CHARGE GUARDS

Intelligent Split Charging Battery Management

AVSPC10 12V 70 AMP
AVSPC20 24V 50 AMP

These units are ideally suited to 12V or 24V vehicles where “under bonnet” space is at a premium. They come complete with a **3M** mounting pad.

It senses when the engine is running and allows the charge through to the auxiliary battery, when the engine is switched off it will monitor the voltage coming from the starting battery. When the voltage drops to 12.6V (AVSPC10) or 25.2V (AVSPC20) the unit will separate and isolate the batteries guaranteeing sufficient power in the starting battery to start the vehicle when the voltage has dropped to a predetermined level.

The unit now has a one minute timer built in to eliminate damaging relay chatter caused by a flat auxiliary battery putting too much strain on the unit.

12 Volt 70 Amp Voltage Controlled Relay

Operating voltage	13.4V to 12.6V
Pin configuration	1 + main (starting) battery 2 + auxiliary battery 3 - ground

24 Volt 50 Amp Voltage Controlled Relay

Operating voltage	26.8V to 25.2V
Pin configuration	1 + main (starting) battery 2 + auxiliary battery 3 - ground

AVSPC11 12V 70 AMP
AVSPC21 24V 50 AMP

Newly launched are the AVSPC11 and AVSPC21. These units are exactly the same specification as AVSPC10 and AVSPC20 however they have flying leads for earth and ignition.

These units do not rely on the switching voltages, instead they are activated when the ignition is on and they charge the auxiliary battery. When the ignition is switched off, the unit will separate and isolate the batteries.

12 Volt 70 Amp Ignition Controlled Relay

Operating voltage	13.4V to 12.6V
Pin configuration	1 + main (starting) battery 2 + auxiliary battery

24 Volt 50 Amp Ignition Controlled Relay

Operating voltage	26.8V to 25.2V
Pin configuration	1 + main (starting) battery 2 + auxiliary battery