

Separators/Interconnects



Features

Simple Installation

Connects to primary battery, auxiliary battery and ground. Absolutely no system modifications are necessary. Models 1314/1315 work with any type of 12V negative ground charging system 100 amps or less. 310X models work with negative ground 12V or 24V charging systems up to 300Amps.

Multiple Battery Charging

The Battery Separator allows multiple batteries to be charged from one charging source (usually, but not necessarily, an alternator). When the batteries are not being charged, the Battery Separator separates or isolates the batteries.

Prioritized Charging

The Battery Separator waits until the battery connected to the active charging source reaches approximately 13.2V (26.4V) before paralleling and charging the remaining batteries. The system disconnects at approximately 12.8V (25.6V).

Prevents Charging System Overload

If the current requirements are greater than the charging source can produce, the Battery Separator will automatically separate the batteries, thus directing all available charge current to the battery directly connected to the charging source. The system will then reset and re-attempt charging the auxiliary battery. A time delay prevents false switching.

Start Assist Feature

An optional input from the key switch or a manual switch will program the Battery Separator to parallel the batteries during starting. This feature will only engage if the auxiliary battery has sufficient power available to assist in starting.

Universally Suited

For mounting on tow vehicle or towable.

Voltage Spikes

generated by the coil of the solenoid are absorbed by protective circuitry built into the Battery Separator.

Smart Charge Priority Systems |

The Battery Separator is designed for use in multi-battery applications as a solenoid priority system to protect the chassis charging system from excessive loading while allowing auxiliary batteries to be charged. The Battery Separator has two basic operational characteristics.

Assist In Engine Starting

When the starter is activated the Battery Separator compares the voltage of both battery banks. If the starting battery is lower than the auxiliary battery bank, the Battery Separator will engage, allowing the auxiliary battery bank to aid in vehicle starting. The start signal must be at least three volts for this operation to occur.

Protect The Charging System

Once the engine has started, the Battery Separator monitors the chassis battery and charging system. When the charging system reaches 13.2 volts (26.4V), indicating a charged main battery and functioning charging system, the Battery Separator will engage, connecting the auxiliary battery bank to the vehicle charging system. If the drain on the charging system by the auxiliary battery bank reduces the system voltage below 12.8 volts (25.6V), the Battery Separator will disconnect the auxiliary battery bank, thus protecting the chassis charging system. The process is repeated until the charging system is turned off.

A delay function has been incorporated in the control circuit to prevent the Battery Separator from reacting to momentary voltage fluctuations and chattering.

The priorities are to assist in engine starting, if required, and to protect the charging system from excessive power drain.

Battery Separator - The Smart Solenoid

MODEL	INPUT	CURRENT	DESCRIPTION
1314	12V	100A	Battery Separator, Uni-Directional w/ Aux Start
1314-200	12V	200A	Battery Separator, Uni-Directional w/ Aux Start
1315	12V	100A	Battery Separator, Bi-Directional w/ Aux Start
1315-200	12V	200A	Battery Separator, Bi-Directional w/ Aux Start
1318	24V	100A	Battery Separator, Uni-Directional
1319	24V	100A	Battery Separator, Bi-Directional
3103	24V	300A	Interconnect/Controller
3104	12V	300A	Interconnect/Controller
3105	12V	300A	Interconnect/Controller
3106	12V / 24V	300A	Battery Disconnect
3113	12V/24V	300A	Dual Voltage