Troubleshooting Guide
Series 7300

Objective: The objective of this guide is to help direct your troubleshooting time to areas of the unit that will help you determine if the converter is functioning properly.

Low, No DC output or not charging battery.

High DC output or battery overcharging.

Check for blown 30- amp "polarity" fuses.
Are fuses blown?
No **Yes**

Check for reversed battery leads at the battery or at the "C" & "D" terminals of the DC fuse block.

Battery + = "C"

Battery - = "D"

Is the wiring correct?
Yes **No**

Correct wiring to the battery & replace fuse(s) with correct amperage rating. (**See Note 1**)

Remove "polarity" fuses (**See Note 1**) and check for DC output between the blue wire and the "D" negative terminal on the fuse block.
(See photo)
Voltage should be @ 13.20 – 14.2 VDC
Is the voltage correct? (**See Note 2**)
No output **Not correct** **Yes**

Converter is working correctly.

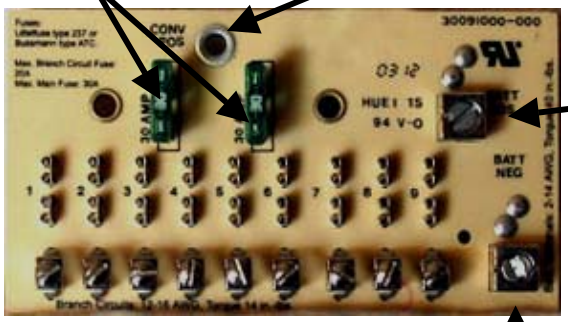
Converter replacement is necessary.

Check that all circuit breakers are in the "on" position. The coach needs to be either plugged into shore power or running on a generator.
Check the converter for proper incoming AC voltage.
Incoming voltage should be between 105 and 130 VAC.
This should be checked on the appropriate circuit in the AC wiring compartment. Refer to the nameplate for circuit identification.

AC voltage within limits?

Low / No 120 VAC present.

Correct the AC problem and recheck for proper 12 VDC output.



Note 1: When removing or replacing "polarity" fuses, turn AC power to the converter off. Re-power after removal/replacement.

Note 2: If the unit has correct DC voltage with "polarity" fuses removed, but does not when "polarity" fuses are in place the converter may be in over current mode. There may be a problem with either the battery, battery wiring, or a connected load. Remove battery (positive) connection at the "C" terminal or one DC load fuse at a time to determine where the problem is. Over current mode is the condition where there is a load(s) connected to the converter that exceeds the current rating of the converter. This can either be a "short" in the coach wiring or just too many things on. The output voltage will decrease as the current exceeds the rating of the converter.