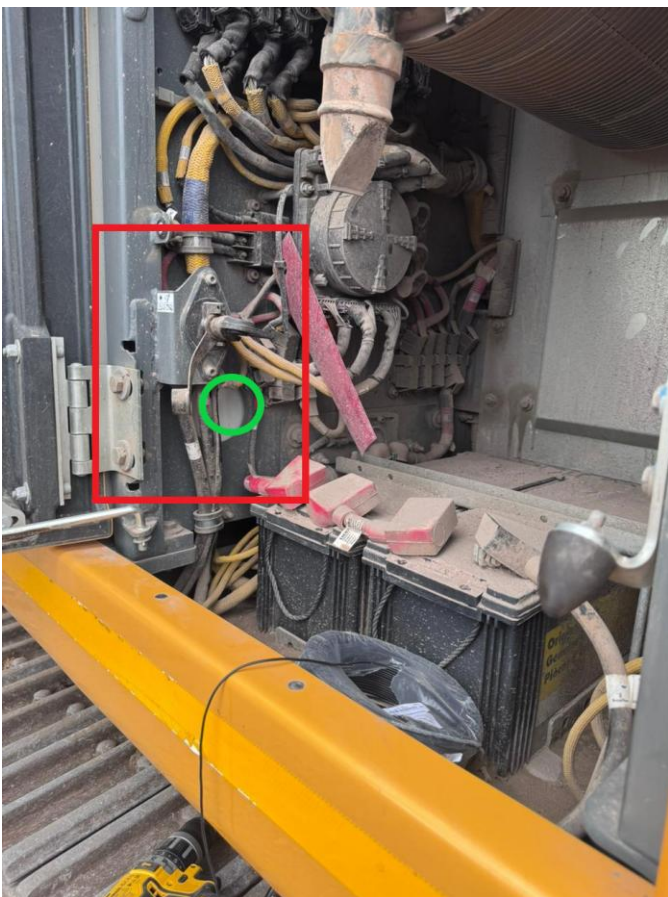


## Liebherr 930

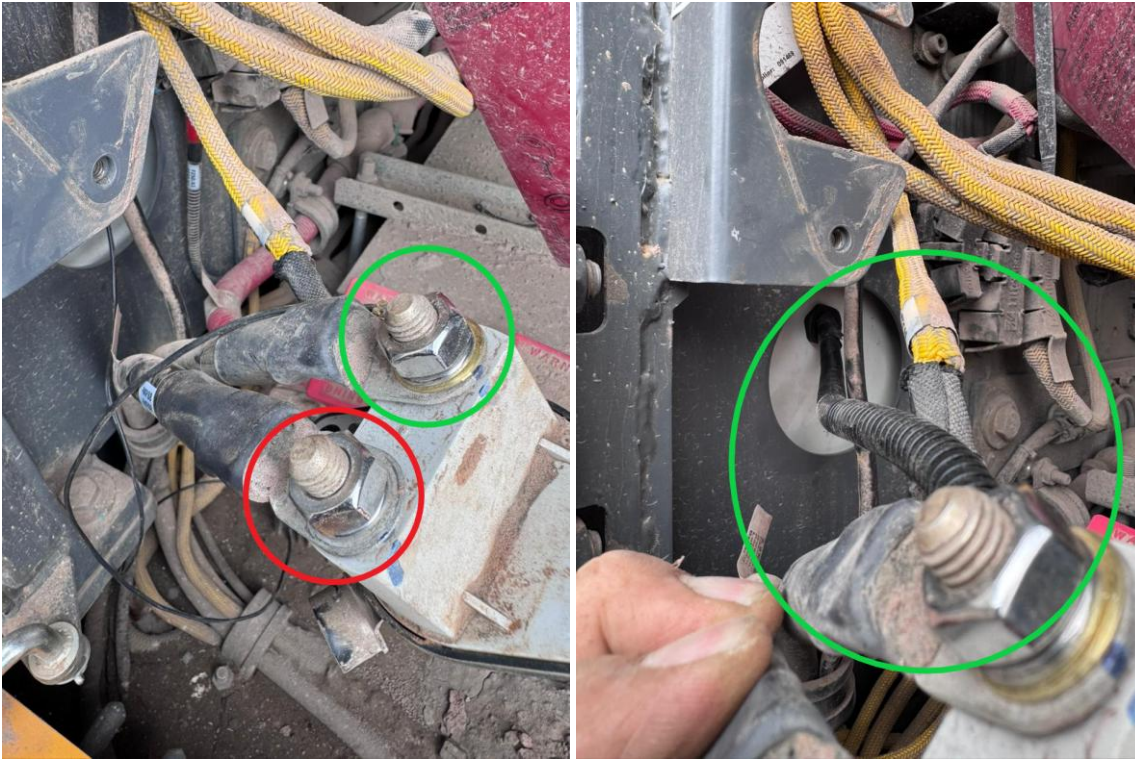
Open the battery compartment on the driver side of the machine:



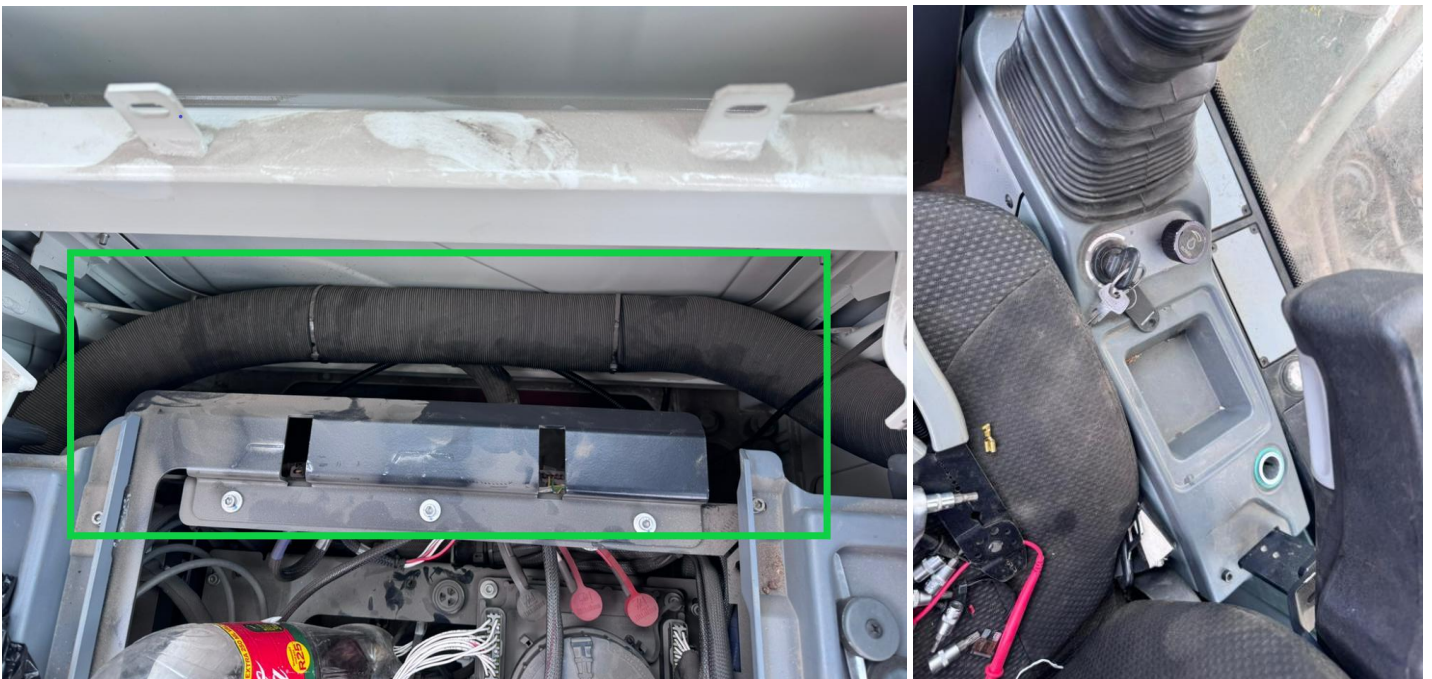
Drill a 16 mm hole into the cabin from the battery box (Green Circle) to run a permanent Negative (-) from the Isolator to the inside of the cabin and insert the 16mm Waterproof gland.



Turn the Isolator to OFF and ensure that you connect the 10mm (hole diameter) ring terminal to the side that does NOT get switched off to ensure the unit is always on. On this unit, it was the right terminal. On this unit this was a NEGATIVE (-) switching Isolator so test to ensure this before assuming. Sleeve the wire and tighten the gland to ensure no water ingress:



Remove the rear cabin cover where the ground wire was ran into and route it down the back to the control panel side where the ignition is situated



Remove the cover of the steering control and lift it up to reveal the bottom of the ignition switch. Find the permanent **Positive (+)** wire that supplies the ignition with power. You can test it by removing it and seeing if the dashboard lights up or the machine starts.



Whilst this plug is unplugged and the machine is not on and cannot start, ensure it has permanent **Positive (+)** by isolating the machine and testing that you have power through the newly pulled-in Negative (-) wire.

You will now crimp the wires onto the supplied push-on pins and insert them into the relay holder as it correlates with the relay:

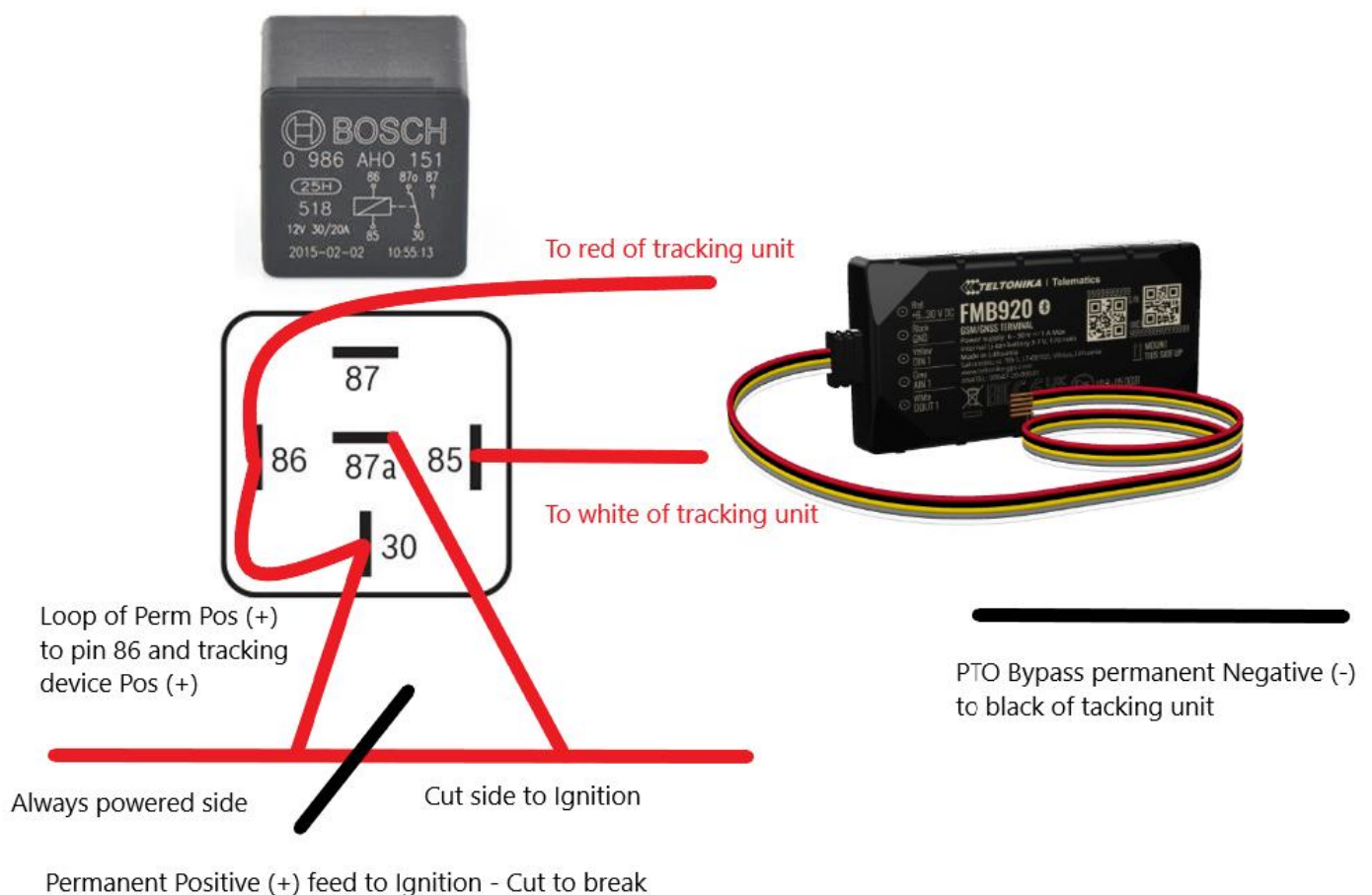


Once confirmed that this always has power even when isolated, cut this wire and add a loop wire and crimp a push-on terminal on the **Positive (+)** side. Connect this terminal on pin 30 of the relay.

Loop the spare looped wire with the **Positive (+)** of the tracking unit and crimp another push-on terminal that is connected to pin 86 of the relay.

The pin that goes back into the ignition can be fitted with a push-on terminal and connected to pin 87a of the relay.

Lastly, connect the push-on terminal on the white wire of the tracking unit and connect it to pin 85. You can now insert the relay ensuring that it does not push out any of the push-on pins.



If installed correctly, the unit should come online and start reporting if there is sufficient cellular signal. You can switch the Isolator back on and the machine shall be able to start and run with no problems.

Once the "Disable" command is sent to the unit, the relay shall open and the power that is constantly supplied from pin 30 to pin 87a shall fall away stalling the machine. Once the Enable command is sent, the relay shall switch off allow the normally closed circuit to resume normal operation and the vehicles shall power on and start again.