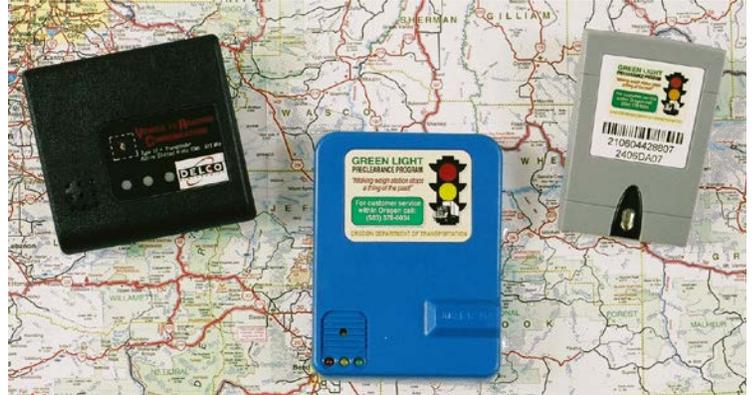


Green Light Transponder Battery Replacement

Since the late-1990s, the Oregon DOT has distributed tens of thousands of transponders for its Green Light weigh station preclearance system. First it was a Delco Type II⁺ brand, then a Mark IV, and today Oregon distributes a Telematics brand transponder. Regardless of the brand, each of those transponders works in Green Light. But after seven years or so the battery may need to be replaced. Here's the scoop about that:



- If a transponder stops working, it may just need a new battery. Use the “Press to Test” button to check if the lights work.
- The transponder will only work with the same type of battery that was originally installed. The Delco transponders, for example, used a **Sanyo Model CR17450E-R lithium battery**.
- This unique battery is only available to battery suppliers.
- Truckers shouldn't try to open the transponder and replace the battery. It's not easy to install and needs wires soldered to either end or to the circuit board. The blue Mark IV transponder is especially tricky to refurbish. The manufacturer purposefully added a tamper-prevention security feature that wipes out the device's memory if the battery is disconnected.
- The BATTERIES PLUS store in Salem operates a **Truck Transponder Service Center** that can install a new battery for **\$16.99** so a transponder can be used for about seven more years.

Transponder Service Center

3045 Lancaster Dr. NE, Salem OR 97305

503-581-4890

NOTE: The Oregon Department of Transportation will not issue a new, replacement transponder to a company with trucks currently enrolled in Green Light. Oregon is distributing transponders at no-charge, but only for the first transponders a company obtains to get started in Green Light. Once a company has its transponders, it owns them and when the batteries die it is responsible for paying to either replace the batteries or buy new transponders.

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