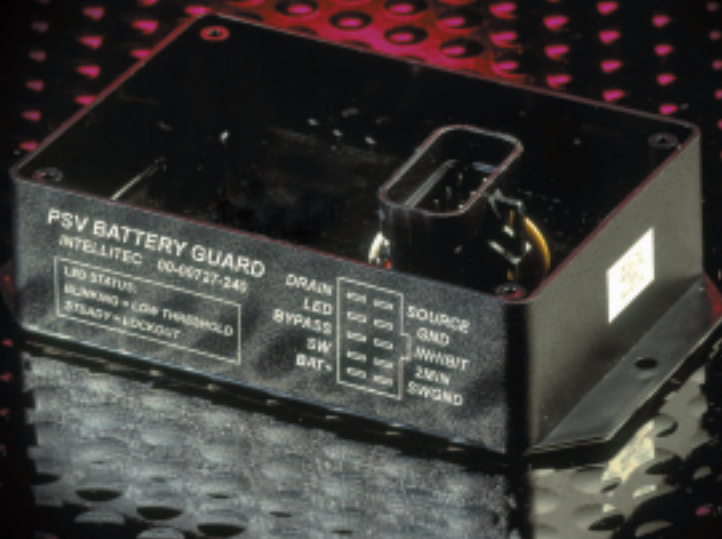




Part No's.

K09 PSV Battery Guard 24V

Key Features

- ① Guarantees starting power
- ① Manual Battery Isolator
- ① Fully waterproof ECU
- ① Delphi Packard Waterproof Connectors
- ① Oil switch/engine run protection
- ① Switches positively or negatively biased isolators
- ① Audible warning/digital speech module 2 minutes prior to auto isolation (optional)
- ① Diagnostic indicator on ECU
- ① Easy installation both OEM and retrospectively
- ① Approved by Volvo and Dennis.

Intellitec's PSV Battery Guard has been specifically engineered for the bus and coach market. Most PSV chassis are fitted with a DC isolator as standard and we utilise the chassis isolator to effect low voltage automatic isolation using the PSV Battery Guard ECU in series with the existing isolator.

The PSV Battery Guard constantly monitors the available battery voltage when the engine is not running, and if the battery voltage drops below 24.1 (12.1v) a voltage sensitive timer in the ECU is triggered.

If the Battery Voltage remains below 24.1v (12.1v) uniformly for 2 minutes, the PSV Battery Guard ECU produces an output that drives the warning buzzer included in the kit, or our own digital speech module which says "Warning Low Battery, Please Start Your Engine".

Should the available battery voltage remain below 24.1v (12.1v) uniformly for 4 minutes' the PSV Battery Guard will switch the chassis isolator off to guarantee starting power.

At this stage there will be no power for ignition, so the driver must press the flashing reset switch and start his engine.

The PSV Battery Guard ECU has a built-in diagnostic feature, in the form of an LED indicator which is included on the module to help diagnose any system problems. This LED will illuminate with the engine running and will flash during countdown, prior to isolation.

What is the real cost of a flat battery?

The answer to this question will certainly vary from operator to operator. Let's look at the potential costs involved in a flat battery "non start"

1. Damage to batteries - 1 deep cycle can reduce the battery's life by as much as 50%
2. Potential damage to voltage sensitive components from a "jump start". Many vehicle manufacturers now state "do not jump start"
3. Stress and strain on alternator/starter motor during low voltage operation
4. Driver and vehicle down time - how much per hour?
5. Late on routes - customer dissatisfaction

Our customers tell us the PSV Battery Guard has proven to pay for itself with just one operation.

FAQ

- Q. Can the PSV Battery Guard isolate whilst the vehicle is moving?
- A. No, the orange cable in the loom is connected to an oil pressure switch or alternator light source which inhibits isolation regardless of the battery voltage.
- Q. How long to install?
- A. Depends on vehicle to vehicle, as a rule of thumb allow two hours for your labour quote.

Technical Information

Specifications

	12 Volt PSV Battery Guard	24 Volt PSV Battery Guard
Nominal Operating Voltage	12.0 volts	24.0 volts
Maximum Current	10 Amps	10 Amps
Minimum Actuation Voltage	9.0 volts	9.0 volts
Maximum Continuous Carry Current	10 Amps	10 Amps
Ambient Temperature Range	-40°F to + 185°F	-40°F to + 185°F
Normal Input Voltage Range	10 - 16 volts DC	20 - 32 volts DC
Standby Current	< than 1 milliamp	< than 1 milliamp
Short Term Over Voltage Protection to:	+ 24 volts	+ 36 volts
Reverse Voltage Protection to:	- 300 volts	- 300 volts
Positive Voltage Spike Protection to:	+ 150 volts	+ 150 volts

NB: 12 volt to special order only

Approved Dealer

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