The **Lithium Battery Isolation Manager (Li-BIM)** isolates the two battery systems, chassis, and coach, in a motorhome. This prevents loads in one system from discharging both. It also connects the two battery systems together during charging. Both batteries are charged if either is being charged. The coach battery is charged while driving and the chassis battery is charged while plugged into Shore Power at a campground.

**Key Features:**

1. 160amp & 225amp continuous models available

2. Runs cooler using less power
   - a. Draws no current in ON or OFF state
   - b. Excellent for Solar Panel use

3. Microprocessor based
   - a. Monitors battery state over longer periods of time
   - b. Not simply voltage dependent

4. a. Approved for Battery Compartments
   - b. Ignition Proof, SAE J1171
   - c. Waterproof, IEC 60529, IP66 IP67, ASTM B 117 96 Hours Salt Spray

5. Charges
   - a. Lithium Coach Battery from Alternator
   - b. Lead Acid Chassis Battery from Coach Charger

6. Isolates Batteries to prevent discharging or overcharging of Batteries

7. Prevents
   - a. Equalization cycles from Damaging Chassis Battery
   - b. Annoying clicking of Isolator Relay
   - c. Overcharging of Coach Battery during long drives
   - d. Overcharging of Chassis Battery during long stays

8. Provides Emergency Start with Dash Switch. Optional power connection for existing applications, and ground connection to allow Emergency Start of either battery.

9. Weighs under 1 pound

The **Li-BIM** monitors the battery voltage of both the Lead Acid Chassis and Lithium Coach batteries over long periods of time. If it senses a charging voltage, it connects the two batteries together. If the charging system is drastically overburdened, the batteries will be isolated, however, if the **Li-BIM** sees a long term charging of both batteries it will allow the batteries to remain connected and allow the charging system to do its job. Once the batteries have charged for one hour, the **Li-BIM** will isolate the batteries to prevent overcharging, and will only reconnect the batteries for charging if one of the batteries drops to approximately 80% charge, and the other is being charged. This long term monitoring of the batteries prevents the annoying relay clicking that exists in simpler isolation modules today. The **Li-BIM** does not guarantee 100% battery charge, but prevents harmful battery charge levels.
Operation:
The **Lithium Battery Isolation Manager** opens and connects the two 5/16” copper terminals by means of a sliding contact. Each time **Li-BIM** changes ON/OFF state, the contact instantly switches. The **Li-BIM** remains in the ON or OFF State, without coil power.

<table>
<thead>
<tr>
<th>Part Number:</th>
<th>00-10041-260</th>
<th>00-10041-261</th>
</tr>
</thead>
<tbody>
<tr>
<td>Relay Contacts:</td>
<td>160 Amps Continuous</td>
<td>225 Amps Continuous</td>
</tr>
</tbody>
</table>

**Specifications:**
- **Relay Contacts:** Wire Size | Amps Continuous | Amps Intermittent, 30 secs
  - 2/0 | 225A | 1200A
  - 1/0 | 200A | 1200A
  - 1 | 160A | 600A
  - 2 | 130A | 600A
  - 4 | 100A | 600A

- **Maximum Dimensions:** 3” wide 5-1/4” high 2” deep
- **Mounting Holes:** Three 3/16” Holes
- **Connections:** Coach or Chassis Battery: 5/16” Ring Terminal
- **Input Terminals:** #10 Ring Terminal
- **Environment:**
  - Waterproof: IEC 60529, IP66 IP67, ASTM B 117 96 Hours Salt Spray
  - Ignition Proof: SAE J1171

<table>
<thead>
<tr>
<th>Minimum</th>
<th>Typical</th>
<th>Maximum</th>
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</thead>
<tbody>
<tr>
<td>Coil Volts DC</td>
<td>9.0VDC</td>
<td>12.0VDC</td>
</tr>
<tr>
<td>Coil Amps DC</td>
<td>10amps</td>
<td>0.25 sec max internally protected</td>
</tr>
<tr>
<td>Ambient Temperature</td>
<td>-40°C</td>
<td>+60°C</td>
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<tr>
<td>Switch Life</td>
<td>50,000 cycles</td>
<td></td>
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</tbody>
</table>

**Diagram:**
- **Dash Switch**
- **Option 2**
  - Sw to Ground
- **Option 1**
  - Sw to Bat
- **Coach Battery**
- **Chassis Battery**
- **Ignition**
- **Dash Switch Fuse**