



E0021 Fuse 23 Testing and Upgrade

E0021	Version 1	Electricals	05 Oct 11
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SmartLift and Digital Controls Systems

There have been some occurrences of F23 blowing in Digital and SmartLift systems.

Fuse 23 is the fuse which separates the main starter battery and the smaller ECU battery.

Testing has been done to check the expected current across the fuse with both the diode bi pass relays fitted and without. Under both conditions the current flow was well below the fuse value of 10 amps.

It is believed that the fuse blowing may be a result of jump starting the system or a very flat ECU battery which maybe inducing spikes into the fuse.

Testing Fuse 23.

Since F23 has power on both sides :

The LED indicator will most likely not detect the fuse has blown.

Measuring the voltage across the fuse will NOT give the correct indication of the condition of the fuse.

When testing F23 please remove the fuse visually and inspect it to see if it has blown and also measure it using ohms on a multimeter.

Check after any jumpstart.

Once a jumpstart and initial charge up has occurred please check to condition of F23 to ensure it has not blown.

Upgrade to 15 amp Fuse.

If the fuse continues to blow then it can be upgraded to a 15 amp fuse. This will provide greater head room for absorbing spikes.