E1180 45AMP BATTERY CHARGER 24V – 12V (26V Turn On)

24V TO 12V BATTERY CHARGER 45AMP
Charge a 12V Battery from a 24V Battery System
HIGH SPECIFICATION
MANUFACTURED IN THE UK



This Battery Charger starts when the voltage reaches approximately 26V.

This Unit has a Brown Control Wire which is wired directly to the +ve Connection of the 24V Cranking (Donor) Battery. The Brown Control Wire senses the 24V Cranking (Donor) Battery Voltage and switches the Battery Charger on only when the 24V Cranking (Donor) Battery is being charged.

Unlike Relay or Diode Chargers this Unit automatically controls the maximum charge into the 12V Leisure (Recipient) Battery preventing it from becoming over-charged / damaged and prevents the 24V Cranking Battery (Donor Battery) from becoming flat / exhausted

- **PART NO: E1180**
- **TYPE: SWITCH MODE STEP DOWN BATTERY CHARGER**
- **CHARGING CURRENT: 45 AMP**
- **INPUT VOLTAGE: 18 TO 30V DC**
- **OUTPUT VOLTAGE: 14V DC**
- **CONTROL INPUT VOLTAGE (CVIN): CHARGER ENABLED: >26.5V DC / CHARGER DISABLED: < 25V DC**
- **OVERLOAD PROTECTION: YES**
- **POLARITY PROTECTED: EXTERNAL FUSE**
- **HIGH TEMP PROTECTED: YES**
- **SHORT CIRCUIT PROTECTION: YES**
- **EFFICIENCY: > 90%**
- **DIMENSIONS: 320mm X 195mm X 55mm**
- **FIXING CENTRES: 300mm X 175mm (4 HOLE FIXING)**
- **HOLE SIZE: 6mm**
- **WEIGHT: 2495g**
- **CONSTRUCTION: 3 X E932 15A CHARGER MOUNTED ON A SINGLE ALUMINIUM PLATE**

OEM AND TRADE ENQUIRIES WELCOME

MODELS ALSO AVAILABLE: 15A / 30A / 60A / 75A

WHY NOT VISIT OUR WEBSITES TO VIEW THE OTHER PRODUCTS WE MANUFACTURE:

http://www.battery-management-voltage-converter.com
This site covers our:

- **Battery Management Systems**
- **Split Charge Controllers**
- **DC-DC Battery Chargers**
- **DC-DC Voltage Converters**
- **Trailer Voltage Converters**
- **Battery Status Indicators**
- **Voltage Sensitive Switches.**

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This site covers our Range of:

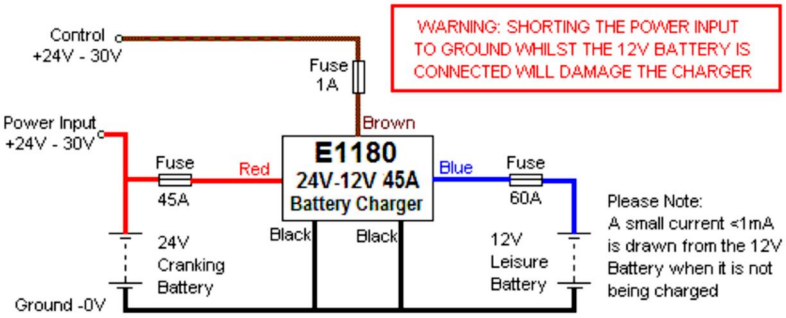
- **Water Level Monitors**
- **Water Level Probes**
- **Temperature Monitors**
- **Temperature Probes**
- **Air Conditioning Fan Control Units**
- **Vehicle Flashers and Interrupters**
- **Light Control Units**
- **Oil Level Monitors**
- **Oil Level Probes**
- **Hydraulic Control Units**
- **Audible Warning Devices**
- **Reversing Alarms**
- **Timers**
- **Digital Speed Switches**
- **Solenoid Controllers**
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- **Relays, Connectors, Lamps, Switches**
- **Earth Straps**
- **Looms and Wiring Harnesses**
- **Transformer and Coil Winding**
- **Mechanical Assembly**
- **Special Purpose Electrical / Electronic Assembly**
- **Encapsulation and Formal Coating**
- **Vacuum Formed Parts**
- **Printed Circuit Board Assembly**

BEFORE INSTALLATION YOU NEED TO PURCHASE:

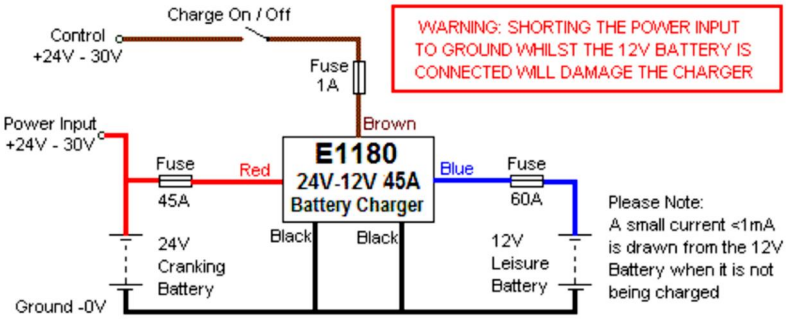
RECOMMENDED MINIMUM CABLES SIZES:
INPUT (RED): 10.0mm² CONDUCTOR CROSS SECTION (80/0.40mm)
OUTPUT (BLUE): 10.0mm² CONDUCTOR CROSS SECTION (80/0.40mm)
GROUND (BLACK): 10.0mm² CONDUCTOR CROSS SECTION (80/0.40mm)
CONTROL (BROWN)): 1.0mm² CONDUCTOR CROSS SECTION (32/0.2mm)

This Battery Charger allows you to charge a 12V Battery from a 24V Battery System.
The Battery Charger can be wired in 2 ways:

Wired as a fully automatic Charger
The Brown Control Wire is wired directly to the +ve Connection of the 24V Cranking (Donor) Battery to switch the Charger on and off automatically.
In this case the Control Wire senses the 24V Cranking (Donor) Battery Voltage and switches the Charger on only when the 24V Cranking (Donor) Battery is being charged.
The Unit automatically controls the maximum charge into the 12V Leisure (Recipient) Battery preventing it from becoming over-charged / damaged and prevents the 24V Cranking Battery (Donor Battery) from becoming flat / exhausted.



Wired as a manually operated Charger
The Brown Control Wire Connection is wired via a Switch to the +ve Connection of the 24V Cranking (Donor) Battery to switch the Charger on and off manually.
In this case the Operator can control when the Charger is switched on or off.
If left on, the Unit will automatically control the maximum charge into the 12V Leisure (Recipient) Battery preventing it from becoming over-charged / damaged and prevent the 24V Cranking Battery (Donor Battery) from becoming flat / exhausted.



INSTALLATION INSTRUCTIONS:

1. **CONNECT THE BLUE OUTPUT LEAD CONNECTION TO THE +VE CONNECTION OF THE 12V LEISURE / AUXILIARY BATTERY**

2. **CONNECT ONE BLACK LEAD CONNECTION TO THE –VE CONNECTION OF THE 12V BATTERY**

3. **CONNECT ONE BLACK LEAD CONNECTION TO GROUND, IE: THE VEHICLE CHASSIS OR TO THE -VE CONNECTION OF THE 24V BATTERY**

4. **CONNECT THE RED INPUT LEAD CONNECTION TO THE +VE CONNECTION OF THE 24V CRANKING BATTERY**

5. **CONNECT THE BROWN LEAD CONNECTION TO THE +VE CONNECTION OF THE 24V CRANKING / DONOR BATTERY. THE BROWN LEAD DETECTS THE VOLTAGE OF THE BATTERY AND WHEN THE BATTERY VOLTAGE FALLS TO 25V DC IT WILL AUTOMATICALLY SWITCH THE BATTERY CHARGER OFF UNTIL THE ALTERNATOR HAS REPLENISHED / TOPPED UP THE CRANKING / DONOR BATTERY, AT WHICH POINT THE BATTERY CHARGER WILL BE AUTOMATICALLY SWITCHED BACK ON.**

IF IN DOUBT, PLEASE CONSULT AN AUTOMOTIVE ELECTRICIAN OR TELEPHONE US ON 01939 235073

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