E1155 20AMP SPLIT CHARGER 12V – 24V
Sensed Switching Point: 13V

12V – 24V SPLIT CHARGER 20AMP
Charge a 24V Battery from a 12V Battery System
HIGH SPECIFICATION
MANUFACTURED IN THE UK



- **PART NO: E1155**
- **TYPE: SWITCH MODE STEP UP SPLIT CHARGER**
- **CHARGING CURRENT: 20 AMP**
- **INPUT VOLTAGE: 11 – 15V DC**
- **OUTPUT VOLTAGE: 28V DC**
- **CONTROL INPUT VOLTAGE (CVin):**
  Charger Enabled: >13.3V / Charger Disabled: <12.6V
- **OVERLOAD PROTECTION: EXTERNAL FUSE**
- **POLARITY PROTECTED: EXTERNAL FUSE**
- **HIGH TEMP PROTECTED: YES**
- **SHORT CIRCUIT PROTECTION: EXTERNAL FUSE**
- **EFFICIENCY: > 85%**
- **DIMENSIONS: 215mm X 100mm X 75mm**
- **FIXING CENTRES: 200mm X 70mm (4 HOLE FIXING)**
- **HOLE SIZE: 5.5mm**
- **WEIGHT: 1150g**
- **CONSTRUCTION: ANODISED COOLING PROFILE**

MODELS ALSO AVAILABLE: 10AMP / 30AMP / 40AMP

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**

EURO MANUFACTURING AND MARKETING LIMITED
Euro Works, 11-13 High Street, Wem, Shropshire SY4 5AA, England.
Tel: +44 (0) 1939 235073 Fax: +44 (0) 1939 235074
Email: sales@eurogroup-gb.com OR sales@battery-management-voltage-converter.com
Web Site: www.eurogroup-gb.com OR www.battery-management-voltage-converter.com

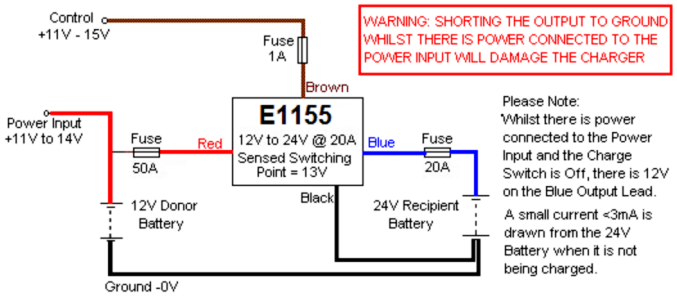
BEFORE INSTALLATION YOU NEED TO PURCHASE:
1 X 20A AUTOMOTIVE BLADE FUSE
1 X 50A AUTOMOTIVE BLADE FUSE
1 X 1A AUTOMOTIVE BLADE FUSE
3 X INLINE FUSE HOLDER (TO TAKE BLADE FUSES)

RECOMMENDED MINIMUM CABLES SIZES:
INPUT (RED): 6mm² CONDUCTOR CROSS SECTION (84/0.3mm)
OUTPUT (BLUE): 6mm² CONDUCTOR CROSS SECTION (84/0.3mm)
GROUND (BLACK): 6mm² CONDUCTOR CROSS SECTION (84/0.3mm)

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

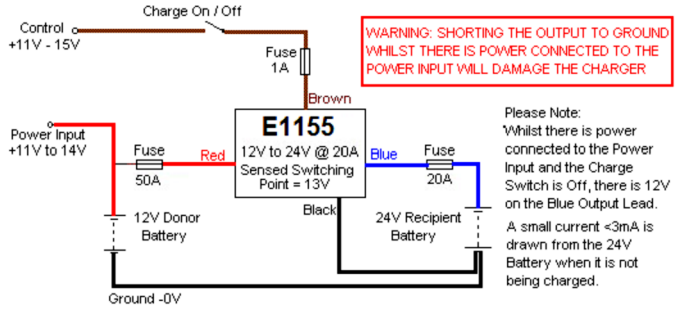
The Split Charger can be wired in 2 ways:

<u>Wired as a fully automatic Charger</u>
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.



<u>Wired as a manually operated Charger</u>
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.



<u>INSTALLATION INSTRUCTIONS:</u>

1. **CONNECT THE BLUE LEAD CONNECTION TO THE +VE CONNECTION OF THE 24V LEISURE / AUXILIARY BATTERY (FITTING 1 X INLINE FUSE HOLDER WITH 20A BLADE FUSE BETWEEN THE 24V BATTERY AND THE SPLIT 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 CONNECTION FROM THE SPLIT CHARGER TO THE -VE CONNECTION OF THE 24V LEISURE / AUXILIARY BATTERY**

4. **CONNECT THE RED LEAD CONNECTION TO THE +VE CONNECTION OF THE 12V CRANKING BATTERY (FITTING 1 X INLINE FUSE HOLDER WITH 50A BLADE FUSE BETWEEN THE 12V BATTERY AND THE SPLIT CHARGER AS SHOWN ON WIRING DIAGRAM SUPPLIED WITH UNIT)**

5. **THE BROWN CONTROL LEAD CONNECTION GIVES YOU THE OPTION TO SWITCH THE SPLIT 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 SPLIT 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 13V DC IT WILL AUTOMATICALLY SWITCH THE SPLIT CHARGER OFF UNTIL THE ALTERNATOR HAS REPLENISHED / TOPPED UP THE CRANKING / DONOR BATTERY, AT WHICH POINT THE SPLIT CHARGER WILL BE AUTOMATICALLY SWITCHED BACK ON.**

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