

MPV INSTALLATION AND OPERATION GUIDE



1. Connect a red 2 AWG wire to the alternator positive post and to the circuit breaker (located inside the engine compartment.) *Note: Move circuit breaker to open position.*
2. Connect a red 2 AWG wire to the load side of the circuit breaker and run it through the chassis to the slide where the MPV will be mounted.
3. Connect a black 2 AWG wire to the chassis negative and run it through the chassis to the slide where the MPV will be mounted.
4. Connect a 16 AWG wire from momentary key (start) switch, fused by the installer, and run it through the chassis to the slide where the MPV will be mounted.
5. Connect a 16 AWG wire from the master switch located in the cab and run it through the chassis to the slide where the MPV will be mounted. Line side of the master switch is connected to the OEM positive and fused by the installer.
6. Connect a minimum 12 AWG stranded 240/120VAC load wires to the AC output connections.
7. Connect a minimum 12 AWG stranded 120VAC shore power wires to the AC input connections.
8. Terminate all wires above with the correct terminals/wires and connect to the MPV per the electrical schematics. All terminals are labeled for their functions.

9. Once all the fuses are installed, and the 150A circuit breaker (under the hood) is closed, turn the AC output breakers to the "On" position and selector switch to the "Ready" mode, each of which are located on the inverter.
10. To turn the inverter on, flip the cab master switch into the "On" position and the Inverter INV Mode Green LED will turn on.
11. Before using the system: turn off any AC loads, press the four batteries' "on" buttons and fully charge all four batteries. The system is shipped with a partial charge due to shipping regulations.

Note: All wires need to be in loom or in a protective, flexible conduit.

Caution: Terminals are 12V live positive.



System:

Do not expose to moisture

Prior to using the system make sure all batteries are active and then fully charge before the first use

Fully charge all batteries in the system on a regular basis

Weak, daisy chained, and, or low quality GFCI outlets may trip with this system. Test with a non-GFCI outlet on a completely different electrical circuit to rule out system issues. Tip: through an open window you can temporarily test functionality using an outlet within the building.

The solar panel is a trickle charge to keep up with any parasitic loads. Solar charging is not a substitute for regularly charging with shore power.

Turn off the cab master switch when the truck is not in use and during charging.

Do not use damaged AC/DC electrical equipment or extension cords as the system can sustain irreversible damage

Only qualified personnel should attempt to repair the system

Periodically check connection and mounting hardware for tightness

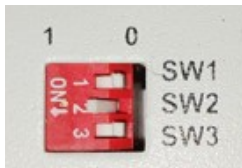
Inverter:

Do not expose to moisture

Full user manual available on UP website. It contains more information on specific alarm LED's

Inverter will beep when batteries reach the low voltage alarm setpoint

Default dip switch settings for UP inverter & battery systems are 0 - 1 - 0 and shown below



Default battery type selector switch setting is #3 for UP inverter & battery systems and shown to the right.



Batteries:

Do not expose to moisture

Battery user manual available on UP website

A Bluetooth based cell phone application is available and will show state of charge, battery status and any active alarm conditions.

Make sure location is active on your phone when using the cell phone application.

Short pressing battery power buttons will activate them if they are in sleep or off mode

After extended non-use you can assure coordination of all batteries through short pressing the on/off buttons to turn them all on at once

Batteries can be turned off by long pressing the on/off button

If a red battery light is active, use the UP cell phone application on the to view details

Do not over discharge batteries

The three State of Charge (SOC) LEDs will show an approximation of how much power the battery has in it:

LED 1-OFF LED-2 OFF LED 3-Flicker.....0%~20%

LED 1-OFF LED-2 ON LED 3-ON.....20%~60%

LED 1-ON LED-2 ON LED 3-ON.....60%~100%

See battery and inverter user manuals for further details and information.

All installation and wiring must follow local and national safety, building, and vehicle standards.

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