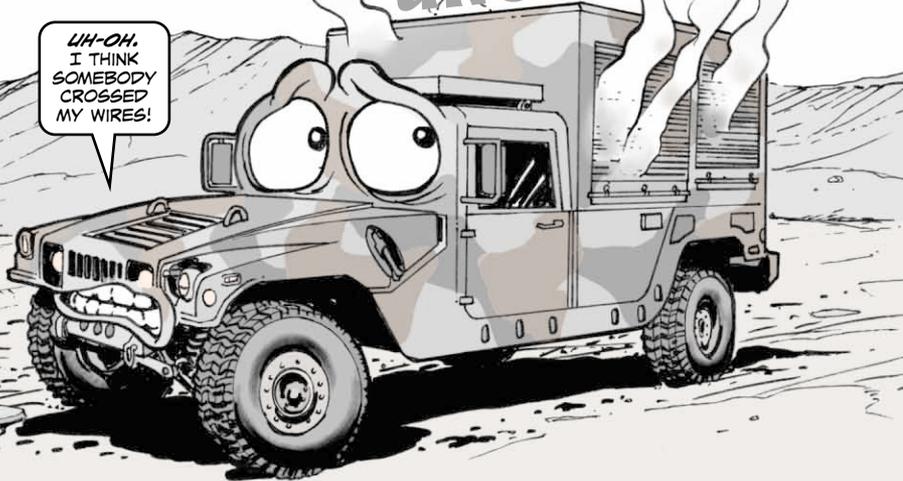


# GETTING WIRES UNCROSSED

UH-OH. I THINK SOMEBODY CROSSED MY WIRES!



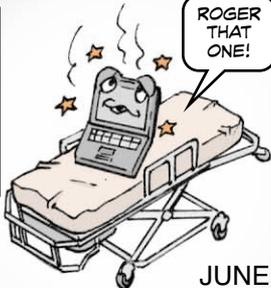
DURING MAINTENANCE ON THE EXPLOSIVE ORDNANCE DISPOSAL BODY (EOD), THE WIRES FOR THE 12 VDC (IT LOOKS LIKE A CIGARETTE LIGHTER) AND THE 24 VDC OUTPUT SOMETIMES GET CROSSED.

"THEN WHEN YOU PLUG A COMPONENT IN THE 'LIGHTER' YOU GET 24 VDC *INSTEAD* OF 12 AND THE COMPONENT CAN BE DAMAGED."



"SO BEFORE YOU USE THE EOD AGAIN, CHECK THE WIRES TO THE 12 AND 24 VDC OUTPUTS."

ROGER THAT ONE!



"THERE ARE TWO PLACES THE WIRES GET CROSSED: AT THE CIRCUIT BREAKER UNDER THE RADIO SPEAKER OR AT THE BATTERIES."

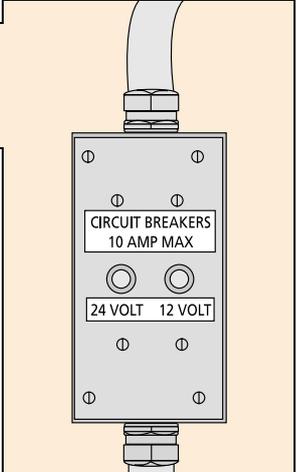
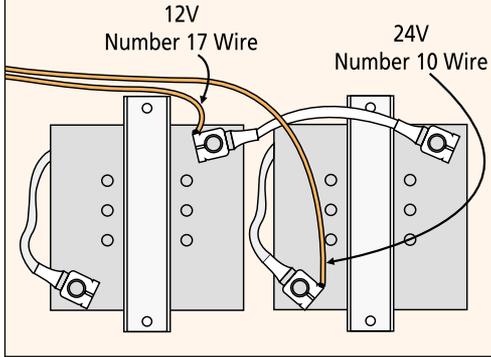
"AT THE CIRCUIT BREAKER, THE #17 WIRE SHOULD GO TO THE 12 VDC BREAKER AND THE #10 TO THE 24 VDC. SEE THE WIRING SCHEMATICS DRAWING IN THE COMMERCIAL MANUAL THAT CAME WITH YOUR EOD."

IF THE WIRES **ARE** CROSSED, UNCROSS THEM LIKE THIS...



1. Disconnect batteries to prevent damage or injury.
2. Disconnect the #17 and #10 wires.
3. Connect the #17 wire to the 12 VDC breaker.
4. Connect the #10 wire to the 24 VDC breaker.

"AT THE BATTERIES, THE #17 WIRE SHOULD BE ATTACHED TO THE POSITIVE TERMINAL OF THE 12 VDC BATTERY (THE ONE ON THE LEFT) AND THE #10 TO THE POSITIVE TERMINAL OF THE 24 VDC BATTERY. IF THEY'RE *NOT*, RECONNECT THEM."



IF THE REAR ELECTRICAL OUTLET IS PUTTING OUT 24 VDC INSTEAD OF 12, THERE COULD BE A SHORT IN THE INVERTER.

CHECK THE VOLTAGE WITH A MULTIMETER. IF THE INVERTER IS BAD AND IS STILL UNDER WARRANTY, CONTACT THE MANUFACTURER ABOUT A REPLACEMENT.

THE MANUFACTURER'S ADDRESS AND PHONE NUMBER ARE LISTED IN THE EOD COMMERCIAL MANUAL.

