

# CHARGE GUARDS

## Intelligent Split Charging Battery Management



AVSPC12 12V 200 AMP    AVSPC12(2W) 12V 200 AMP  
 AVSPC24 24V 100 AMP    AVSPC24(2W) 24V 100 AMP



### How It Works

When the engine is running, the Charge Guard senses the voltage and allows the charge through to the auxiliary battery. When the engine is switched off, the Charge Guard monitors the voltage from the starting battery into the unit. When the voltage drops to 12.5V (AVSPC12) or 25.4V (AVSPC24) the unit will separate and isolate both batteries. This means that equipment powered from auxiliary batteries cannot drain the starting battery.

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

### How It Works

When the ignition is switched on, the unit automatically allows the charging voltage to pass through from the starting battery to the auxiliary battery. This was designed specifically for vehicles with extra equipment that can drain an auxiliary battery quickly.

### Technical specification

	AVSPC12	AVSPC24
Rating amps	200 A	100 A
Size	120 x 80 x 70	120 x 80 x 70
Studs size	M8	M8
Quiescent current	> 1 mA	> 1 mA
Switching voltages	13.4V - 12.5V	27.0V - 25.4V

The (2W) versions are exactly the same specification as the normal versions; the red lead is for ignition for constant use.

### Why You Need One

With today's engine management systems and "intelligent" alternators you cannot use the charging light on the dash as a switch, also you cannot jump start most new vehicles without the danger of damaging the engine ECU. This unit then becomes cost effective.

### Who Uses Them

Emergency vehicles where battery drain is a problem. Utility and council vehicles where multiple beacons/work lamps or power tools are being charged.