

SB/RG/33 HOME

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(Supersedes SB/RG/31A)

PRECAUTIONS TO BE OBSERVED WHEN
USING "FAST-CHARGERS" ON VEHICLES
FITTED WITH 4TR CONTROL UNITS

BATTERY CHARGING

When using a fast-charger, to 'boost' the battery, on a vehicle fitted with a 4TR control unit, it is essential to see that the ignition switch is in the 'OFF' position. (On diesel vehicles this would be the 'on charge' or auxiliary equipment operating switch). The switch must remain in this position until the charger has been disconnected.

CHARGER ASSISTED STARTING OF THE ENGINE

When using a fast-charger to start the engine it is essential to see that the 4TR control unit is disconnected from the circuit before starting. To do this on vehicles which incorporate the 6RA Field Relay, disconnect the cable from terminal 'W2' (this will make the relay inoperative). On vehicles which incorporate the special three-way connector at the control unit, the 4TR can be isolated by withdrawing it from the terminals.

Vehicles which do not fit this connector and also incorporate an ignition switch to operate the system, instead of a 6RA relay, will require more care and attention as the separate cables will have to be withdrawn from the 4TR terminals. Any subsequent incorrect connexions when reconnecting will cause irreparable damage. Also the separate cables must not be allowed to contact either each other or any other part. The cables must not be reconnected to the 4TR terminals until the charger has been disconnected and engine speed reduced to tick-over.