

## The answer is always "TRUE"

Isolator Trouble shooting guide using hand held volt meter. Print this. Follow the steps and fill in the blanks. Completing all steps and filling in all blanks will allow quick trouble shooting and warranty coverage.

1.		
2.	. If you get no voltage readings then ground point is	bad or connections are bad.
	(If either battery is under 12 vol	ts skip to step 7)
3.	With Volt meter connected to Main side start engine.	
4.	Observe voltage. It should be rising steadily when voltage reaches 13.4 or higher for at least 10 seconds the Isolator interior LED (blue) should illuminate. If voltage level is not rising then you have a charging or connection issue. (Standard charging output should be 14v to 14.4v.)	
5.	With LED illuminated check voltage levels.	
		th volt) and over 13.4v then the isolator is functioning n as 14.2v and 12.2v and the LED is illuminated then the
6.	If LED did not illuminate check voltage with the engine still running.	
	Main Side Voltage A	ux side Voltage
7.	Turn engine off. Disconnect the Aux. side cable from the isolator. Restart engine check voltage.	
	Main Side Voltage A	ux side Voltage
8.	If main side reading is 13.4v or higher for 10 seconds or more Isolator interior LED (blue) should illuminate. If it does not illuminate call for warranty replacement.	
9.	f it illuminates check voltage on both sides:	
	Main Side Voltage A	ux side Voltage
	If both voltage readings are the same (within $1/10^{th}$ volt) and over 13.4v then the isolator is functioning correctly and you have a problem with your secondary battery.	
	If the voltage readings are different such as 14.2v and 12.2v and the LED is illuminated then the isolator is not functioning and you need to call for warranty replacement.	