E928 24AMP BATTERY CHARGER 24V – 24V

24V – 24V BATTERY CHARGER 24AMP
HIGH SPECIFICATION
MANUFACTURED IN THE UK



FRONT VIEW



REAR VIEW

- **PART NO: E928**
- **TYPE: SWITCH MODE BATTERY CHARGER**
- **Maximum Output (Charging) Current: 24A (PVin = 26V)**
- **Output Voltage (V-out): 28.0V ± 0.1V**
- **Power Input Voltage (PVin): 18V to 28V**
- **Control Input Voltage (CVin): Charger Enabled: >24.2V**
- **Hysteresis: 1V**
- **Control Input Current: 50µA**
- **Battery Current Drain: 250µA (Charger Disabled)**
- **Overload Protection: Yes**
- **Thermal shutdown: Yes**
- **Polarity Protection: External Fuses Input = 30A / Output = 30A**
- **Connections:** Red = Positive Input
  Black = Negative Input, Output and Control
  Blue = Positive Output
  Yellow = Positive Control
- **Physical Dimensions: 285 x 100 x 75mm**
- **Mountings: 4 x Ø 5.5mm Holes**
- **Construction: Anodised Cooling Profile**

MODELS ALSO AVAILABLE: 12AMP / 36AMP / 48AMP / 60AMP / 72AMP

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:

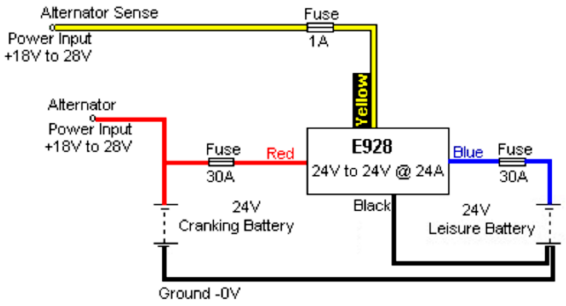
- **Water Level Monitors**
- **Water Level Probes**
- **Temperature Monitors**
- **Temperature Probes**
- **Air Conditioning Fan Control Units**
- **Vehicle Flashers and Interrupters**
- **Light Control Units**
- **Oil Level Monitors**
- **Oil Level Probes**
- **Hydraulic Control Units**
- **Audible 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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BEFORE INSTALLATION YOU NEED TO PURCHASE:	RECOMMENDED MINIMUM CABLES SIZES:
2 X 30A AUTOMOTIVE BLADE FUSE (COLOUR: BLUE) 1 X 1A AUTOMOTIVE BLADE FUSE (COLOUR: BLACK) 3 X INLINE FUSE HOLDER (TO TAKE BLADE FUSES)	INPUT (RED): 6mm² CONDUCTOR CROSS SECTION (84/0.3mm) OUTPUT (BLUE): 6mm² CONDUCTOR CROSS SECTION (84/0.3mm) GROUND (BLACK): 2.5mm² CONDUCTOR CROSS SECTION 35/0.3mm

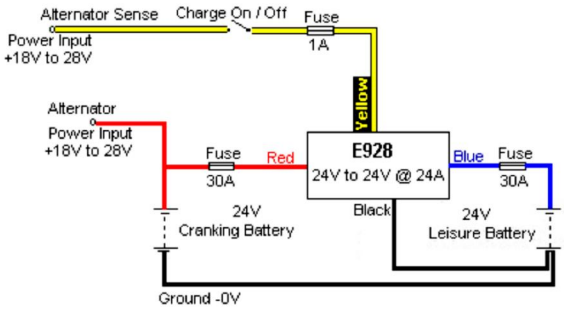
The Charger starts when the voltage reaches approximately 24V.
This Unit = 2 X E899 12A Battery Chargers wired in parallel to form a single 24A module
The Charger starts when the voltage reaches approximately 24V.

Wired as a fully automatic Charger (continuous running)
The Yellow Control Wire is wired directly to the +ve Connection of the 24V 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 Yellow 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 Yellow Control Wire is wired via a Switch to the +ve Connection of the 24V 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. The Donor Battery should be regularly charged to prevent it becoming depleted.



INSTALLATION INSTRUCTIONS:

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

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

3. **CONNECT THE BLUE OUTPUT TERMINAL 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)**

4. **CONNECT THE RED INPUT TERMINAL TO THE +VE CONNECTION OF THE 24V CRANKING / DONOR 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. **THE YELLOW CONTROL LEAD TERMINAL GIVES YOU THE OPTION TO SWITCH THE BATTERY CHARGER ON AND OFF USING A STANDARD LOW CURRENT SWITCH.**

6. **ALTERNATIVELY YOU CAN CONNECT THE YELLOW LEAD TERMINAL DIRECTLY TO THE POSITIVE INPUT, IE: THE +VE CONNECTION ON 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) WHICH WILL ENABLE YOU TO RUN THE BATTERY CHARGER ALL THE TIME.**

7. **ALTERNATIVELY YOU CAN CONNECT THE YELLOW LEAD TERMINAL 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 24V 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