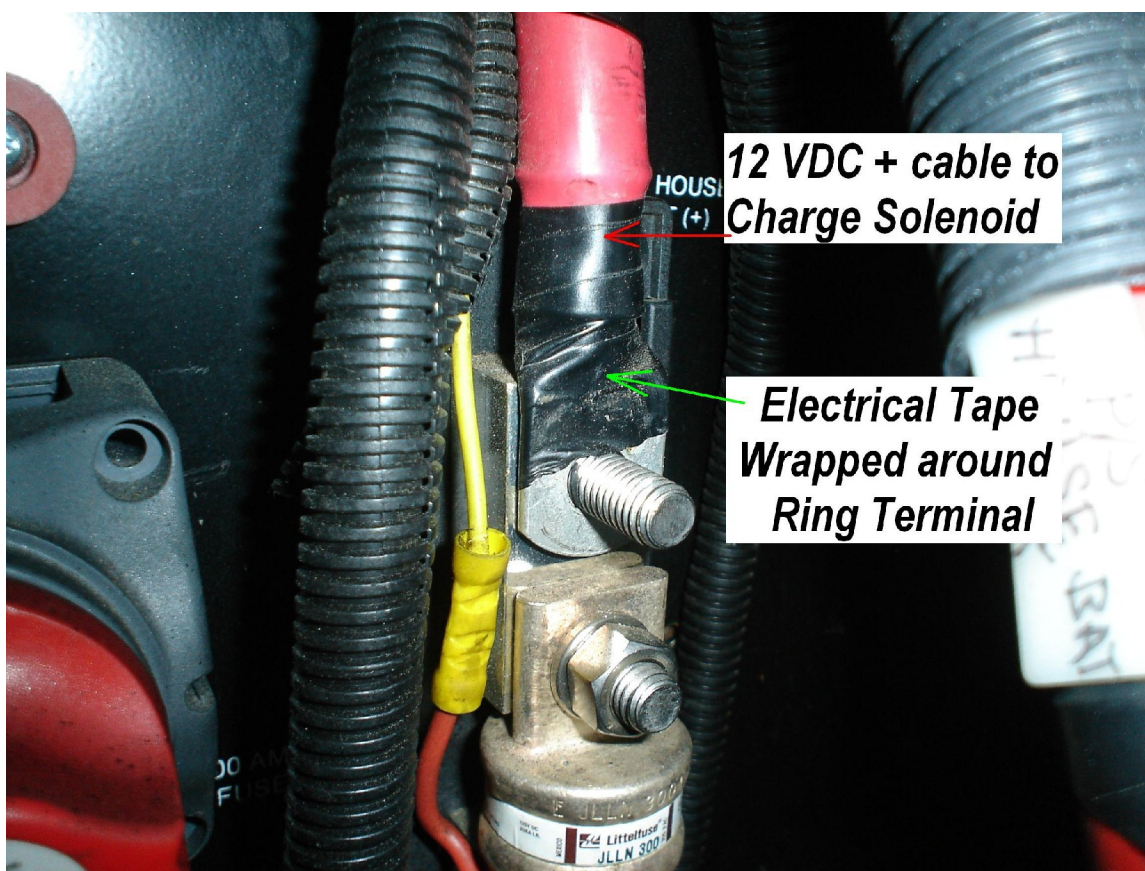




2010 43QGP Allegro Bus

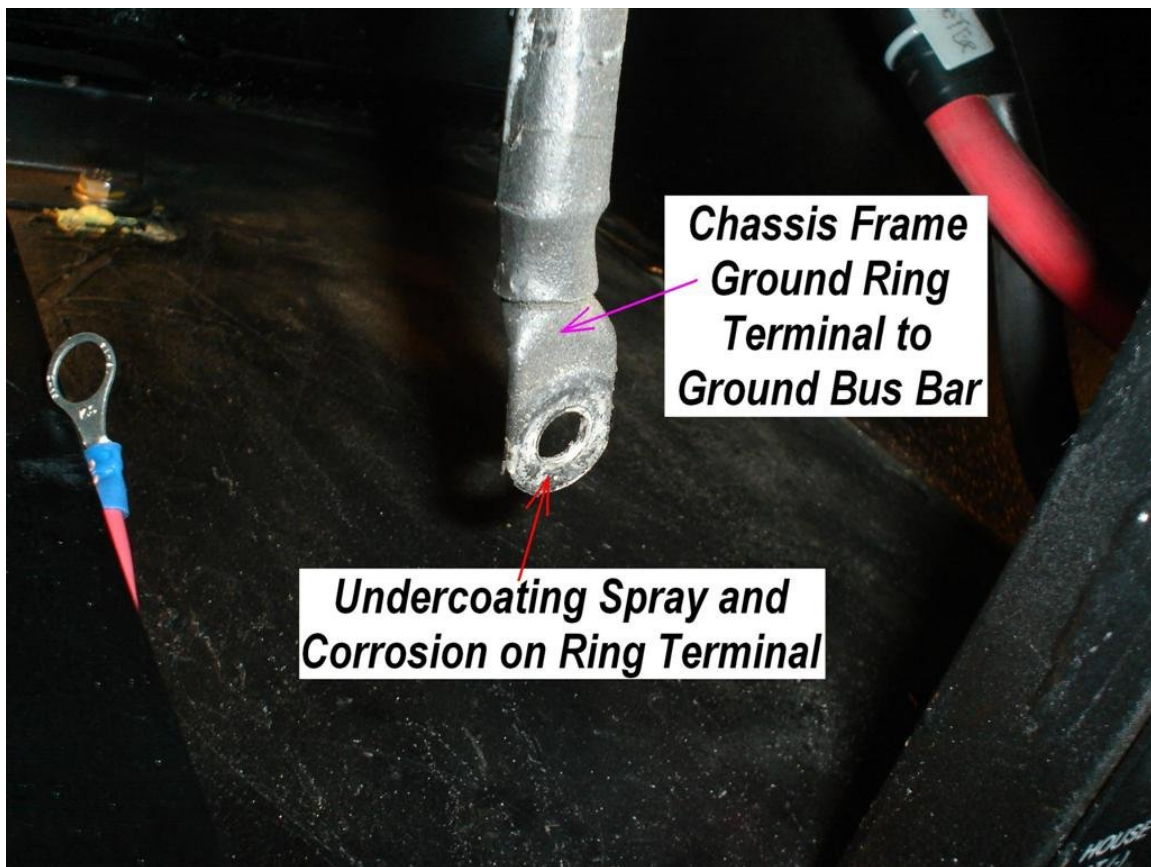
8/4/2011

23 – FYI - BATTERY WIRING CONNECTIONS On our coach Tiffin made two mistakes when they connected house battery wiring to the fuse block and ground blocks, either of which could have caused me many troubleshooting problems. I was surprised to find neither mistake had not caused problems.



As seen in the above photo at some point someone had wrapped electrical tape around the ring terminal to prevent the cable from arcing. However, when the cable was connected to the 300 Amp fuse at least half of the electrical tape was not removed from the terminal. Which means this mistake could have caused an electrical problem which could have been hard to troubleshoot much less track down.

The second problem is related to the **HOUSE BATTERY** system. While working on installing a Magnum Battery Meter Monitor, the ground cable routed between the frame ground and the back of the **HOUSE BATTERY** ground bus was found to have been sprayed with under-coating. Then rather than cleaning the ring terminal prior to installing to the ground bus terminal someone at Tiffin just installed the ring terminal on the ground bus bar. Later corrosion attacked the connection this is the **ONLY** ground to frame connection for the **HOUSE BATTERY** bank. A steel wire brush was used to clean the connector before re-installing it as part of the new battery monitoring system.



After spending most of my life working on vehicles and electricity I find these little short cuts taken during assembly can be big headaches if ignored. I try to check and double-check all electrical connections in hopes of preventing an unplanned stop along one of our nations highways.