

TECHNICAL BULLETIN

Engine Start Module (ESM) Functional Test Rev 2.

Maxwell Technologies, Inc.
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It is important to read and fully understand the procedure outlined in this bulletin before beginning the functional test. The last page includes a worksheet to record test data to send to Maxwell Technologies, Inc.

Summary

This bulletin outlines a functional test to determine the operational state of the Maxwell Technologies Engine Start Module (ESM). This test is very similar to the final functional test performed at our manufacturing facility.

Tools and Equipment

The minimum tools and equipment (see Figure 1) required to perform the functional test are:

- A digital multi-meter (DMM).
- A pair of jumper cables.
- A fully charged and load tested battery 12.6-12.8V (lead-acid, deep cycle or AGM).
- Maxwell's ESM.
- Functional Test worksheet (*last page of this document*) to record results.

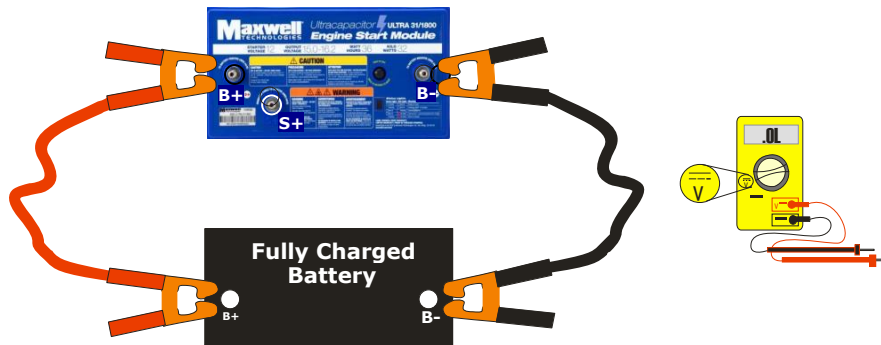


Figure 1

WARNING



HIGH CURRENT HAZARD!

Power terminals pose an extreme arcing hazard when the ESM is fully charged or even partially charged. Make sure to properly insulate exposed terminals while conducting these tests to avoid personal injury.

Charging the ESM

Once the battery and ESM are connected as shown in Figure 2, use the DMM (set to DC volts) to monitor the voltage (Red lead to S+ and Black lead to B-). The ESM should immediately begin to charge and voltage readings should start to increase on the DMM. *Note: If the battery is not fully charged this could result in a fault status and a failed test.*

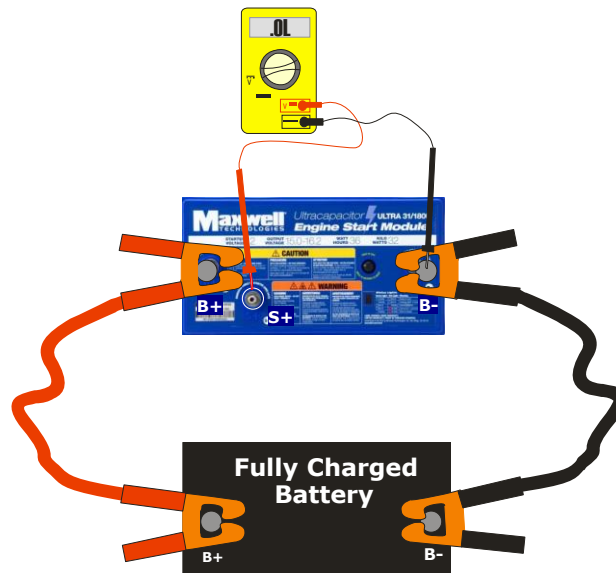


Figure 2

Press the Push to Test Button for 1 second. Refer to Table 1 to note which lights are solid and/or flashing:

Table 1: ESM Status Lights		
Green Light	Red Light	Meaning
● Lit Solid	○ Not Lit	Ready to crank
● Flashing	○ Not Lit	Charging: WAIT 15 minutes
○ Not Lit	● Flashing	Stuck Push to Test Button
○ Not Lit	● Lit Solid	Internal error – push and hold the Push to Test Button for 15 seconds
● Flashing	● Lit Solid	Call Technical Support (888) 890-3337

A flashing green light indicates that the ESM is accepting a charge (see Figure 3). The rate of charge should increase 0.6 volts per minute, and can take anywhere from 5 to 25 minutes to reach full charge. ESM voltage can range from 14.7 volts to 16.2 volts, depending on the temperature. The status lights will only illuminate for ten seconds and only when the ESM is connected to a battery.

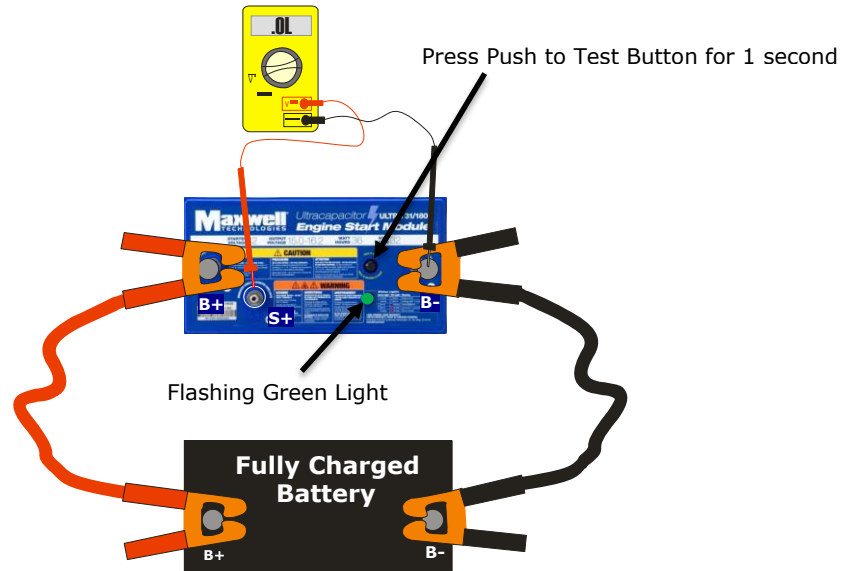


Figure 3

Once the ESM stops charging, push the Push to Test Button for 1 second; a solid green light will appear, indicating the ESM is fully charged. Record the ending voltage. It is highly recommended you record this data for follow-up discussions with your customer or the Maxwell Technologies technical support team.

If you have made it successfully to this point with no problems and the ESM performed as described above, you have a fully functional ESM that may be installed and used in any heavy duty commercial vehicle. There is no need to contact Maxwell for additional technical assistance.

ESM Failure Criteria

Please contact Maxwell Technologies' Technical Support Line at (888) 890-3337 if you experience any of the following problems during the test:

- LED will not illuminate after pressing the Push to Test Button for 1 second.
- ESM does not immediately accept a charge.
- ESM stops charging prior to reaching a minimum of 14.8V.
- Red LED Fault status will not clear.

When you call the Technical Support Line, please have the following information available:

1. ESM Serial Number (located on the white label just under the barcode on top of the ESM)
2. Starting Voltage
3. Ending Voltage (voltage at the time it stopped charging)
4. Status Lights (what lights were flashing/solid?)
5. What was the complaint from the customer?

Discharging the ESM

WARNING



HIGH CURRENT HAZARD!

Power terminals pose an extreme arcing hazard when the ESM is fully or even partially charged. Make sure to properly insulate exposed terminals while conducting these tests as injuries can occur.

It is important to discharge the ESM after this test. To discharge the ESM, attach any 12 volt load to the ESM, such as a headlight or 12 volt motor. The positive lead from the 12 volt load is attached to the ESM's S+ terminal and the ground lead is attached to the ESM's B- terminal. Monitor the decreasing voltage until it reads ZERO. Once completed, attach a grounding wire between the S+ terminal and B- to ensure the ESM voltage remains at ZERO.

For questions or assistance, please contact Maxwell Technologies Technical Support Line at (888) 890-3337 or esmsales@maxwell.com.

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Engine Start Module (ESM) Functional Test Worksheet

Contact Information	You	Customer or Fleet
Name		
Address		
Date		
Phone		
Email		



- Record ESM Serial Number _____
- Are all 3 Terminals Present? Yes No
 If not, which Terminal(s) are Broken?
 Battery + Battery - Starter +
 If there is a broken terminal this test is complete. ESM Terminals are not repairable. Please take a photograph of the broken terminal(s) and submit with this worksheet.
- Before connecting the battery, record the voltage across the ESM S+ to B- Terminals _____VDC
- Connect a 12V battery to the ESM B+ and B- terminals.
- Press the Push to Test Button for one second and note which Status Lights your ESM displays. Check the appropriate light status:
 Green Light: Solid Flashing Not Lit
 Red Light: Solid Flashing Not Lit
- Voltage Tests: Measured across the ESM S+ and B- Terminals
 Measure how long (in Seconds) the ESM takes to charge 1 Volt _____seconds
 Is the ESM voltage increasing? Yes No
 If not, what is the voltage? _____ volts
 If yes, what is the final voltage of the ESM? _____ volts
 Does the Solid Green light appear when pressing the Push to Test Button?
 Yes No
- If you have any of the following conditions, please contact Maxwell Tech Support:
 - No voltage increase
 - Never have Solid Green Light
 - Solid Red Light
 - No Status Lights

ESM Technical Support: (888) 890-3337 or esmsales@maxwell.com