Charging and Discharging Information

Charging

1. Turn the car off and remove key.
2. Connect grid charger to vehicle harness.
3. Connect grid charger to an AC outlet with the included cable and switch on.
4. Let the charger charge for typically 12-16 hours the first few charges and 8-10 hours on subsequent charges.*****
5. When complete, switch off, unplug the charger from the wall and then the car.
6. To instantly recalibrate the State Of Charge (SOC) of the IMA system, unplug either cable from the 12V battery for 30 seconds and reconnect to reset the system. You can also unplug the IMA fuse for 30 seconds.****** **Record your radio's security code before resetting.**

*How To Charge

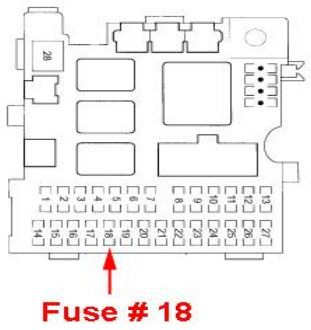
During charging when the battery hits its maximum voltage, it will start balancing. Let it continue charging a minimum of two hours past this point. For example, if you have a battery starting at 150V and begin grid charging, it will start rising in voltage quicker at first. Over time, it rises slower and slower. Eventually, it will ideally hit a maximum shown in the table below. Subsequent charging will need to be performed when the assist feels weak or the IMA light comes back on. How often subsequent charging is needed will vary wildly by case. Average is about 2 weeks. A weak battery can be every other day, a good one can be every other month.

If you find this charging is not helping, try longer charging sessions. Start at 12, then 16, then 20, up to 24 hours. If that still doesn't help, you may need to discharge the battery as well. Dischargers are available for purchase on eBay and the website. Even with that…sometimes all is lost and you will need to result to stick level rebuilding/reconditioning.

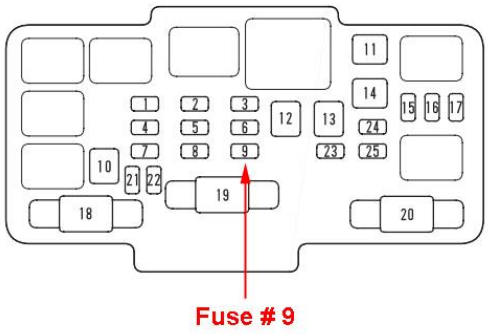
Normal IMA battery voltages	00-06 Insight	03-05 Civic Hybrid & 05-07 Accord Hybrid	06-08 Civic Hybrid
Nominal Voltage	144	144	158
Maximum Charged Voltage	174	174	191

** Resetting the IMA System via Fuse

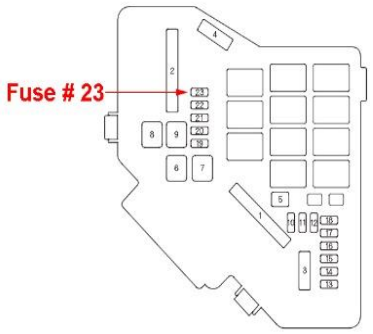
2000-2006 Insight
Fuse box located under dash.



2003-2005 Civic
Fuse box located under hood.



2006-2008 Civic
Fuse box located under hood.



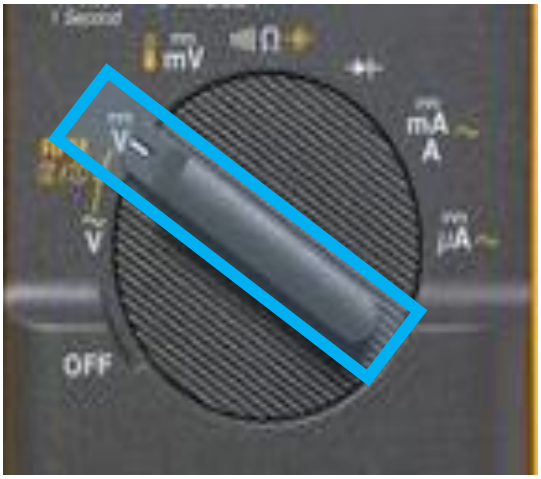
DANGER HIGH VOLTAGE!!

*****RBbatteries is not responsible for misuse or failure of the products. By installing this device you are accepting any and all responsibility*****
This is enough power to hurt you, be careful! Have questions? Contact me by eBay "RBbatteries" or email "RBbatteries@gmail.com".

Discharging

(If discharger was purchased)

1. Turn the car off and remove key.
2. With two identical bulbs (100W or less, 60W is good), connect the discharger to the vehicle harness.
3. Monitor the voltage of the battery by using a volt meter touching a probe to each light bulb metal base, **see below**.

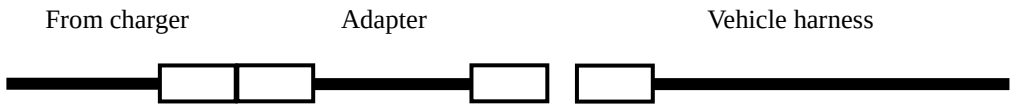


4. Use the DC voltage setting. The polarity of the probes doesn't matter too much, it will just read a negative voltage if reversed. Meters may vary, but look for the V with a straight line over a dashed straight line.
5. Closely monitor the voltage, the lower in voltage the battery gets, the faster it goes.
6. Discharge down to 120V on the first session, **charging in between each discharge session**. Discharging below 120V is at the users own risk. Subsequent sessions can go to 100V, 60V, 30V and for really difficult batteries, 12V.
7. If desired, you can change to 25W bulbs when under 75V to slow the discharge rate down.
8. When complete, unplug the discharger.
9. It is suggested to charge immediately after a discharge.

Old Charger Adapter

This adapter is only needed if you have an old style charger. There is a safety blocking diode that used to be located in the harness installed in the vehicle harness. The diode is now installed in the charger. This adapter allows an old style charger to be used with the new style harnesses with the safety fuse.

1. Plug in the adapter into the charger.
2. Plug the vehicle harness into the adapter.
3. Don't remove the adapter from the charger.



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