

SOLUTION TO THE MORE COMMON PROBLEMS

| SHOULD THE FOLLOWING OCCUR | WHAT TO CHECK.....AND...DO |
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| The Services Battery fails to charge when the vehicle is travelling. | <ul style="list-style-type: none"> • Check the engine battery fuse (50 A reed in the black box on the battery positive terminal); • check that the connectors of the power unit are inserted in the correct positions (colours of male connectors same as colours of female connectors); • check that the 3 A fuse at the alternator output has not blown; • check that the “engine on” signal¹ (alternator output of mechanical unit, the one commonly called D+) is picked up correctly and that it reaches the power unit input; • check with the engine running that the engine and services battery have the same rating (around 13.5 V, apart from the differences due to voltage drop of the wires, typically a few tenths of volt); this can be checked in two ways: by reading directly on the control unit, on which we can read the voltage ratings of the engine and services batteries, otherwise measuring the voltage directly on the terminals; • contact skilled personnel. |
| There is no voltage on “all” the home cell (including the control unit). | <ul style="list-style-type: none"> • Check that the power unit switch is at <i>on</i>; • check that the services battery is charged and that the fuse (50 A reed) has not blown; • check the power unit output for short circuit²; • check with the engine running or 220 V on, that current reaches the home cell. If it does, the services battery may be flat or damaged; • contact skilled personnel. |
| The entrance light turns off on its own when the other lights are switched on | <ul style="list-style-type: none"> • Replace the “cherry” circuit. |
| The fridge is not working with the engine on | <ul style="list-style-type: none"> • check the fuse (3A engine compartment) of the engine on signal (D+) see note no. 5; • check the power unit fridge output for short circuit or that the supply positive is not cut off; • check that the “engine on” signal (engine alternator) is picked up correctly and reaches the power unit input; |

¹ The “engine on” signal that reaches the power unit is usually picked up from the alternator output of the vehicle mechanical unit as shown in; in certain mechanical units there may be more than one wire at the alternator output; it is therefore necessary to make sure that the signal is picked up from the right one. In other mechanical units the signal is picked up from the ignition key.

² On power unit or later ones if, with the main switch at *on*, the warning led stays on permanently there is either a short circuit at the power unit output or it is damaged internally.

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| | <ul style="list-style-type: none"> • check the connections to the power unit and fridge respectively following the instructions and in the fridge Instructions; • contact skilled personnel. |
| The fridge is working at 12 V with the engine off | <ul style="list-style-type: none"> • Check that the connections to the power unit and fridge respectively are correct (take care not to mistake the +12 wire with the D+ especially in AES models); • check that the “engine on” signal is picked up correctly and reaches the power unit input following the instructions and in the fridge Instructions; • replace the power unit and check whether the problem persists; • contact skilled personnel. |
| The water pump is not controlled by the control unit | <ul style="list-style-type: none"> • Make sure that the switch on the power unit (main) is activated and that the warning led is off; • check in the pump menu that the pump protection has not been activated which prevents it from being turned on in the lack of water in the tank; • check the control node for damp owing to a water leak, then try drying it; • check the correct position of the cables at the sewage node (as mentioned in the manual); • check whether the other floor services (boiler, cisterns, stove) are working properly, i.e. if the floor distributor , usually near the power unit, is working properly. If the floor services are not powered, try operating the floor distributor through the button with which the vehicle is fitted. To do this (see section check the pump input for short circuit (from the control unit); • check that the pump can be operated from the local switch (not fitted on all models); • check whether the fault remains also after system <i>reset</i> • check the presence of the sewage node from the advanced menu, see 1.10; • if necessary use the direct <i>bypass</i> power connector of the pump with which the vehicle is fitted; |

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| | <ul style="list-style-type: none"> • contact skilled personnel. |
| The water level is not indicated correctly. | <ul style="list-style-type: none"> • Check that the sensor has been connected to node NSA see 1.0 as specified; • check the level sensor electrodes for dirt³; • check the presence of the sewage node, see 1.10, from the advanced menu; • contact skilled personnel. |
| The flash is not displayed when connecting to the 220 V mains | <ul style="list-style-type: none"> • Check that the power unit plug is in its socket; • check that the differential switch is “armed”; • contact skilled personnel. |
| The ceiling lights fail to turn on | <ul style="list-style-type: none"> • Check that the upgoing line is not shorted and that the power unit supplies power at the output; • check that the ceiling distributor is on using the input button; • check the advanced menu for the presence of the ceiling distributor; • contact skilled personnel. |
| The floor services are not supplied | <ul style="list-style-type: none"> • Check that the upgoing line is not shorted and that the power unit supplies power at the output; to do this, check that the warning led on the power unit does not stay on permanently; • check whether the floor distributor, usually near the power unit, can be operated using the button with which the vehicle is fitted. To turn it on see section; • contact skilled personnel. |
| The current indicator on the control unit gives a reading other than zero Amperes even if all the loads of the cell have been switched off | <ul style="list-style-type: none"> • Make sure the solar panels, if fitted, have been switched off; • check directly on the service battery that it is delivering current (to do this, insert an ammeter in series with the wire connected to the services battery positive terminal); • Reset the current to zero from the advanced menu; • contact skilled personnel. |

System reset or re-arming procedure:

- move the power unit switch to *off*;
- make sure that the services output connector (the black one) is on;
- wait for a few seconds;
- move the switch back to *on*;
- the warning led should stay on for about 16 sec. then go out. During the 16 sec. there is no supply at the output and the power unit performs the calibration stage;
- if the warning led stays on after 16 sec., this means a short circuit at the power unit output, exactly on the carrier line (therefore the whole home cell must be without power)

³ For this reason, you are recommended to keep the four -level sensor electrodes clean.