E1306 – MOD1 90AMP BATTERY CHARGER 24V – 12V 26V TURN ON

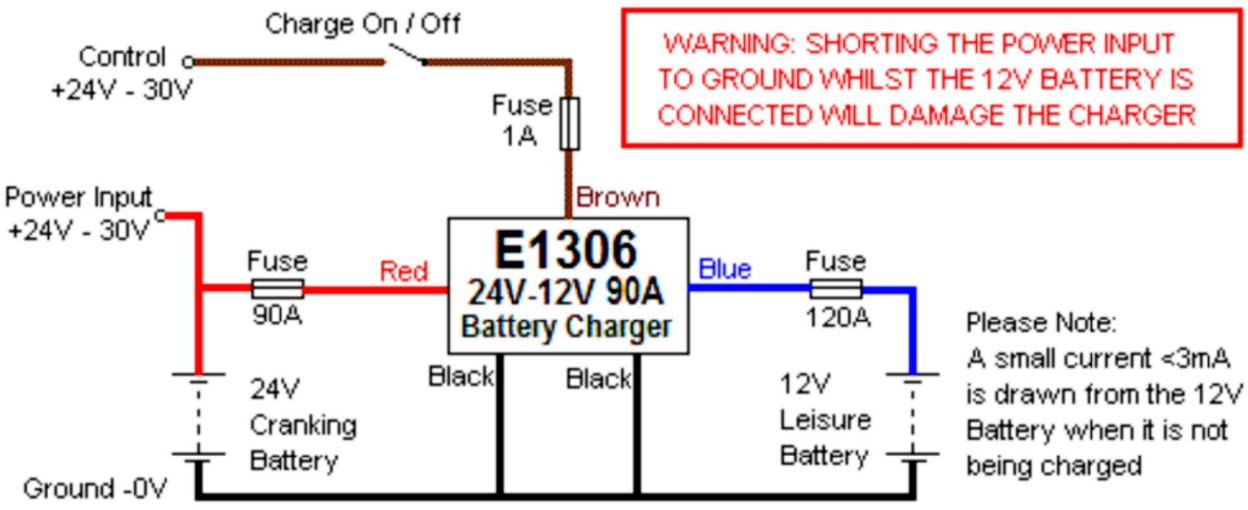


24V – 12V BATTERY CHARGER 90AMP
HIGH SPECIFICATION
MANUFACTURED IN THE UK

- **PART NO: E1306 – MOD1**
- **TYPE: SWITCH MODE STEP DOWN BATTERY CHARGER**
- **CHARGING CURRENT: 90 AMP**
- **INPUT VOLTAGE: 18 TO 30V DC**
- **OUTPUT VOLTAGE: 14V DC**
- **CONTROL INPUT VOLTAGE (CVIN):**
  CHARGER ENABLED: >26.5V DC /
  CHARGER DISABLED: < 25V DC
- **OPERATING TEMPERATURE: - 40 TO + 70 DEG.C**
- **OVERLOAD PROTECTION: YES**
- **POLARITY PROTECTED: EXTERNAL FUSE**
- **HIGH TEMP PROTECTED: YES**
- **SHORT CIRCUIT PROTECTION: YES**
- **EFFICIENCY: > 90%**
- **DIMENSIONS: 380mm X 380mm x 80mm**
- **MOUNTINGS: 4 X Ø 6mm HOLES**
- **FIXING CENTRES: 355mm X 355mm**
- **WEIGHT: 5022g**
- **CONSTRUCTION: 6 X E932 15A CHARGER MOUNTED ON A SINGLE ALUMINIUM PLATE**

MODELS ALSO AVAILABLE: 15AMP / 30AMP / 45AMP / 60AMP / 75AMP

OEM AND TRADE ENQUIRIES WELCOME



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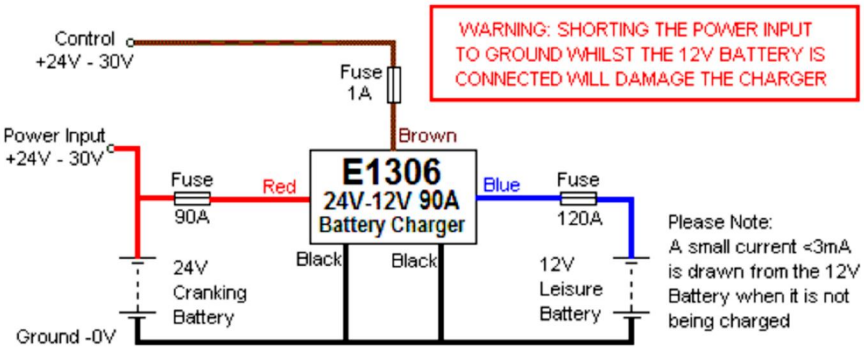
BEFORE INSTALLATION YOU NEED TO PURCHASE:

RECOMMENDED MINIMUM CABLES SIZES:
INPUT (RED): 35mm² CONDUCTOR CROSS SECTION (451/0.3mm)
OUTPUT (BLUE): 35mm² CONDUCTOR CROSS SECTION (451/0.3mm)
GROUND (BLACK): 35mm² CONDUCTOR CROSS SECTION (451/0.3mm)
CONTROL (BROWN): 1.0mm² CONDUCTOR CROSS SECTION (32/0.2mm)

This Battery Charger allows you to charge a 12V Battery from a 24V Battery System.
The Battery Charger can be wired in 2 ways:

Wired as a fully automatic Charger

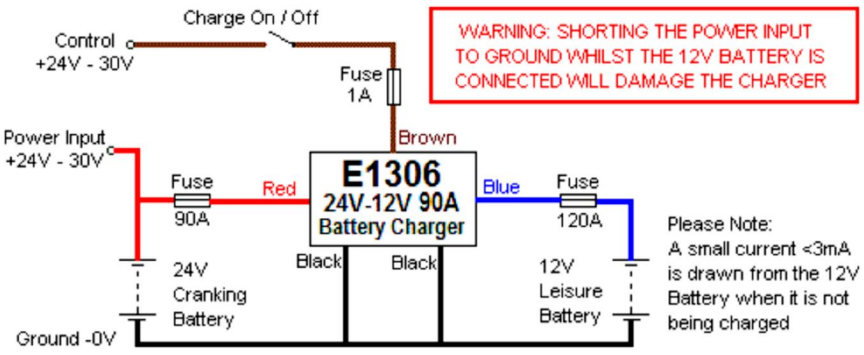
The Brown Control Wire is wired directly to the +ve Connection of the Cranking (Donor) Battery to switch the Charger on and off automatically. In this case the Control Wire senses the Cranking (Donor) Battery Voltage and switches the Charger on only when the Cranking (Donor) Battery is being charged. 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 OUTPUT CONNECTION TO THE +VE CONNECTION OF THE 12V LEISURE / AUXILIARY BATTERY**

2. **CONNECT ONE BLACK CONNECTION TO THE –VE CONNECTION OF THE 12V BATTERY**

3. **CONNECT ONE BLACK CONNECTION TO GROUND, IE: THE VEHICLE CHASSIS OR TO THE -VE CONNECTION OF THE 24V BATTERY**

4. **CONNECT THE RED INPUT CONNECTION TO THE +VE CONNECTION OF THE 24V CRANKING BATTERY**

5. **CONNECT THE BROWN LEAD CONNECTION TO THE +VE CONNECTION OF THE 24V CRANKING / DONOR BATTERY. 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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