



Service Bulletin

32-010

Section

Starter/Battery - 32

Description

Auto Start Performance Issues with Customer Installed Inverter

Release Date

4/6/2018

Introduction

Peterbilt has determined that certain Model 579/567 vehicles may have a customer installed inverter wired incorrectly on vehicles manufactured with the Auto Start/Stop option. Failure to follow the correct wiring instructions below will reduce Auto Start/Stop system performance and may generate diagnostic trouble codes (DTCs).

Resolution

Information Only

Technicians should be aware that incorrect wiring of customer installed components (for example, an inverter) could cause the condition above. Technicians should also be aware of the proper charging procedure. See the Procedure Section below for correct wiring and charging

Procedure

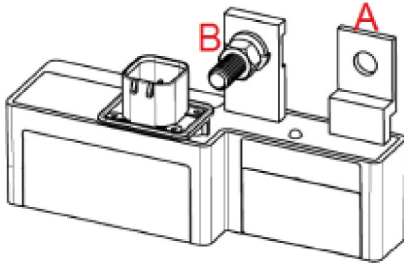
Below is an excerpt from the [SM032-002 Engine Auto Start/Stop Service Manual \(March 2017 & After\)](#) [see page 7-4 (Page 22 of 51 of the PDF)] but this topic applies to all Auto Start/Stop vehicles.

Battery State of Charge (SOC) Monitor Installation

In order for the battery SOC monitor to report accurate charge and battery draw, it must be connected in a specific manner.

- Terminal 'A' of the SOC monitor is to be mounted directly onto a negative battery terminal.

- All other negative cables, with the exception of the starter and interconnect cables, are to be mounted onto terminal 'B'.
- Failure to follow this installation specification will reduce Auto Start system performance and may generate diagnostic trouble codes (DTCs).
- The connector on the battery SOC module accepts the harness connector for CAN communication with the chassis node.



CHARGING

When using an external battery charger, use the positive battery terminal in conjunction with the SOC monitor B-post.

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