

Very Common professional DCDC Installation errors effecting Nomad PDU.

- Poor earthing of the DCDC Module to Crank or chassis supplying intermittent unstable voltage to the DC Module (<7 volt) DC is unable to provide a constant regulated charge to nomad. Or cutting into existing wiring sources not having a clean run for the Module.
- Reversing the polarity of the output Anderson from module to the Nomad – This will result in the Nomad simply not charging – Power supply to Nomad from Vehicle should be tested before a vehicle is released and that nomad is charging correctly (using a power analyser)
- Connecting other DCDC or BCDC that charge 25amp + , ie the Nomad Max regulated charge rate is <=25 amp , it will go into safety mode if 25amp is exceeded even by .5amp, do not try and get around the Max charge rate. It is not an estimate.
- Connecting the DCDC from car to Nomad regulated port running 20-25 amp and also connecting unregulated solar at the same time (This is an overload) The Nomad “will not choose” What source of charge it will take, Do not advise customer that it will choose whichever is more?
- Connecting a relay, solenoid or DCDC directly to the Red and black solar poles on the Nomad which has a max rate of charge being 10amp and connects to the internal MPPT Controller – OR Connecting a BCDC DCDC to the Red and Black Poles on the Nomad (ie regulator to regulator?) The DCDC should always connect to the Red Regulated Anderson input.
- Read the Nomad PDU Instructions on loads and also view the DCDC install instructions provided by us.