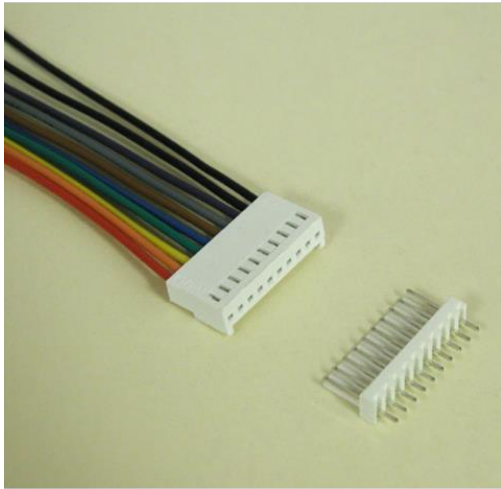


Relay and connector pin intermittent operation issues .

Applying Conductive Grease – Leave nothing between the pins or sockets!



On this style, coat the inside of the socket using a small pin. Nothing on the surface between the sockets you can use a clean paper towel or cloth to clean the conductive grease off the surface.

Connect the plug and sockets together. unplug

If there is any grease between the pins or sockets

Wipe off the socket section and use contact

Cleaner to clean the plug / male end.



This style coat inside of the round sockets Using a pin or small Allen wrench. Nothing on the surface between sockets. Wipe the surface clean.

Connect the plug and socket together, unplug

If there is any grease between the pins or sockets

Wipe off the socket section and use contact

Cleaner to clean the plug / male end.

There will be enough grease remaining to make a good connection and reduce oxidation in both cases.

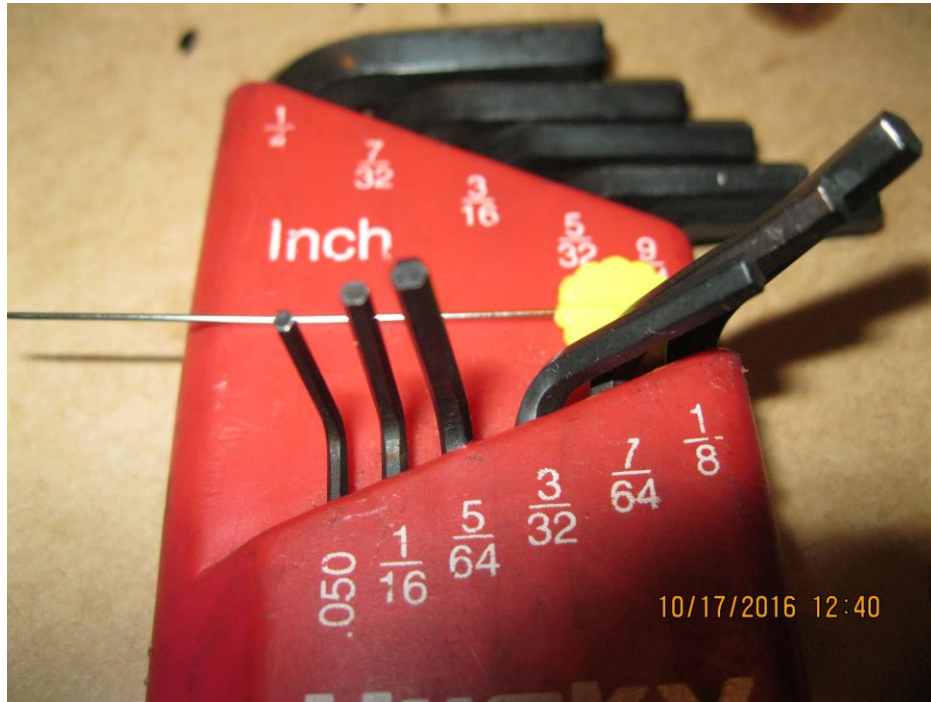
Use the same method to insure good connections between relays and their sockets.

The same issue pops up in the Data Link cable running between the ECM, TCM and other Modules used in any of the Bosch module systems and are becoming more complicated and interconnected.

Disconnecting the connections and reconnecting them will often correct the problem temporally because the action cleaned the contacts, but it will only be temporary fix.

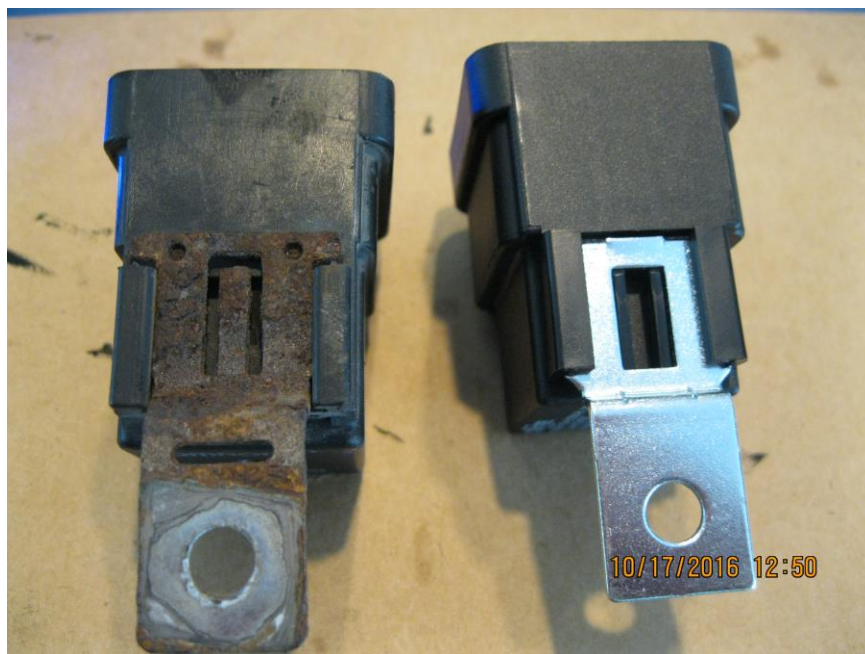
The fallowing pages might clear up things.

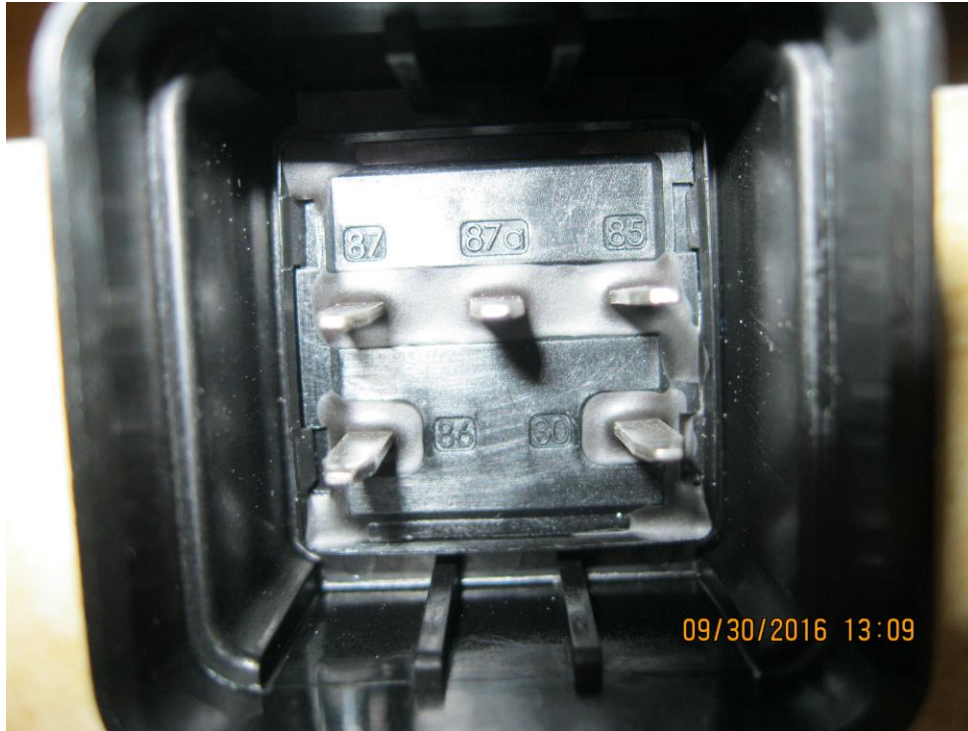
Simple but effective tools to apply the grease.



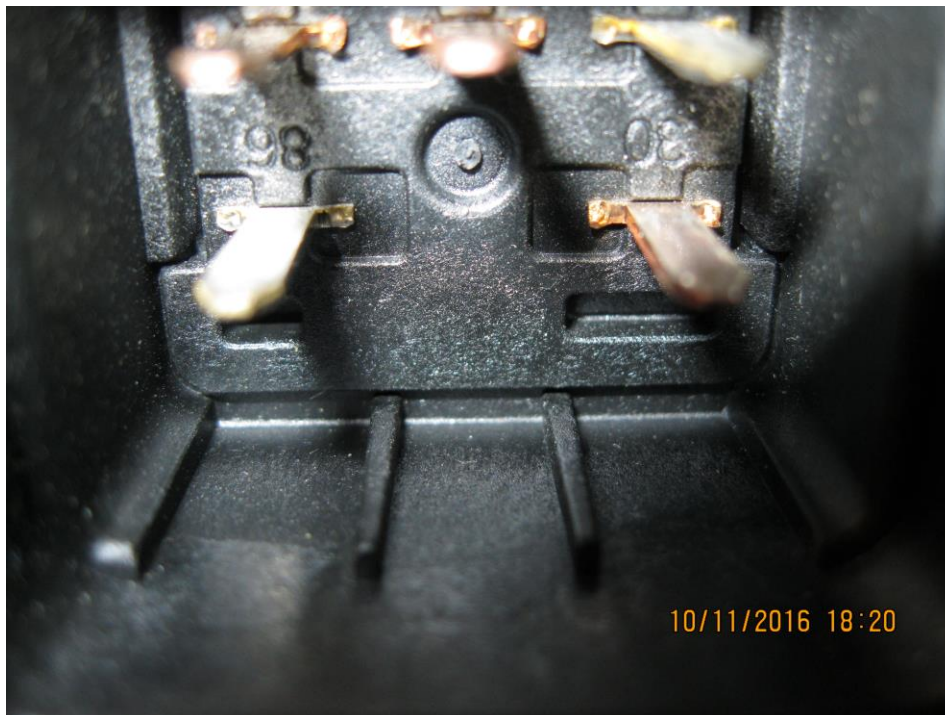


Weather proof style relay.





New Relay. The 5 Pins are the tin coated style.



The Old Relay. The contact and common pins are copper and the 2 coil power pins are tin plated. Plus, there is more material used in the pins. Saves a few pennies on each unit and that adds up.

Pins 85 and 86 are for coil power – This relay has a coil and resistor in parallel the resistor is around 650 ohms, but you will read a short across the pins because the coil resistance is almost zero.



Pin # 30 is the common. Pin # 87a is the normally closed side and power is connected to pin 87 when the relay is powered on.

This relay has a locking tab and if you need the part number for this style relay, take a look at the first picture. All the information you need for this style relay is there. Also there is a metal mounting tab that is not present on the other style.

They are in many ways the same as the ones used inside the coach relay box's or bays, but for that application the pins are much bigger and they are not the weather proof style.

When the Service Centers look them up your odds are 50 / 50 for getting the correct rely. So look at them to see if they match the ones you are replacing.



Applying the conductive grease to the pins using a small flat screw driver.

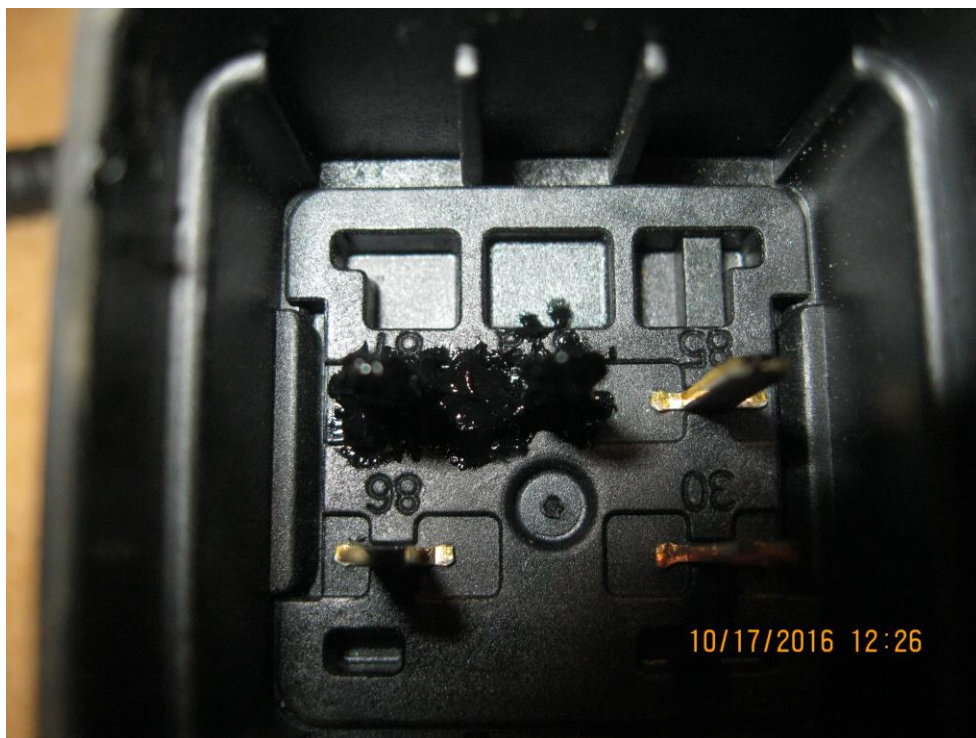
This same grease works well for light fixtures, but do not get it between the conductor and the grounds or across the 2 contact style lamps. Shouts happen.



Small amount of grease applied to 2 pins.



Grease is between 2 pins! This will cause a short circuit. Needs to be cleaned with contact cleaner and done correctly.



Pictures of silver conductive grease, this style grease is for slide style switches.



This grease flows, so over time it can cause a direct short or circuit because it is so conductive if used for the wrong application and you will have the same issues that happen with too much carbon grease.

