E1262 20AMP BATTERY CHARGER 48V – 24V

48V TO 24V BATTERY CHARGER 20AMP
Charge a 24V Battery from a 48V Battery System
HIGH SPECIFICATION
MANUFACTURED IN THE UK



- **PART NO: E1262**
- **TYPE: SWITCH MODE STEP DOWN BATTERY CHARGER**
- **CHARGING CURRENT: 20 AMP**
- **PEAK OUTPUT CURRENT (Vin = 48V): > 24A**
- **INPUT VOLTAGE: 36V to 60V**
- **OUTPUT VOLTAGE (Vin = 48V, I out = 0.2A): 28.1 VDC ± 0.1 V**
- **CONTROL INPUT VOLTAGE RANGE: 0V to 60V**
- **CONTROL INPUT CURRENT (V control = 60V): 7mA**
- **CONTROL INPUT VOLTAGE (CVIN) :CHARGER ENABLED > 46V / CHARGER DISABLED < 39V**
- **OVERLOAD PROTECTION: YES**
- **POLARITY PROTECTED: EXTERNAL FUSE**
- **HIGH TEMP PROTECTED: YES**
- **SHORT CIRCUIT PROTECTION: YES**
- **EFFICIENCY: 90%**
- **DIMENSIONS: 215mm X 100mm X 75mm**
- **FIXING CENTRES: 70mm X 200mm**
- **HOLE SIZE: 5.5mm**
- **WEIGHT: 1150g**
- **CONSTRUCTION: ANODISED COOLING PROFILE (TWIN)**

MODELS ALSO AVAILABLE: 10AMP / 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**

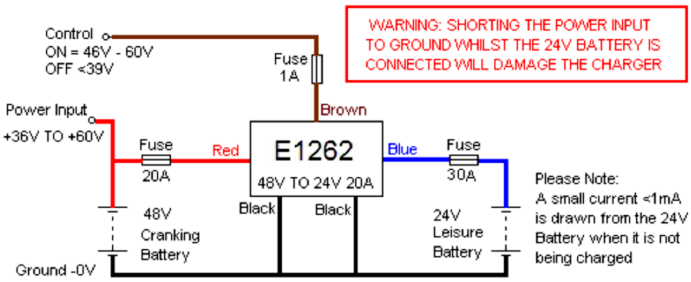
BEFORE INSTALLATION YOU NEED TO PURCHASE:

1 X 1A AUTOMOTIVE BLADE FUSE (COLOUR: BLACK)
1 X 20A AUTOMOTIVE BLADE FUSE (COLOUR: YELLOW)
1 X 30A AUTOMOTIVE BLADE FUSE (COLOUR: GREEN)
3 X INLINE FUSE HOLDER (TO TAKE BLADE FUSES)

The Battery Charger can be wired in 3 ways:-

Wired as a fully automatic Charger

The Brown Control Wire Connection is wired directly to the +ve Connection of the 48V Cranking (Donor) Battery to run the Charger all the time. *The Donor Battery should be regularly charged to prevent it becoming depleted. The Unit automatically controls the maximum charge into the 24V Leisure (Recipient) Battery preventing it from becoming over-charged / damaged.

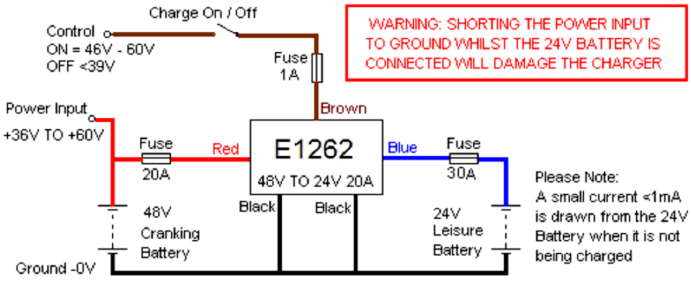


Wired to only operate when the engine is running

The Brown Control Wire Connection is wired to any +ve connection which becomes live when the Ignition is switched on. The Unit automatically controls the maximum charge into the 24V Leisure (Recipient) Battery preventing it from becoming over-charged / damaged.

Wired as a manually operated Charger

The Brown Control Wire Connection is wired via a Switch to the +ve Connection of the 48V 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.



INSTALLATION INSTRUCTIONS:

1. **CONNECT ONE BLACK LEAD CONNECTION TO THE –VE CONNECTION OF THE 24V BATTERY**

2. **CONNECT THE OTHER BLACK LEAD CONNECTION TO THE –VE CONNECTION OF THE 48V BATTERY.**

3. **ENSURE THE NEGATIVE TERMINALS OF BOTH BATTERIES ARE CONNECTED TO EACH OTHER USING A HEAVY DUTY CABLE**

4. **CONNECT THE BLUE LEAD CONNECTION TO THE +VE CONNECTION OF THE 24V LEISURE / AUXILIARY BATTERY (FITTING 1 X INLINE FUSE HOLDER WITH 30A BLADE FUSE BETWEEN THE 24V BATTERY AND THE BATTERY CHARGER AS SHOWN ON WIRING DIAGRAM SUPPLIED WITH UNIT)**

5. **CONNECT THE RED LEAD CONNECTION TO THE +VE CONNECTION OF THE 48V CRANKING BATTERY (FITTING 1 X INLINE FUSE HOLDER WITH 20A BLADE FUSE BETWEEN THE 48V BATTERY AND THE BATTERY CHARGER AS SHOWN ON WIRING DIAGRAM SUPPLIED WITH UNIT)**

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

7. **ALTERNATIVELY YOU CAN CONNECT THE BROWN LEAD CONNECTION DIRECTLY TO THE POSITIVE INPUT, IE: THE +VE CONNECTION ON THE 48V BATTERY (FITTING 1 X INLINE FUSE HOLDER WITH 1A BLADE FUSE BETWEEN THE 48V BATTERY AND THE BATTERY CHARGER AS SHOWN ON WIRING DIAGRAM SUPPLIED WITH UNIT) WHICH WILL ENABLE YOU TO RUN THE BATTERY CHARGER ALL THE TIME***

8. **ALTERNATIVELY YOU CAN CONNECT THE BROWN LEAD CONNECTION DIRECTLY TO ANY +VE CONNECTION WHICH BECOMES LIVE WHEN THE IGNITION IS SWITCHED ON (FITTING 1 X INLINE FUSE HOLDER WITH 1A BLADE FUSE BETWEEN THE +VE 48V CONNECTION AND THE BATTERY CHARGER AS SHOWN ON WIRING DIAGRAM SUPPLIED WITH UNIT) WHICH WILL ENABLE YOU TO RUN THE BATTERY CHARGER ONLY WHEN THE ENGINE IS RUNNING**

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

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