



DCDC-20A

**DC to DC
Dual Battery Charger
User Manual**

Important Safety Instructions



To avoid any personal injury, please read the safety instructions below.

This battery charger is not intended for use by children or infirm persons without supervision.

FOR AUTOMOTIVE AND RECREATIONAL VEHICLE 12V DEEP CYCLE BATTERY USE ONLY.
NOT TO BE USED WITH DRY CELL BATTERIES.

- During the charging process, do not use a naked flame near a battery. Batteries generate explosive gasses during the charging process that may explode.
- Never smoke or light cigarettes near a battery.
- Do not place tools on top of a battery or allow tools to fall on the battery to prevent the chance of a short circuit and sparks.
- Always wear eye protection when charging a battery.
- Ensure charging and testing is conducted in a well-ventilated area.
- Inadequate ventilation may over-heat the charger and cause in-efficient operation.
- This battery charger is not intended for outdoor operation. Do not expose it to moisture or extreme weather conditions.
- The ACID/FLUID within a battery is highly corrosive and poisonous. It can produce flammable and toxic gases when recharged and will explode if ignited. When working with batteries, always wear eye protection, remove jewellery and ensure the area is well ventilated. If spilt - it will cause severe burning to eyes, skin, clothing, damage paintwork and corrode many metals. Ensure that power is disconnected from any appliance in the vicinity of the spill and immediately wash any area that has been affected with water.

The warnings, cautions and instructions detailed in this instruction manual cannot cover all possible conditions and situations that may occur. Common sense and caution are factors which cannot be built into this product and must be supplied by the operator.

Key Charger Features

This DCDC-20A charger is a sophisticated multi stage charger, utilising switch mode and fully automatic computerised control, designed to charge most 12 Volts AGM/Gel, Lead Acid, LiON and Calcium batteries.



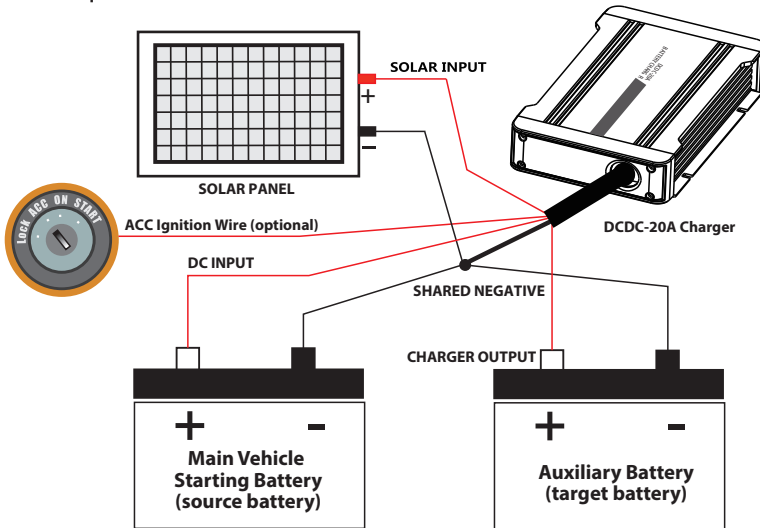
- Heavy duty aluminium case and mounting brackets
- Microchip monitoring and control
- Fully automatic high frequency multi stage charging
- Pulse mode technology that reduces oxidation, evens electrolyte consistency and minimises temperature equating to longer battery life
- Easy push button chemistry select: AGM/Gel, Calcium, LiON, Deep Cycle, VRLA and conventional flooded Lead-Acid batteries
- Internal charger temperature monitoring and power output control
- LED indicators showing state of charge
- Over charging, short circuit and over temperature protection
- Reverse polarity protection:
 1. Input reverse polarity protection
 2. Output reverse polarity protection
- Thermal overload protection
- Solar input overload protection
- Power cut memory function: once selected, the charger will remain on this battery type until it is changed

Installation Options / Instructions

Installing the Charger

Installation of this unit will require twin core wiring - and suitable cable connectors (not included). See specifications page for details.

Any existing cables used in conjunction with this charger will require checking to ensure size is suitable gauge. Where necessary replace with suitable gauge wiring if they do not meet minimum specifications.



- Locate where you are going to install the DC-DC charger. Ensure the charger is located in a suitable dry area in the vehicle or caravan.
- Ensure the charger is securely mounted using the brackets and screws provided. Charger can be mounted overhead, vertically or horizontally.
- Next, measure required cable length from the main vehicle battery through to the location of the DC-DC charger.
- Ensure ALL cabling meets specification and will not be exposed to excessive heat/moving parts or abrasion.
- You can connect the optional ACC wire to the ignition of your vehicle. If ACC wire is used, the charger will only charge from the source battery when the ignition is on.
WARNING! If you use ACC wire control with the ignition on but the engine not running, the charger may discharge your engine battery below the point when it can start the engine!

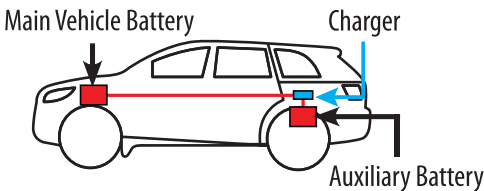


- If the charger is located in a camper/caravan we recommend the use of an Anderson style plug between the tow vehicle and the camper/caravan as shown below.
- Fit suitable connectors on either end of the twin core cables.
- Connect the (-) of the auxiliary battery to the (-) shared negative wire (GROUND) of the charger, and the (+) of auxiliary battery to the (+) charger output wire (OUTPUT) using twin core wiring as per recommended cable size.



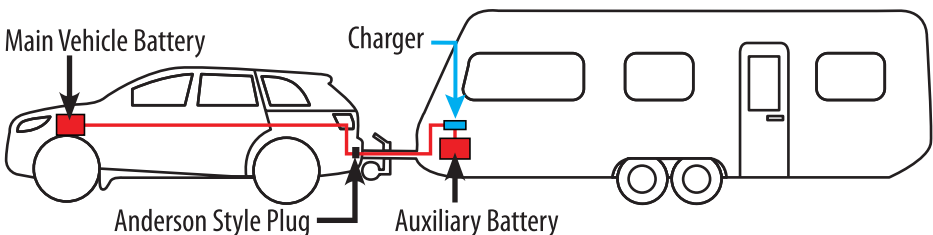
- Using the twin core wiring laid between the main starting battery and the charger, connect the (+) of the starting battery to the (+) red charger wire (DC INPUT), and the (-) of the starting battery to the (-) shared negative wire (GROUND) of the charger. Finally, connect the solar panel wires to the charger as per the diagram, as well as the optional ACC wire (if required).
- Ensure unused cables (e.g. ACC wire) are insulated and secured against movement.
- Check all connections are tight.

Suggested installation to vehicle only



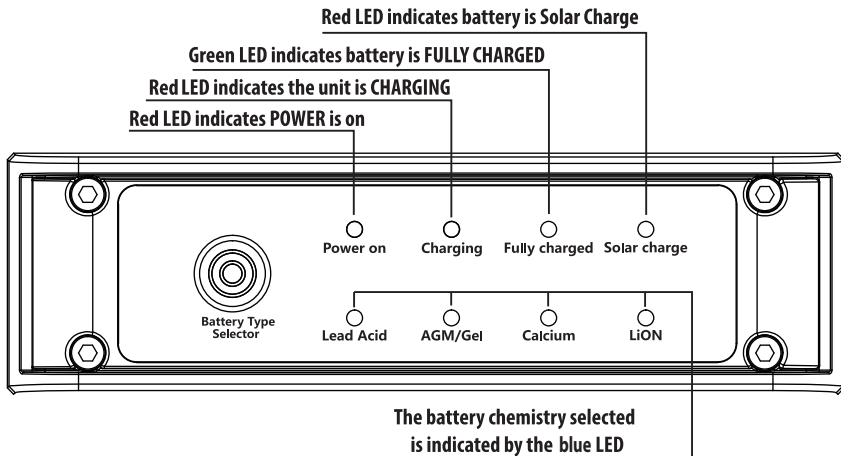
It is recommended to install 30A fuses or circuit breakers between the charger and each battery on the (+) wires, located close to the batteries.

Suggested installation to vehicle with caravan



Operating The Charger

CHARGER DISPLAY:



1. DC BATTERY

Once correctly installed, the DCDC-20A charger is a simple set and forget dual battery switch.

- Start the vehicle and let it idle.
- The charger will now recognise that there is charge being applied to the main starting battery.
- Once the main starting battery has reached 13.0V the charger will begin to charge the auxiliary battery. If the ACC ignition signal is detected, DC-to-DC charging will start when the source battery is 11.5V or above.
- The initial default setting is for Lead Acid batteries.
- If you are charging a battery with a different chemistry simply change the battery type by pressing the battery type selector button on the front panel of the charger.
- Once selected, the charger will remain on this battery type until it is changed.
- The charger will continue to operate even after the vehicle has been switched off, however once the main starting battery falls below 12.5V the charger will automatically shut off. If the ACC wire control is used and the ignition signal is on, charging will shut off when the source battery is 10.8V or below.

2. SOLAR INPUT (works only when DC battery input is not available)

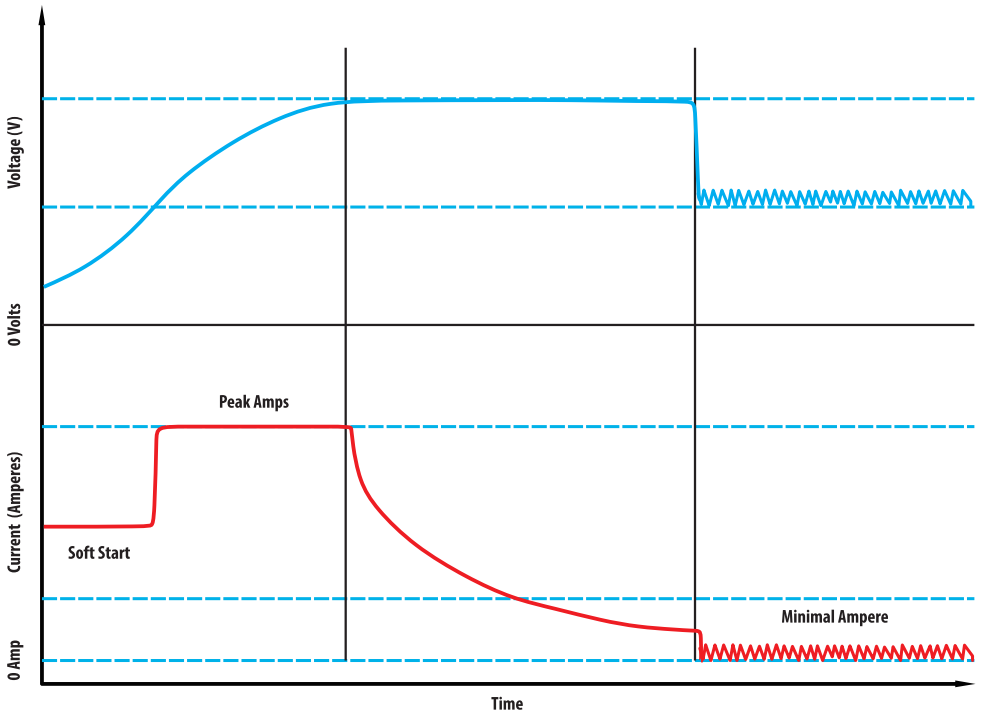
- Once connect the input terminal with solar panels positive and negative, the charger will transfer to solar charge mode.
- If you are charging a battery with a different chemistry simply change the battery type by pressing the battery type selector button on the front panel of the charger.
- Solar charging requires an input of 16V to 25V from solar panels. When available solar panel voltage falls below 16V no charge will be delivered to auxiliary battery.

Specifications

DCDC-20A	
Type:	Multi Stage
Input:	DC Battery: 12.5 - 16.0 Volts
	Solar Input: 16.0 - 25.0 Volts
Output / Charging Voltage:	14.4-15.4 Volts (Stops charging when alternator output or vehicle battery below 12.5 Volts)
Output Current:	DCDC-20A DC Output: 20A
	Solar Output: 20A
Minimum Start Voltage:	2.5Volts - For battery being charged
Charge Control	
Soft Start:	Yes
Soft Charge Current:	DCDC-20A @20 A
Bulk Charge Voltage:	14.7V (AGM/Gel) 14.4V (Lead Acid) 15.4V (Calcium) 14.4V(LiON)
Absorption:	Constant voltage with automatic amperage control
Float Charge Voltage:	13.5V (AGM/Gel) 13.5V (Lead Acid) 13.5V (Calcium)
Float Charge Current:	100mA
Battery Range:	18 to 250Ah
Recommended Cable Cross-Section	
0 - 1 Metres:	4mm ² / 11 AWG
1 - 5 Metres:	6mm ² / 9 AWG
5 Metres +:	10mm ² / 7 AWG

WARNING!

Failure to use recommended wiring will severely impact on performance of DC to DC charger.



Charging algorithm will change according to battery type.

Charging voltages:

	AGM/GEL	LEAD ACID	CALCIUM	LiON
BOOST	14.3V	14.0V	15.0V	14.0V
CHARGING	14.7V	14.4V	15.4V	14.4V
MAINTENANCE	13.5V	13.5V	13.5V	

NOTE: Battery manufacturers sometimes specify charging voltages. Not observing their charging instructions may void your battery's warranty.

Additional Information

Deep cycle batteries

It is expected that this charger will be used to charge a 'deep cycle' type auxiliary battery. Deep cycle batteries are designed to provide battery power to run items like fridges and lighting in caravans and campers.

It is generally accepted that the life of a deep cycle battery can be extended if it is not discharged below 50% of its full capacity. A fully charged 100 amp battery in good condition should offer 50 amp hours of power without impacting on its normal life expectancy.

Your average compressor style fridge uses up to 5 amps. Over a 24 hour period it should use approximately 24 amp hours. Therefore if the 100AH battery is operating only the fridge (and receives no additional charge) it ideally will require recharging after 48 hours.

To replenish these 80 amp hours using a 20 amp DC-DC charger will require at least 5 hours of driving. Undercharging a battery and discharging to below 50% can severely impact on life expectancy of most deep cycle batteries.

Approximate state-of-charge	Average specific gravity	Open circuit voltage 12V
100%	1.265	12.65
75%	1.225	12.45
50%	1.190	12.24
25%	1.155	12.06
0%	1.120	11.89

The readings are taken at room temperature of 26°C (78°F); the battery had rested for 24 hours after charge or discharge.

Voltage readings & specific gravity of electrolyte (lead acid batteries) can give an indication of your battery's state of charge.

Fault Finding



- » **Charger won't indicate charging.**
 - » • Charger not connected to battery.
 - Check terminal connection.
 - Battery is not 12V.
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- » **Battery won't charge.**
 - » • Verify that all wiring meets specifications.
 - Check condition of batteries.
 - Check performance of alternator.
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- » **Battery won't fully charge or hold charge.**
 - » Batteries that are over 3 years old; severely discharged (or previously been severely discharged); not regularly recharged; over-heated; low in electrolyte; undercharged; overcharged or sulphated may not accept or hold a charge. A good automotive store or battery outlet often offer a free or low cost in store service to check condition of battery. Your battery may require replacement.