E1348 30AMP BATTERY CHARGER 48V – 12V



48V – 12V BATTERY CHARGER 30AMP
Charge a 12V Battery from a 48V Battery System
HIGH SPECIFICATION
MANUFACTURED IN THE UK

- **PART NO: E1348**
- **TYPE: SWITCH MODE STEP DOWN BATTERY CHARGER**
- **CHARGING CURRENT: 30 AMP**
- **PEAK OUTPUT CURRENT (Vin = 48V): > 54A**
- **INPUT VOLTAGE: 24V to 60V**
- **OUTPUT VOLTAGE (Vin = 48V, I out = 0.2A): 14.05 VDC ± 0.05V**
- **CONTROL INPUT VOLTAGE RANGE: 0V to 60V**
- **CONTROL INPUT VOLTAGE (CVIN) :**
  CHARGER ENABLED > 46V / CHARGER DISABLED < 40V
- **OVERLOAD PROTECTION: YES**
- **POLARITY PROTECTED: EXTERNAL FUSE**
- **HIGH TEMP PROTECTED: YES**
- **SHORT CIRCUIT PROTECTION: YES**
- **EFFICIENCY: 90%**
- **DIMENSIONS: 330mm X 230mm X 60mm**
- **HOLE SIZE: 6mm**
- **WEIGHT: 2312g**
- **CONSTRUCTION: 3 X E1079 10A CHARGER MOUNTED ON A SINGLE ALUMINIUM PLATE**

MODELS ALSO AVAILABLE: 10AMP / 20AMP / 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**

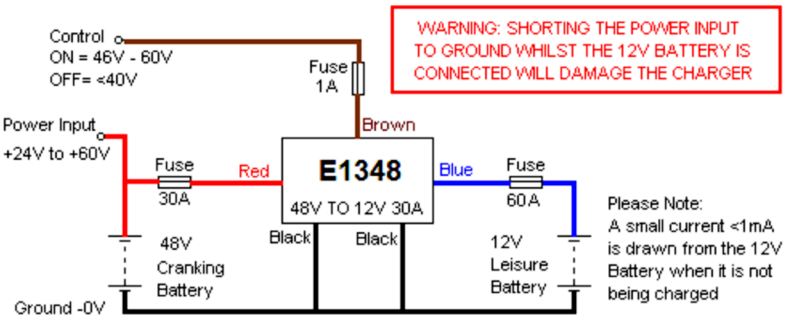
EURO MANUFACTURING AND MARKETING LIMITED
Euro Works, 11-13 High Street, Wem, Shropshire SY4 5AA, England.
Tel: +44 (0) 1939 235073 Fax: +44 (0) 1939 235074
Email: sales@eurogroup-gb.com OR sales@battery-management-voltage-converter.com
Web Site: www.eurogroup-gb.com OR www.battery-management-voltage-converter.com

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

RECOMMENDED MINIMUM CABLES SIZES:
INPUT (RED): 16.0mm² CONDUCTOR CROSS SECTION (126/0.40mm)
OUTPUT (BLUE): 16.0mm² CONDUCTOR CROSS SECTION (126/0.40mm)
GROUND (BLACK): 16.0mm² CONDUCTOR CROSS SECTION (126/0.40mm)
CONTROL (BROWN): 1.0mm² CONDUCTOR CROSS SECTION (32/0.2mm)

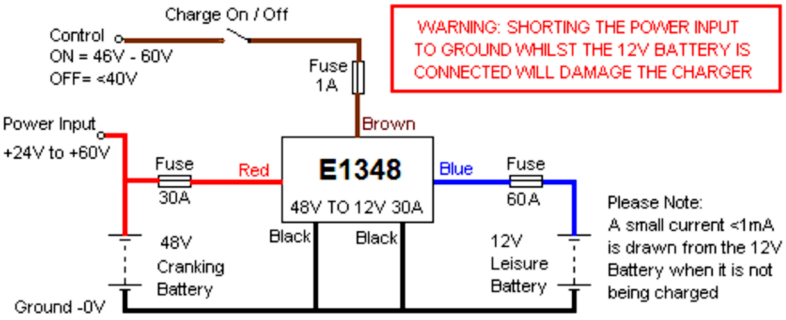
The Battery Charger can be wired in 3 ways:-

Wired as a fully automatic Charger
The Brown Control Wire Terminal 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 12V Leisure (Recipient) Battery preventing it from becoming over-charged / damaged.



Wired to only operate when the engine is running
The Brown Control Wire Terminal is wired to any +ve connection which becomes live when the Ignition is switched on. The Unit automatically controls the maximum charge into the 12V Leisure (Recipient) Battery preventing it from becoming over-charged / damaged.

Wired as a manually operated Charger
The Brown Control Wire Terminal 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 12V Leisure (Recipient) Battery preventing it from becoming over-charged / damaged.



INSTALLATION INSTRUCTIONS:

1. **CONNECT ONE BLACK LEAD TERMINAL TO THE –VE CONNECTION OF THE 12V BATTERY**
2. **CONNECT THE OTHER BLACK LEAD TERMINAL 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 TERMINAL TO THE +VE CONNECTION OF THE 12V LEISURE / AUXILIARY BATTERY**
5. **CONNECT THE RED LEAD TERMINAL TO THE +VE CONNECTION OF THE 48V CRANKING BATTERY**
6. **THE BROWN CONTROL LEAD TERMINAL 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 TERMINAL 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 DIRECTLY TERMINAL 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