E1198 45AMP SPLIT CHARGER 24V – 12V (26V Turn On)

24V – 12V SPLIT CHARGER 45AMP ***Charge a 12V Battery from a 24V Battery System***
HIGH SPECIFICATION
MANUFACTURED IN THE UK



This Split 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 Split 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: E1198**
- **TYPE: SWITCH MODE STEP DOWN SPLIT CHARGER**
- **CHARGING CURRENT: 45 AMP**
- **INPUT VOLTAGE: 18 – 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: 380mm X 180mm X 55mm**
- **FIXING CENTRES: 364mm X 160mm (4 HOLE FIXING)**
- **HOLE SIZE: 6mm**
- **WEIGHT: 2495g**
- **CONSTRUCTION: 3 X E1152 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**
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- **Timers**
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- **Digital Speed Switches**
- **Solenoid Controllers**
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- **Earth Straps**
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- **Mechanical Assembly**
- **Special Purpose Electrical / Electronic Assembly**
- **Encapsulation and Formal Coating**
- **Vacuum Formed Parts**
- **Printed Circuit Board Assembly**

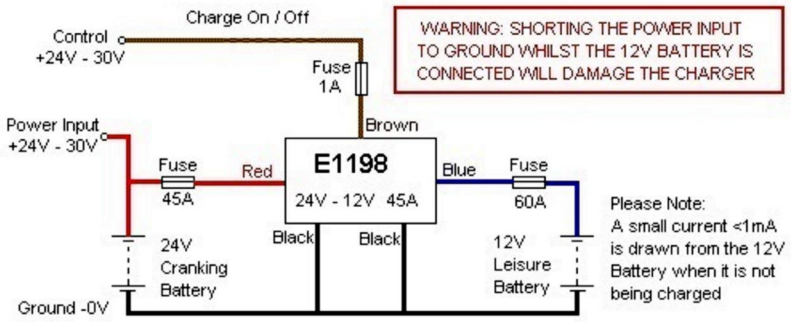
BEFORE INSTALLATION YOU NEED TO PURCHASE:
1 X 1A AUTOMOTIVE BLADE FUSE (COLOUR: BLACK)
1 X INLINE FUSE HOLDER (TO TAKE BLADE FUSES)

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 Split Charger allows you to charge a 12V Battery from a 24V Battery System.

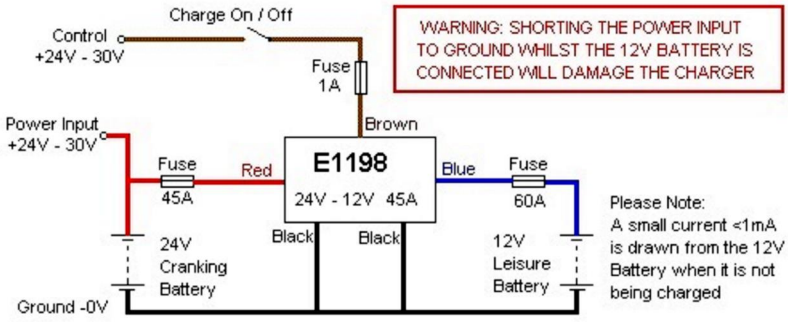
The Split Charger can be wired in 2 ways:

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



INSTALLATION INSTRUCTIONS:

1. **CONNECT THE BLUE 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 LEAD CONNECTION TO THE +VE CONNECTION OF THE 24V CRANKING BATTERY.**
5. **THE BROWN CONTROL LEAD 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 CONNECTION TO THE +VE CONNECTION OF THE 24V CRANKING / DONOR BATTERY (FITTING 1 X INLINE FUSE HOLDER WITH 1A BLADE FUSE BETWEEN THE 24V 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 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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