

12V Double Positive Battery Master Switch

Operating Instructions
For Kenworth Trucks Only

Please read these instructions before use

Baxters

THE DRIVING FORCE IN AUTOMOTIVE SOLUTIONS

LV5010K

12V LED Battery Master Switch

Please read these instructions carefully before use.

ON-OFF Indicator:

Green LED Lights when unit is ON and turns off when unit is turned OFF.

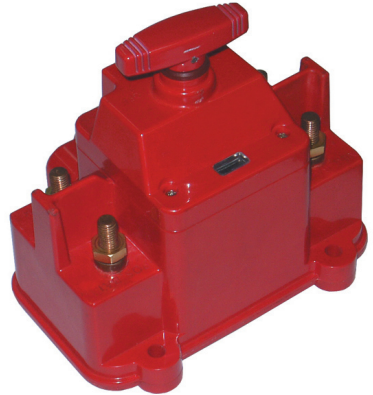
Installation:

This Battery Master Switch must be mounted on a flat surface in an easily accessible position close to batteries so that the "LED" window is clearly visible.

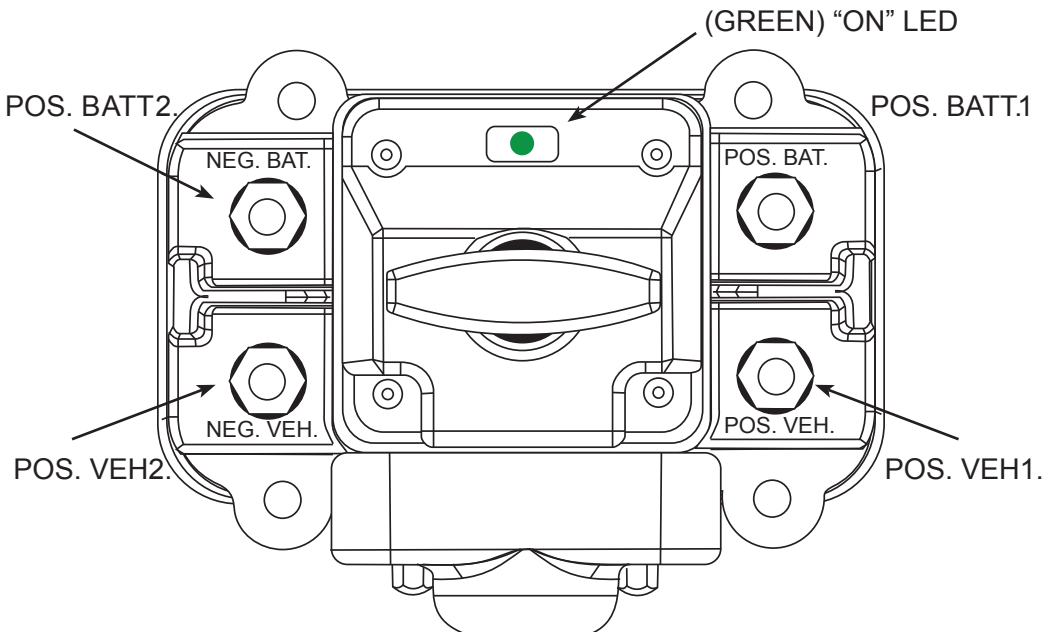
Green LED indicates unit is in locked on position and *NO LED* indicates when switch is on unlocked position.

Using the base of the Master Switch as a guide mark and drill the four 8mm fixing holes. Secure in position with bolts, nuts and washers. The main battery leads need to be fitted with 10mm clearance eyelets and the auxiliary leads with 5mm eyelets. The use of petroleum jelly on the posts is recommended.

Terminal 4 **MUST** be connected to a 12V negative supply relative to the positive supply for the switch to function correctly.



NOTE: Do NOT Pressure Wash or mount in a location that is likely to be submerged in water or liquid.



Terminal Configuration

Connect the main battery leads as per the above diagram, the use of rubber boots on the battery posts recommended.

Auxiliary Terminals

A suitable hole must be drilled in the auxiliary coverplate and a protective grommet installed to seal the cable entry point.

Terminals 1 & 3 - are for use with alternators which do not include a surge protection system in their design. A separate contact set opens just prior to the main contacts providing a circuit to be used in series with the alternator main contacts open.

Terminal 12 - provides an unfused 12V solid supply—ensure appropriate circuit protection as needed. It is directly connected to Terminal 8.

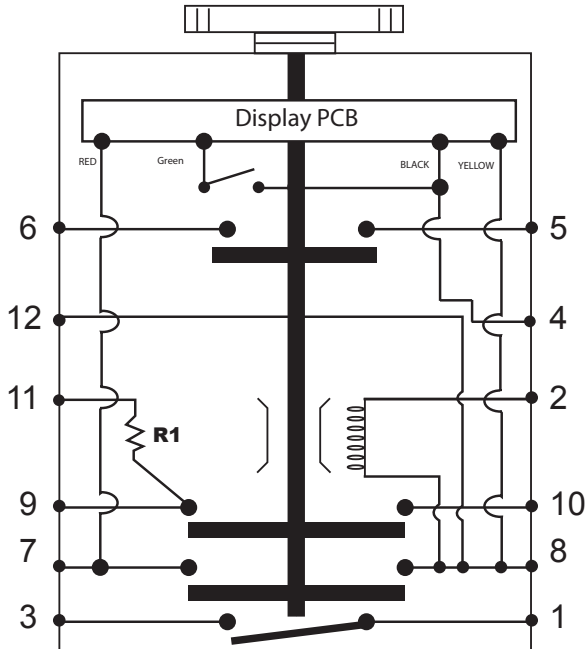
Terminal 2 - is used in conjunction with Terminal 4 or a negative supply relative to the vehicle's positive supply to operate the solenoid via a Momentary Push Button switch (not supplied).

- Excessive voltage drop at Terminal 2 may cause poor solenoid activation, with a current draw of up to 50A.
- Use an appropriate wiring gauge to minimize voltage drop: EG: On a 12V system with a cable run exceeding **5 metres**, use a **minimum 5mm² (2.9mm²) cable** to ensure proper operation.

Terminal 4 - MUST be connected to a negative supply relative to positive vehicle supply. If the connection is not made then the display of the unit will not operate.

Terminals 5 & 6 - are auxiliary contacts.

Terminal 11 - is connected to Terminal 9 through a limiting resistor.

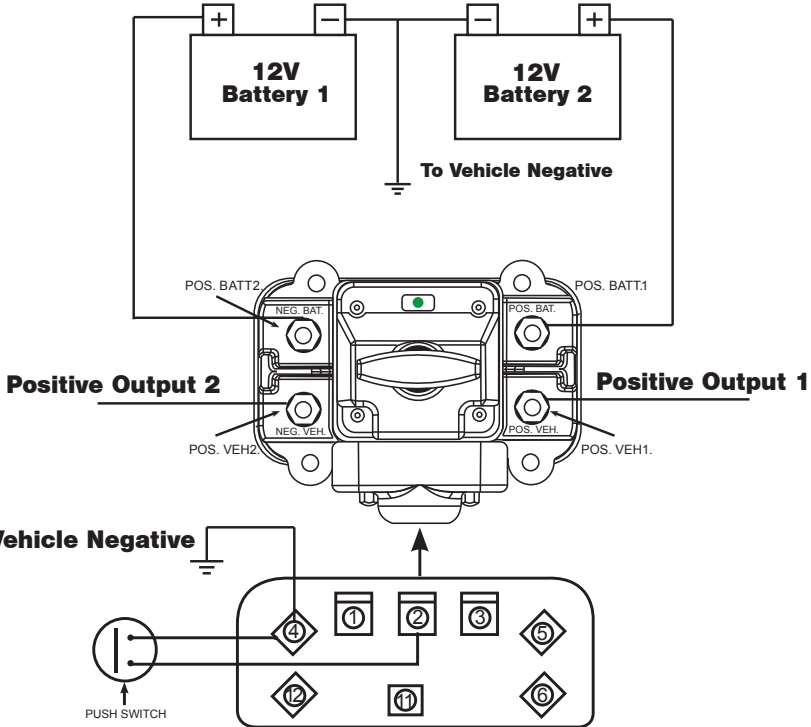


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Setup for Basic Operation:



NOTE For Push Switch : Switch and Wiring must be capable of handling 50A Peak

MODEL:
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Page 4 of 4

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