Battery disconnect switches

BP/BMS-1

Top post anti-theft battery switch. Complete with HHM fuse holder, ATM-20 fuse, ring terminals and stainless steel bolt and wing nut.

BP/BMS-2

Side post anti-theft battery switch for GM vehicles. Complete with HHM fuse holder, ATM-20 fuse and ring terminals.

15968-1

Heavy-duty switch is designed to open the circuit between the battery and load of a battery powered system - typically in large truck applications. Rated at 50Vac/dc maximum, 400A continuous, it can withstand cranking or surge currents up to 2000A for 5 seconds maximum.

Part no.	Description
BP/BMS-1	Top post anti-theft master switch with HHM fuse holder, ATM-20 fuse and ring terminals
BP/BMS-2	Side post anti-theft master switch with HHM fuse holder, ATM-20 fuse and ring terminals
15968-1	Heavy-duty disconnect; 50Vac/dc, 400A maximum

* Non-stock part.

CBBF battery fuses

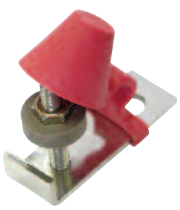
These fuses are suitable for main and auxiliary circuit protection (alternator outputs, starter motor inputs and accessories) in demanding environments or tight space constraints. Marine-rated under SAE J1117 for ignition protection. Use with CBBF-MBC mounting bar.

Amps	Part no.
30	CBBF-30
40	CBBF-40
50	CBBF-50
60	CBBF-60
70	CBBF-75
80	CBBF-80
90	CBBF-90
100	CBBF-100
125	CBBF-125
150	CBBF-150
175	CBBF-175
200	CBBF-200
250	CBBF-250
300	CBBF-300

CBBF-MBC

Mounting bar with ¼-20 stud, nut and cover for the CBBF battery fuse.

Order part number CBBF-MBC.



Battery separators manage batteries for reliable starts

- For vehicles and boats with main and auxiliary battery systems and alternator outputs up to 100 amps — or on systems incompatible with battery isolators.
- Battery separators from Sure Power actively manage multi-battery electrical systems to ensure greater reliability for main battery engine starting.
- Battery separators provide a solenoid priority system for multi-battery systems.
- When main battery is low, the separator will utilize auxiliary battery power to assist in vehicle starting.
- Separators disconnect main and auxiliary batteries from one another to protect them from excessive drain.
- Time-delay function prevents battery separator from reacting to temporary voltage fluctuations.

Catalog no.	Description
RB-BS-1314	Uni-directional 100A battery separator — model no. 1314A*
RB-BS-1315	Bi-directional 100A battery separator — model no. 1315A*

* Use the catalog numbers to order these products.

Attractive retail packaging easily mounts on peg boards or stacks on shelves.

Multi-battery systems

Many vehicles and boats have accessories and other electrical loads, such as lights, entertainment systems and communications equipment that draw power when the engine is off. When applied to a single battery electrical system, main batteries can become drained and present an engine "no-start" condition. Adding an auxiliary battery to operate these additional loads helps avoid this, but it needs more than simply being wired into the electrical system — the auxiliary battery needs to be separated.

Priority charging

The battery separator waits until the main battery's active charging source reaches approximately 13.2 volts before it begins charging the auxiliary battery. The uni-directional battery separator RB-BS-1314 will only charge the auxiliary battery when the main battery reaches 13.2 volts. The bi-directional battery separator RB-BS-1315 will engage both main and auxiliary batteries and disconnect at approximately 12.8 volts.

Charging system protection

Once the engine starts, the battery separator monitors the main battery and charging system voltage. When the charging system reaches 13.2 volts, the battery separator will engage, signaling a charged main battery. The auxiliary battery is then connected to the vehicle charging system. When the charging system reaches 12.8 volts, the battery separator will disconnect the auxiliary battery to protect the vehicle's charging system. This process of managing the battery charging is repeated until the engine is turned off.

Simple installation

The battery separators work with any 12 volt DC, negative ground charging system up to 100 amps. They easily connect to the main battery, auxiliary battery and ground. No system modifications are necessary.

Optional engine start assist

When the engine starter is engaged, the battery separator will compare the voltage in both main and auxiliary batteries. If the main battery is lower than the auxiliary battery, the battery separator will engage the auxiliary battery to aid in engine start. The start signal must reach 3 volts in order for the auxiliary to mail battery connection procedure to begin.