

## Split Charge System

A split charge system enables you to charge two or more batteries from the same alternator or charger without the risk of the loads on either battery discharging the other battery.

Greeve offers two versions of split charge system and you should choose the system that most closely fits your needs.

If all you want is a second battery that keeps a fridge and other devices running when the engine is turned off without the risk of draining the automotive/starter battery, and your auxiliary devices draw no more than 16Amps combined, you only need the basic Split Charge Unit (part N° GK093020).

If you want to be able to draw higher currents while the engine is running or you want to occasionally use both batteries to supply high current devices you will need the Split Charge Power Unit (part N° GK093010).

The basic Split Charge Unit is a voltage sensing solid state switch that will provide charging current to a second battery if the charge voltage is above 13.5v. When the batteries are not being charged or if the charge voltage is too low the auxiliary battery is isolated and no current is drawn from the starter battery by the auxiliary equipment.

The auxiliary battery charge current is limited to 16 Amps. If equipment draws more than 16 Amps from the circuit when the engine is running the battery will start to discharge. The circuit is fully protected from overload and short circuit and requires no additional fuses.



### Basic Split Charge Unit

- Solid state switch
- Charge above 13.5V
- Low Voltage Isolation
- 8 or 16 Amps
- Overload and Short Circuit Protection
- No Additional fuses

### Split charge System

- As above but with solenoid contactor
- Max continuous current 200A
- Manual override
- Timer for isolation

The Split Charge Power Unit is a voltage sensing solid state switch that switches a solenoid contactor when the charge voltage is above 13.5v. The contactor joins both batteries together enabling current to be drawn from both the automotive and auxiliary components. A manual override line enables you to force the batteries together to provide high current for short periods of time. The manual override should be implemented using a momentary switch (example part N° G133237) and the timer circuit will isolate the batteries after around two minutes.

Greeve's single and dual channel Battery Status Indicator can be used to show the voltage on the batteries and the charge voltage when the engine is running.

Note the standard units described above are for 12v DC systems; 24v DC units can be supplied on special order.

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