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Installation and Operation of the HB3000 System

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1. Mount the **HB3000** on the dash where it is clearly visible to the driver. Drill a ½ hole, insert grommet and feed wire harness into the electrical panel.
2. Connect **red wire** to fused constant +12 volts.
3. Connect **black wire** to good clean ground.
4. Connect **orange wire** to ignition switched +12 volts.
5. Connect **yellow wire** to flashing lights.
6. Connect **brown wire** to the front buzzer where the connection is made to the rear door switch. Read the clarification below on the “Isolation of buzzers” description.
7. Connect the **green wire** to the front buzzer where the wire from the rear door switch was just removed.
8. Optional, connect the blue wire to the outboard horn relay kit.
9. Optional, connect the dome light outboard relay circuit to lug on rear side of Homebound control module.

Normal Operation Sequence:

- A. Ignition on – Green LED illuminates.
- B. Red flashing lights activated Red LED illuminated. (ARMED).
- C. Ignition off – Buzzer sounds. If buzzer does not sound and both lights go out. Isolation of buzzers is required. See description below.
- D. Rear door latch move to unlatch – buzzer silences, Red LED turns off.

Definitions

Constant +12 volts is a 12 volts supplied from the hot side of the ignition switch or any 12 volt supply that is constant as long as the battery is installed.

Flashing lights supply is any point that is +12 volts when the flashing lights are activated. The 12 volt supply to the stop arm would be ideal. But any other point such as the supply to the flasher motor is acceptable as long as the point is +12 volts when the lights are flashing and the 12 volts is removed when the lights are off.

Front and rear buzzers. Most buses have a buzzer at the rear exit of the bus. This is the rear buzzer and sounds when the rear door latch is opened and the ignition is on. In addition a buzzer is normally found in the electrical box adjacent to the driver seat. This front buzzer sounds also when the rear door latch is opened.

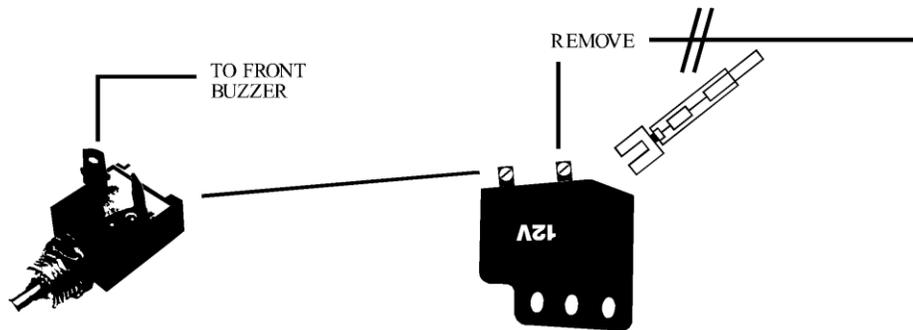
Isolation of Buzzers

Most modern buses use solid-state door buzzers. Most have two (one by the rear door and one by the driver) these buzzers sound when the rear door is opened with the ignition on. Some smaller

buses only have the front buzzer. Buses with solid-state buzzers should not require this isolation procedure. The brown wire only needs to be connected to the junction of the two buzzers. The test is to have both the green and red lights illuminated (system armed) and to turn the ignition off. The HB3000 buzzer should sound, if it does not sound and both lights go out then isolation is required. This will most likely be if the bus uses mechanical buzzers.

Isolation Procedure – Rear Buzzer

1. Remove +12 volt feed from rear buzzer. **THIS IS THE WIRE THAT IS NOT CONNECTED** to the rear door switch itself.
2. Cut a bare wire; splice to supplied diode coupler with terminal supplied.
3. Connect diode coupler to buzzer, with spade terminal.
4. Modification is complete.



Isolation Procedure – Front buzzer

1. Locate the front buzzer. Two wires are probably connected to one side of the front buzzer. One wire is connected to the other side of the buzzer. The two connected wires are 1) from the rear door switch and 2) from the side window switches. Identify the wire from the rear door switch, do this by removing one wire at a time and observing which wire causes the buzzer to fail to sound if the rear door is opened with the ignition on.
2. Remove this wire from the buzzer, cut off the existing connector and bare the wire. Connect to the brown wire from Homebound.
3. Connect the green wire from Homebound to the front buzzer in place of the above wire that was just removed.

