator Relay Delay-Diesel™** charges *both* batteries when *either* one is being charged. When the vehicle is being driven, both batteries will be charged from the engine's alternator. When the vehicle is plugged into shore power, both batteries will be charged from the converter or battery charger. If neither battery is being charged, the batteries are fully isolated. The controller also senses heavy loads on either battery to prevent the wrong battery from being inadvertently discharged.



P/N 00-00366-000

The unit is housed in a plastic enclosure for mounting in an engine compartment. To connect the two batteries together under proper conditions, it operates in combination with an intermittent duty solenoid, similar to ones used as diesel starter solenoids. In order to use this type solenoid for continuous duty, the controller will engage it with full voltage and then reduce the coil voltage to approximately 4 volts to hold it in.

The controller operates by sensing the voltages on both batteries. When either battery is being charged, the controller will close the isolator solenoid, connecting the two batteries together, charging them both. Anytime either battery voltage goes above 13.1 volts for approximately 5 seconds, the solenoid closes. (Normal charging voltages are from approximately 13.8 to 14.4 volts.)

After the solenoid has been closed, the system continues to sense the voltage. If the ignition switch is off and the battery voltage drops below 12.6 volts for approximately 5 seconds, the solenoid is opened to prevent the chassis battery from being discharged by the auxiliary loads. This might occur when the converter is heavily loaded.

If the ignition switch is on, the control allows the voltage to drop below 12.0 volts for approximately 5 seconds, before the solenoid is opened to insure the alternator's full output is available for important chassis functions.

 **Intellitec**
1485 Jacobs Rd.
DeLand, FL 32724
386.738.7307

P/N 53-00366-000 Rev. D 032619

Bi-Directional Isolator Relay Delay-Diesel

How Does It Work?

The Bi-Directional Isolator Relay Delay-Diesel™ constantly senses the voltage on the auxiliary and chassis batteries. If either voltage is above 13.1 volts, which indicates the batteries are being charged, the control closes the isolator relay. This parallels the batteries, charging them both. If the ignition is **off** and the voltage falls below 12.6 volts for approximately five seconds, the relay will open to prevent the auxiliary loads from discharging the chassis battery. When the voltage goes back above 13.1 volts, the relay will close again.

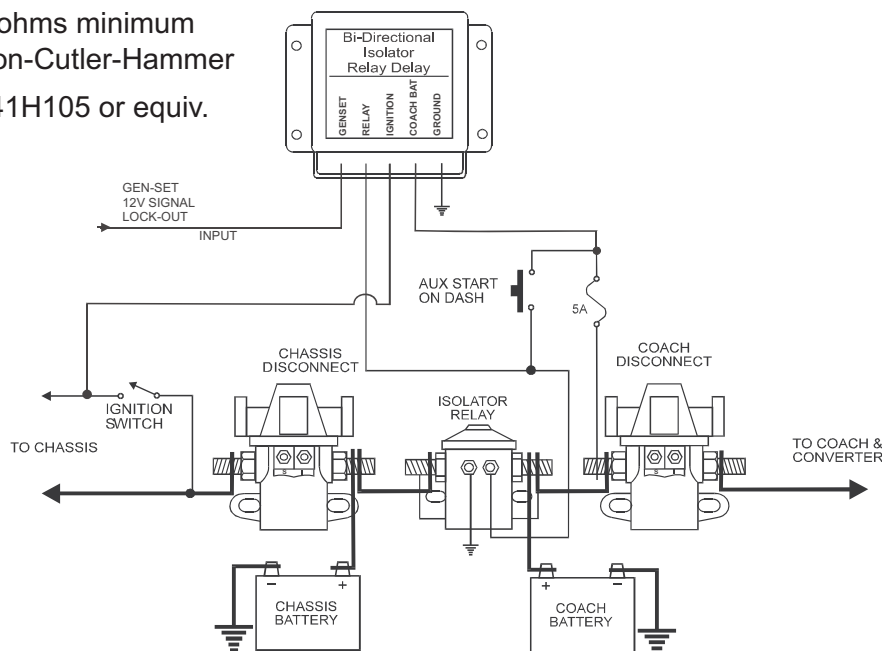
If the ignition is **on** and the voltage falls below 12.0 volts for approximately five seconds, the relay will open to prevent the auxiliary loads from over-loading the alternator and discharging the chassis battery. When the voltage on the chassis goes back above 13.1 volts, the relay will close again. Allowing the batteries to stay connected together to a lower voltage helps charge a heavily discharged auxiliary battery more quickly with the varying output of the alternator.

A lock-out lead is provided to prevent conflicts if both the converter/gen-set and the alternator are trying to charge the batteries at the same time.

Specifications:

Part Number:	00-00366-000
Standby Current:	Less than 2 milliamps
Ambient Temperature Range:	-40C to +85C
Normal Input Voltage Range:	10 to 18 volts
Short Term Over Voltage Protection:	+26 volts
Reverse Voltage Protection:	- 300 volts
Positive Voltage Spike Protection:	+150 volts
Operating Environment:	Out of direct weather
Coil Resistance:	2.2 ohms minimum
Solenoid Type:	Eaton-Cutler-Hammer #6041H105 or equiv.

System Connections:



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