

Revised Chassis Grounding for the Freedom Marine Inverters

Errata

Freedom Marine

976-0122-01-01 Rev A

This Errata contains changes to the grounding section of the Freedom Marine manual: 445-0194-01-01 Revision 2.

Chassis Grounding

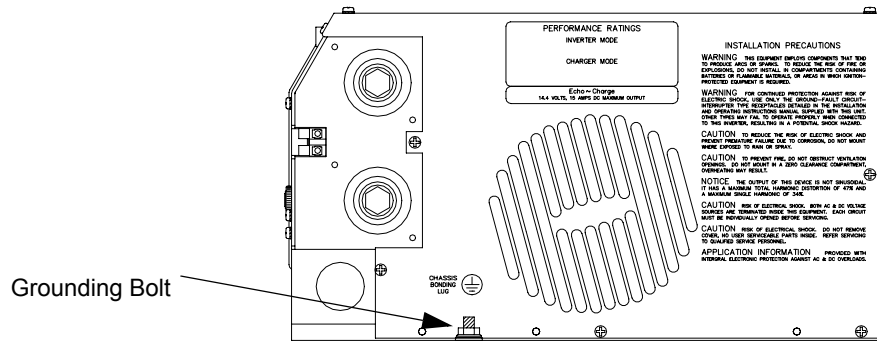
The chassis ground connection to the inverter, which is also known as the DC ground in the marine industry, has changed to improve connectivity.

Changes to the Inverter

The chassis ground lug on the inverter has been removed. This has been done for several reasons, but the most important reason is to improve connectivity.

There is now a $\frac{3}{4}$ inch circular area around the bolt that is free of powder coat. The bolt, a stainless steel washer and a serrated nut will be included with the inverter, however you will need to provide a ring terminal or other ABYC-compliant lug to ground the unit.

The cable requirements have not changed, so please refer to the ABYC (American Boat and Yacht Council) inverter installation section for grounding cable requirements.



Order of Installation

According to ABYC, the copper lug of the cable can't be placed in direct contact with an aluminum surface, however, a stainless steel washer may be placed in between the lug and the chassis.

The order of the hardware installation should be:

1. Chassis of the inverter
2. Washer
3. ABYC-compliant grounding lug
4. Serrated nut

Please torque the nut to 85 inch pounds.

All other Safety, Installation, Operation and Specification information is as shown in your manual.

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Contact Information

Telephone: 1 800 670 0707 (toll free North America)
1 360 925 5097 (direct)

Fax: 1 800 994 7828 (toll free North America)
1 360 925 5143 (direct)

Email: customerservice@xantrex.com

Web: www.xantrex.com