

INSTALLATION DIAGRAMS

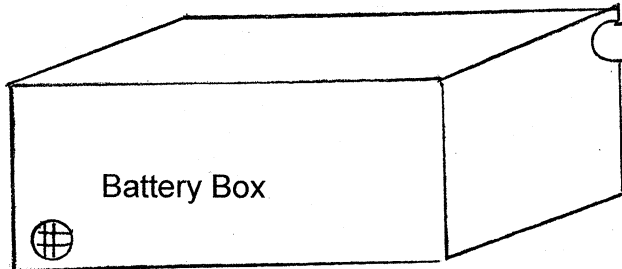
Use PVC dwv pipe and fittings

Use curved elbows as opposed to sharp 90 degree turns. No more than 4 elbows.

Install Power Vent vertically with label right side up in order for the backdraft damper to function.

Do not glue these joints

Gluing voids the warranty and makes fan replacement difficult.



Screened vent at bottom opposite from fan intake.

Locate vent pipe near or out of top of battery box.

Screened outlet Facing down.

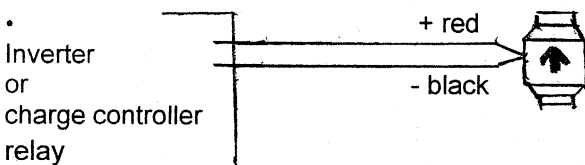
NOTE:
48 volt Units have 2" intake and 3" output and use 2-24 volt fans.



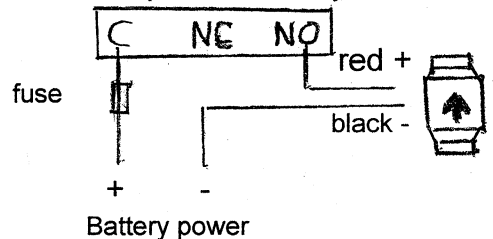
WIRING

Many inverters and charge controllers have an auxiliary relay that is programmable to turn on or off dependent on the battery voltage which can be used to control the Power Vent. Some of these have "dry" contacts that you must provide electrical power to the switch part of the relay. Others have a regulated power already at the switch part of the relay. This is typically 12 volts DC, but there are some that can be programmed to different voltages. A 12 volt Power Vent can often be wired directly to a 12 volt powered relay. If you have a 12 volt powered relay and want to use a 24 or 48 volt Power Vent a secondary relay will be required. Most installers use an automotive headlight relay that has a 12 volt coil and then the higher battery voltage is switched at the dry contacts. A 1 ampere fuse is recommended installed to protect the wiring.

12 volt powered relay running 12 volt Power Vent



Unpowered relays



12 volt powered relay with additional relay switching actual battery voltage. (12,24,48)

This configuration allows the fan to increase speed as voltage and gassing increases

