

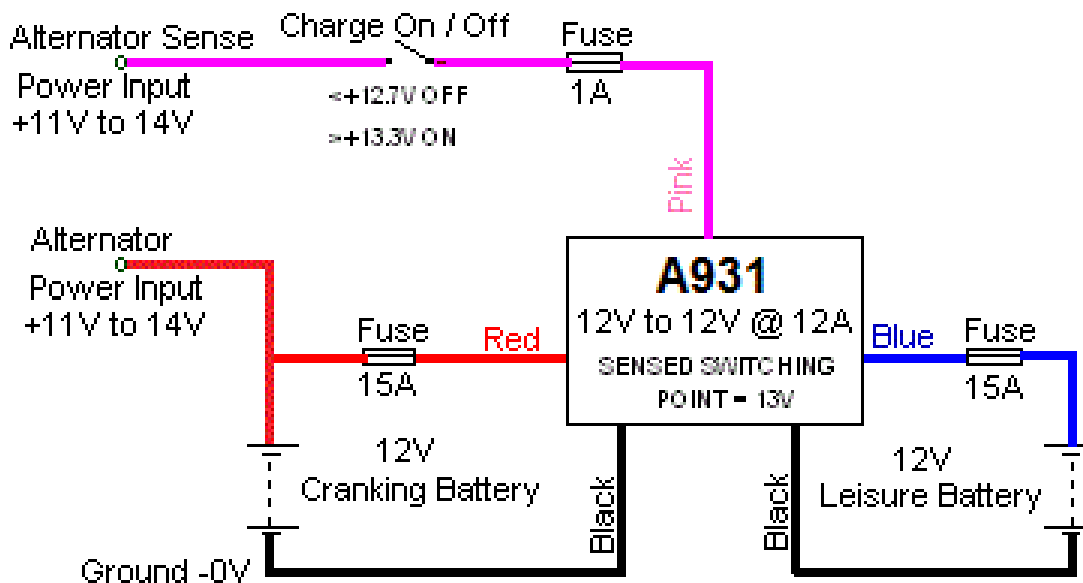
A931-L 12AMP BATTERY CHARGER 12V – 12V (13V Turn On)

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



- **PART NO: A931-L**
- **TYPE: SWITCH MODE BATTERY CHARGER**
- **Maximum Output (Charging) Current: 12A (P_{Vin} = 13V)**
- **Output Voltage (V-out): 14.0V ± 0.1V**
- **Power Input Voltage (P_{Vin}): 11V to 14V**
- **Control Input Voltage (C_{Vin}): Charger Enabled: >13.3V / Charger Disabled: <12.7V**
- **Hysteresis: 0.1V**
- **Control Input Current: 50µA**
- **Battery Current Drain: 250µA (Charger Disabled)**
- **Overload Protection: Yes**
- **Thermal shutdown: Yes**
- **Polarity Protection: External Fuses Input = 15A / Output = 15A**
- **Connections: Flying leads:**
 - Red = Positive Input**
 - Black = Negative Input, Output and Control**
 - Blue = Positive Output**
 - Pink = Positive Control**
- **Physical Dimensions: 215 x 71 x 55mm**
- **Mountings: 4 x Ø 4.5mm Holes**
- **Hole Centres: 198 x 40mm**
- **Construction: Anodised Cooling Profile**
- **LED ON INDICATES CHARGING**

MODELS ALSO AVAILABLE: 24AMP / 36AMP / 48AMP / 60AMP / 72AMP



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BEFORE INSTALLATION YOU NEED:

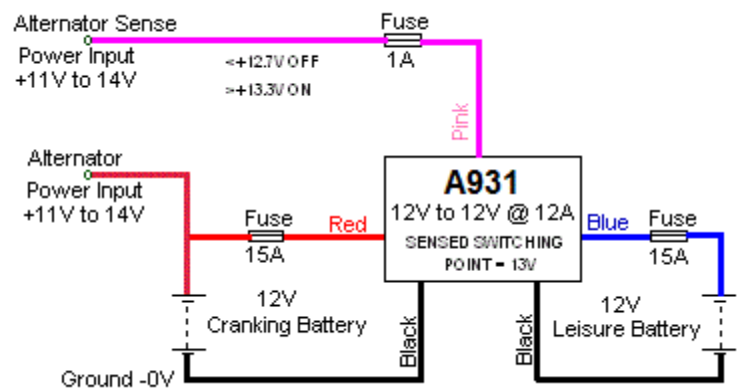
- 2 X 15A AUTOMOTIVE BLADE FUSE (COLOUR: BLUE)**
- 1 X 1A AUTOMOTIVE BLADE FUSE (COLOUR: BLACK)**
- 3 X INLINE FUSE HOLDER (TO TAKE BLADE FUSES)**

The Charger starts when the voltage reaches approximately 13V.

Wired as a fully automatic Charger

The Pink Control Wire is wired directly to the +ve Connection of the 12V Cranking (Donor) Battery to switch the Charger on and off automatically. In this case the Control Wire senses the 12V Cranking (Donor) Battery Voltage and switches the Charger on only when the 12V Cranking (Donor) Battery is being charged.

The Unit automatically controls the maximum charge into the 12V Leisure (Recipient) Battery preventing it from becoming over-charged / damaged and prevents the 12V Cranking Battery (Donor Battery) from becoming flat / exhausted.

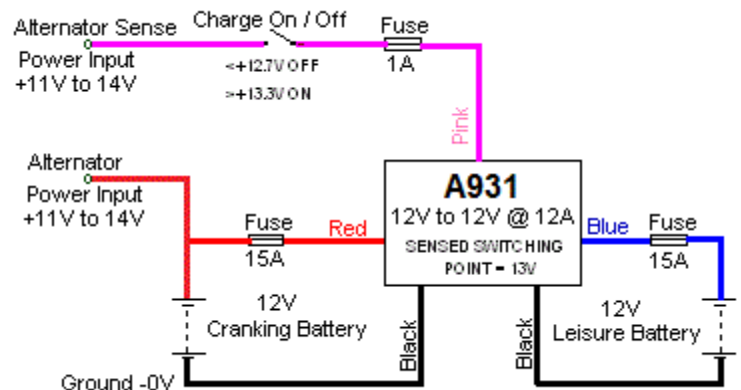


Wired as a manually operated Charger

The Pink Control Wire is wired via a Switch to the +ve Connection of the 12V 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 and prevent the 12V Cranking Battery (Donor Battery) from becoming flat / exhausted.



For O.E.M. Customers, Leads can be terminated to suit your requirements

This Battery Charger has been designed using a building block system to obtain the power needed to suit your requirements

IF IN DOUBT, PLEASE CONSULT AN AUTOMOTIVE ELECTRICIAN OR TELEPHONE US