REVISIONS				
ZONE	LTR	DESCRIPTION	DATE	APPROVED

DRIVER SIDE
LOCATED IN REAR OVERHEAD CABINET
BREAKER PANEL
110VAC 12VDC

NOTE
ALL COACH DC CIRCUITS RETURN TO THIS GROUND BAR

NO.8 BLACK

30 AMP SOLAR REGULATOR
LOCATED IN FRONT OVERHEAD CABINET

SOLAR PANELS

NOTE: THE 30 AMP REGULATOR IS STANDARD WITH DRY CAMPING PACKAGE. UP TO FOUR MORE SOLAR PANELS CAN BE ADDED TO THE SYSTEM WITH NO CHANGES INSIDE THE COACH.

-THE STANDARD SOLAR OPTION USES A 15 AMP SOLAR REGULATOR AND TWO SOLAR PANELS ON THE ROOF. THE 15 AMP REGULATOR CAN BE IDENTIFIED BY THE FACT THAT IT HAS TWO ANALOG METERS ON ITS FACE. IT CAN TAKE A MAXIMUM OF FOUR SOLAR PANELS. IT IS WIRED WITH 10 GAUGE WIRE.

LOCATED IN REAR OVERHD
REMOTE CONTROL

NOTE: TURN OFF INVERTER AT REMOTE AND TURN OFF 50 AMP MAIN BREAKER TO REMOVE ALL 120 VAC POWER TO COACH.

TROUBLE SHOOTING
REMOTE PANEL MAY BE REMOVED AND PLUGED DIRECTLY TO INVERTER WITH A STANDARD PHONE CABLE AT THE INVERTER.

STANDARD MODULAR PHONE CABLE

INVERTER/ CONVERTER

LOCATED IN BAY FRONT OF REAR WHEELS PASSENGER SIDE

SHUNT
50Mv / 200 AMP
(ONLY USED WITH DRY CAMPING PACKAGE)
LOCATED IN FRONT OVERHEAD NEAR REGULATOR

SHUNT
50Mv 400 AMP
(ONLY USED WITH DRY CAMPING PACKAGE)
LOCATED NEAR BATTERIES

GENERATOR
LOCATED SECOND BAY DRIVER SIDE

CHASSIS ELECTRICAL BAY
LOCATED DRIVER SIDE FORWARD BAY

COACH BATTERIES
LOCATED NEXT TO LAST BAY PASSENGER SIDE

DRY CAMPING CONFIGURATION
705 AMP HR. at 12V

CAUTION DO NOT REPLACE ANY SINGLE BATTERY WITH ANYTHING OTHER THAN A TROJAN T-125 GOLF CART BATTERY. IT IS RATED 235 AMP HR. THE MORE COMMON T-105s ARE 220 AMP HR.

HYD LEVELER PUMP
LOCATED FRONT END DRIVER SIDE

JUNCTION STUD
LOCATED BETWEEN FIRST AND SECOND BAY BEHIND FUEL TANK ATTACHED TO FLOOR PASSENGER SIDE

ENGINE

START SOLENOID
LOCATED ON FRAME RAIL JUST FORWARD OF ENGINE PASSENGER SIDE REAR

STARTER

GROUND TO FRAME RAIL

ALTERNATOR

TROUBLE SHOOTING
IF FUSE IS BLOWN, CHECK GENERATOR & HYD. LEVELER PUMP CABLES FOR BEING SHORTED OUT ALSO CHECK JUNCTION STUD.

GENERATOR/ LEVELERS FUSE
250 AMP
LOCATED LAST BAY PASSENGER SIDE

CAUTION
NEVER TURN OFF THIS SWITCH WHILE THE ENGINE IS RUNNING

TROUBLE SHOOTING
IF FUSE IS BLOWN, CHECK INVERTER FIRST, THAN CHECK INVERTER & COACH DC MAIN FOR SHORTS.

INVERTER/CONVERTER FUSE
250 AMP
LOCATED LAST BAY PASSENGER SIDE

BATTERY CUT-OFF
COACH
LOCATED LAST BAY PASSENGER SIDE

CAUTION
NEVER TURN OFF THIS SWITCH WHILE EXTERNAL POWER IS CONNECTED TO THE COACH UNLESS YOU FIRST TURN OFF THE INVERTER / CONVERTER

BOOST START RELAY
LOCATED LAST BAY PASSENGER SIDE

NOTE: THE BOOST START RELAY IS ENGERGIZED ANY TIME THE IGNITION SWITCH IS ON. THEREFORE, ENGINE CRANKING WILL AUTOMATICALLY USE THE ENTIRE COACH BATTERY PACK AS WELL AS THE CHASSIS BATTERY. ALSO THE ALTERNATOR WILL CHARGE BOTH SETS OF BATTERIES. THE RELAY IS DE- ENERGIZED WHEN THE IGNITION KEY IS OFF SO THAT THE COACH LOADS CAN NOT DISCHARGE THE CHASSIS BATTERY.

BATTERY CUT-OFF
CHASSIS
LOCATED LAST BAY PASSENGER SIDE

CHASSIS BATTERY
LOCATED NEXT TO LAST BAY PASSENGER SIDE

TROUBLE SHOOTING
FAULTY GROUNDS ARE A COMMON FAULT IN THE 12V SYSTEM. ALL GROUNDS MUST BE BARE METAL TO BARE METAL AND SECURED TIGHTELY.

BASIC BATTERY CONFIGURATION
235 AMP HR at 12V

MOST COMMON BATTERY CONFIGURATION
470 AMP HR. at 12V

QTY REQD	CODE IDENT	PART OR IDENTIFYING NO.	NOMENCLATURE OR DESCRIPTION

PARTS LIST

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES
TOLERANCES ARE:
FRACTIONS ± DECIMALS .XX ± .XXX ± ANGLES ±

MATERIAL

FINISH

DO NOT SCALE DRAWING

NEXT ASSY	USED ON
Patriot	

APPLICATION

CONTRACT NO.

APPROVALS	DATE
DRAWN	9-17-93
CHECKED	

Beaver COACHES, INC.

PRIMARY DC DISTRIBUTION
PATRIOT

SIZE	CODE IDENT NO.	DRAWING NO.
D	94	E-0033