E1154 10AMP SPLIT CHARGER 12V – 24V
13V Turn On

12V – 24V SPLIT CHARGER 10AMP ***Charge a 24V Battery from a 12V Battery System***
HIGH SPECIFICATION
MANUFACTURED IN THE UK



- **PART NO: E1154**
- **TYPE: SWITCH MODE STEP UP SPLIT CHARGER**
- **CHARGING CURRENT: 10 AMP**
- **INPUT VOLTAGE: 11 – 15V DC**
- **CONTROL INPUT VOLTAGE (CVin): Charger Enabled: >13.3V / Charger Disabled: <12.6V**
- **OUTPUT VOLTAGE: 28V DC**
- **OVERLOAD PROTECTION: EXTERNAL FUSE**
- **POLARITY PROTECTED: EXTERNAL FUSE**
- **HIGH TEMP PROTECTED: YES**
- **SHORT CIRCUIT PROTECTION: EXTERNAL FUSE**
- **EFFICIENCY: > 85%**
- **DIMENSIONS: 155mm X 70mm X 53mm**
- **FIXING CENTRES: 138mm X 40mm (4 HOLE FIXING)**
- **HOLE SIZE: 5.5mm**
- **WEIGHT: 447g**
- **CONSTRUCTION: ANODISED COOLING PROFILE**

MODELS ALSO AVAILABLE: 20AMP / 30AMP / 40AMP / 50AMP / 60AMP / 70AMP / 80AMP

OEM AND TRADE ENQUIRIES WELCOME

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.**

http://www.eurogroup-gb.com
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**
- **Vehicle Safety and Security Units**
- **Digital Speed Switches**
- **Solenoid Controllers**
- **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**

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Web Site: www.eurogroup-gb.com OR www.battery-management-voltage-converter.com

BEFORE INSTALLATION YOU NEED TO PURCHASE:

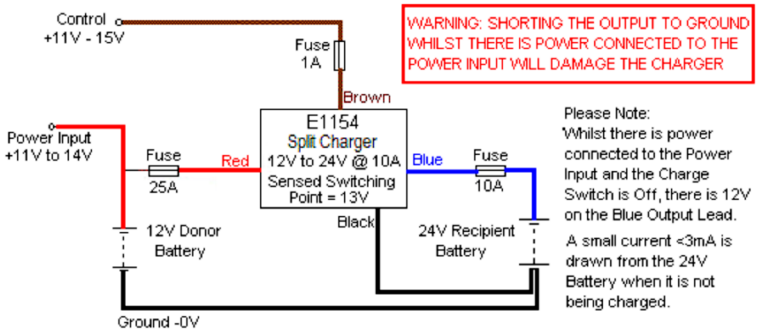
1 X 10A AUTOMOTIVE BLADE FUSE (COLOUR: RED)
1 X 25A AUTOMOTIVE BLADE FUSE (COLOUR: BLUE)
1 X 1A AUTOMOTIVE BLADE FUSE (COLOUR: BLACK)
3 X INLINE FUSE HOLDER (TO TAKE BLADE FUSES)

RECOMMENDED MINIMUM CABLES SIZES:
INPUT (RED): 4mm² CONDUCTOR CROSS SECTION (56/0.3mm)
OUTPUT (BLUE): 4mm² CONDUCTOR CROSS SECTION (56/0.3mm)
GROUND (BLACK): 4mm² CONDUCTOR CROSS SECTION (56/0.3mm)
CONTROL (BROWN): 1.0mm² CONDUCTOR CROSS SECTION (32/0.2mm)

The Charger starts when the voltage reaches approximately 13V.
This Charger allows you to charge a 24V Battery from a 12V Battery System.

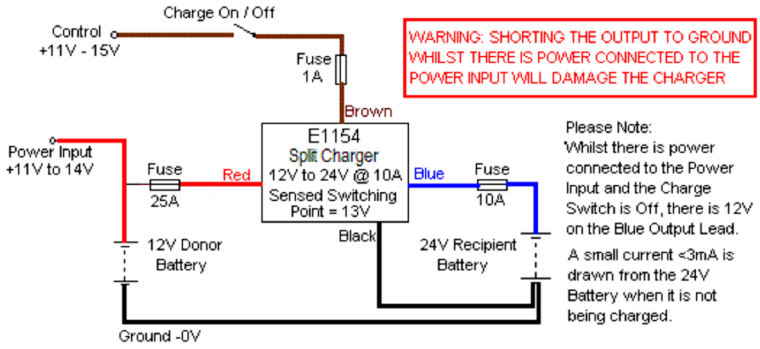
The Charger can be wired in 2 ways:

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



Wired as a manually operated Charger
The Brown Control Wire is wired via a Switch to the +ve Connection of the 12V Cranking (Donor) Battery to switch the Charger on and off manually. In this case the Operator can control when the Battery Charger is switched on or off.

If left on, the Unit will automatically control the maximum charge into the 24V Leisure (Recipient) Battery preventing it from becoming over-charged / damaged and prevent the 12V Cranking Battery (Donor Battery) from becoming flat / exhausted.



INSTALLATION INSTRUCTIONS:

1. **CONNECT THE BLUE LEAD TO THE +VE CONNECTION OF THE 24V LEISURE / AUXILIARY BATTERY (FITTING 1 X INLINE FUSE HOLDER WITH 10A BLADE FUSE BETWEEN THE 24V BATTERY AND THE BATTERY CHARGER AS SHOWN ON WIRING DIAGRAM SUPPLIED WITH UNIT)**

2. **CONNECT A BLACK LEAD FROM THE –VE CONNECTION OF THE 12V CRANKING / DONOR BATTERY TO THE –VE CONNECTION OF THE 24V LEISURE / AUXILIARY BATTERY (COMMON NEGATIVE)**

3. **CONNECT THE BLACK LEAD FROM THE BATTERY CHARGER TO THE -VE CONNECTION OF THE 24V LEISURE / AUXILIARY BATTERY**

4. **CONNECT THE RED LEAD TO THE +VE CONNECTION OF THE 12V CRANKING BATTERY (FITTING 1 X INLINE FUSE HOLDER WITH 25A BLADE FUSE BETWEEN THE 12V BATTERY AND THE BATTERY CHARGER AS SHOWN ON WIRING DIAGRAM SUPPLIED WITH UNIT)**

5. **THE BROWN CONTROL LEAD GIVES YOU THE OPTION TO SWITCH THE BATTERY CHARGER ON AND OFF USING A STANDARD LOW CURRENT SWITCH.**

6. **ALTERNATIVELY YOU CAN CONNECT THE BROWN LEAD TO THE +VE CONNECTION OF THE 12V CRANKING / DONOR BATTERY (FITTING 1 X INLINE FUSE HOLDER WITH 1A BLADE FUSE BETWEEN THE 12V BATTERY AND THE BATTERY CHARGER AS SHOWN ON WIRING DIAGRAM SUPPLIED WITH UNIT). THE BROWN LEAD DETECTS THE VOLTAGE OF THE BATTERY AND WHEN THE BATTERY VOLTAGE FALLS BELOW 13VDC 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