Fuse jumper

Years of production: This model of mid-size van poses stiff competition to the mid-size vans released by companies like Toyota. Citroen Jumper is an Italian make mid-size van and the wheels of the mid-size van are made large enough to accommodate the huge load. The Jumper is also called as Relay in countries like Ireland. The first-ever model of the mid-size van was released in the year Ever since it was launched in the UK, the model became the largest selling range in the mid size van category. The interiors of the mid-size van must be on par to handle huge loads. The steering wheel arrangement of the mid-size van can be adjusted at varying heights to tackle heavy loads. The seats of the mid-size van offer the same level of comfort to all who are using the mid-size van. It is not that, only those who occupy the first few seats of the mid-size van derive maximum benefit. The controls of the Jumper are placed at an accessible reach. The design of the controls of the mid-size van is top-notch so that they can be controlled in a single touch. When the load is heavy, then the driver feels exhausted very easily. A decent compartment box is provided beneath the control panel of the mid-size van so that one can handle the mid-size van much effectively. The design of the mid-size van is best suited for drivers of all sizes and shapes. The sensor of the van is very particular in that it can receive the audio and video signals in a very clear manner. The three fuseboxes are placed in the dashboard on the passenger's side, in the driver's door pillar and in the engine compartment. Descriptions are given only for fuses that can be changed by the user. Login Register. Fuse Rating A Functions 12 7. Unclip the cover. When you have finished, close the cover carefully. Remove the nuts and tilt the box to access the fuses. Ford Fiesta VI - : Fuse box. Volvo C30 I - : Fuse box. Audio system - Diagnostic socket - Alarm siren - Programmable additional heating controls - Air conditioning controls - Tachograph - Battery.

enable JavaScript in your browser before proceeding. You are using an out of date browser. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Piggy-back fuseholders - a right way and a wrong way? Thread starter eugenel Start date Sep 25, I'm about to hardwire in another dashcam using a piggy-back mini-fuse holder. Prior to doing this, I had a quick ferret at it with a multimeter and reckon ideally the piggy-back should be fitted one way around and not the other. It will work both ways, but one way will result in the current flowing to the dashcam flowing through both fuses in series. Well, check out the illustration:. Whatatay Member. You are completely correct. Although it works both ways, for the reason you mentioned, only one way is correct, also for the reason you mentioned. The intention is to use the A side to tap off power to go to the red wire through a fuse rated for that circuit while leaving the original circuit as it is. If it is used correctly, both fuses do not need to be the same rating. They are two different circuits. If used incorrectly and the lower fuse for the original circuit is a lower rating than the new circuit connected to the red wire, it may blow before the fuse for the new circuit does. Last edited: Sep 26, Nigel Well-Known Member. I reckon you plan to have it the wrong way around! If you connect it as you plan and have both fuses the same rating as the original then you can draw twice the original power, however the cable providing the power to the A side of the fuse will probably only be rated to match the original fuse, or in my case the relay supplying power to the A side of the fuse is only rated to match the original fuse. Realistically, if you are only powering a dashcam and fit a 2 or 3 amp fuse in the top and the original 10 or 20 amp fuse in the bottom then there isn't much to worry about whichever way around you have it. The right way is to insert the fuse tap with what you called A is the one that receives the voltage. Break the connection in the middle of a spare fuse the lowest amp rating - the thinner you don't need create a separation between the "legs" A and B. Insert that fuse to the place you want to tap. Check with a multimeter or a fuse tester like this one below which leg is A and which is B, Chode Active Member. The third one was used to create a manual breaker for a particular circuit. Harry Lime New Member. Good thread, I hadn't thought about which way round when I fitted one the other day but there's a really simple way to check which way is correct. Just pull the 'main' fuse from the piggy back module and plug it back in with just the 'accessory' fuse in place. It will only work one way round and that is the correct way. Then put the 'main' fuse back in again. Harry Lime said:. Nigel said:. I still say that is the wrong way! Now we decide to get the power from the fuse for the clock using a fuse tap, the clock uses 10 milliamps and is protected by a 1A fuse, so we put the original 1A fuse in the bottom of the fuse tap and the new 20A fuse for our new spot lights in the top of the fuse tap. Now we have two options for fitting the fuse tap: If we fit the fuse tap your way around then when the new lights are turned on we draw 17A for the lights plus 10mA for the clock but the wiring for the clock is only rated at 1A so it will very quickly get very hot, melt it's insulation causing a short circuit and maybe burn the car to it's metal shell. If we fit the fuse tap the other way around then all that happens is that the 1A fuse burns out to protect the 1A wiring and the car lives for another day. Which is the safer option? Why would you not choose the safe option? It is possible that every fuse in your fuse box is provided with power by A cable via A relays but copper cable is both expensive and heavy and A relays are expensive and rather large so that is very unlikely! And, yes, if we decide to do something stupid then your way around protects you. Hi Nigel, I think you're wrong there. The 12v bus is on the one side of all the fuses. That's kind of the point. The piggy back unit should be fitted so both fuses are tapping power from the bus side. If fitted wrong way around, the accessory fuse is getting power via the main fuse and that can never be right. After all, if we are to fit the piggy back your way, there is no point in using a second fuse at all for the acc circuit, it might as well share the current from the main fuse directly. So I'm unpersuaded that my method is wrong. I'm always open to rethink with a logical argument of course, but I still think this is correct: Just pull the 'main' fuse from the piggy back module and plug it back in with just the 'accessory' fuse in place. Hi Nir, Yep, saw that, and you're right of course. The second fuse should be getting power from the 12v input. My contribution to the thread, which I thought was being helpful until all this contraversy, was that you can achieve that correct connection without using broken fuses or multimeters. Just pull the main fuse and test which way around turns your camera on, then put it back. Job done. Hillbilly Well-Known Member. Chode said:. Bumping up an old thread! See the quoted section in the post right above yours - it answers your question. I'm still not sure, I feel like I'm missing something very obvious. You must log in or register to reply here. Piggyback fuse. Dec 23, Mar 18, Sep 24, Your browser's Javascript functionality is turned off. 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