

# E928 24AMP BATTERY CHARGER 24V – 24V

24V – 24V BATTERY CHARGER 24AMP  
HIGH SPECIFICATION  
MANUFACTURED IN THE UK

- PART NO: E928
- TYPE: SWITCH MODE BATTERY CHARGER
- Maximum Output (Charging) Current: 24A (PVin = 26V)
- Output Voltage (V-out): 28.0V ± 0.1V
- Power Input Voltage (PVin): 18V to 28V
- Control Input Voltage (CVin): Charger Enabled: >24.2V
- Hysteresis: 1V
- Control Input Current: 50µA
- Battery Current Drain: 250µA (Charger Disabled)
- Overload Protection: Yes
- Thermal shutdown: Yes
- Polarity Protection: External Fuses Input = 30A / Output = 30A
- Connections: Red = Positive Input  
Black = Negative Input, Output and Control  
Blue = Positive Output  
Yellow = Positive Control
- Physical Dimensions: 285 x 100 x 75mm
- Mountings: 4 x Ø 4.5mm Holes
- Construction: Anodised Cooling Profile



**MODELS ALSO AVAILABLE: 12AMP / 36AMP / 48AMP / 60AMP / 72AMP**

**WHY NOT VISIT OUR WEBSITES TO VIEW THE OTHER PRODUCTS WE MANUFACTURE:**

<http://www.battery-management-voltage-converter.com>

This site covers our:

- Battery Management Systems
- Split Charge Controllers
- DC-DC Battery Chargers
- DC-DC Voltage Converters
- Trailer Voltage Converters
- Battery Status Indicators
- Voltage Sensitive Switches.

<http://www.eurogroup-gb.com>

This site covers our Range of:

- Water Level Monitors
- Water Level Probes
- Temperature Monitors
- Temperature Probes
- Air Conditioning Fan Control Units
- Vehicle Flashers and Interrupters
- Light Control Units
- Oil Level Monitors
- Oil Level Probes
- Hydraulic Control Units
- Audible Warning Devices
- Reversing Alarms
- Timers
- Vehicle Safety and Security Units
- Digital Speed Switches
- Solenoid Controllers
- Relays, Connectors, Lamps, Switches
- Earth Straps
- Looms and Wiring Harnesses
- Transformer and Coil Winding
- Mechanical Assembly
- Special Purpose Electrical / Electronic Assembly
- Encapsulation and Formal Coating
- Vacuum Formed Parts
- Printed Circuit Board Assembly

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**Web Site: [www.eurogroup-gb.com](http://www.eurogroup-gb.com) OR [www.battery-management-voltage-converter.com](http://www.battery-management-voltage-converter.com)**

**BEFORE INSTALLATION YOU NEED TO PURCHASE:**

**2 X 30A AUTOMOTIVE BLADE FUSE (COLOUR: GREEN)**

**1 X 1A AUTOMOTIVE BLADE FUSE (COLOUR: BLACK)**

**3 X INLINE FUSE HOLDER (TO TAKE BLADE FUSES)**

**RECOMMENDED MINIMUM CABLES SIZES:**

**INPUT (RED): 6mm<sup>2</sup> CONDUCTOR CROSS SECTION (84/0.3mm)**

**OUTPUT (BLUE): 6mm<sup>2</sup> CONDUCTOR CROSS SECTION (84/0.3mm)**

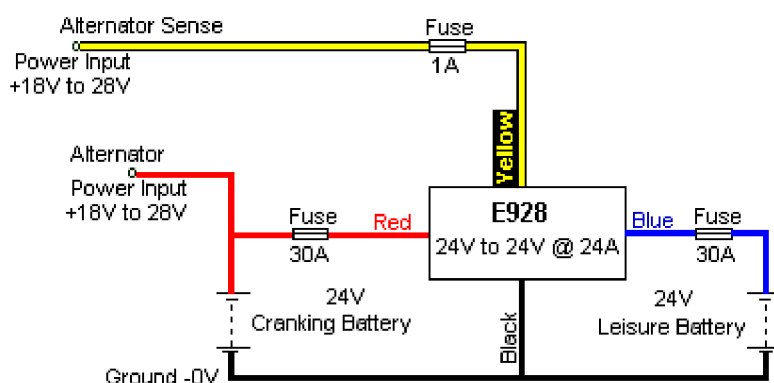
**GROUND (BLACK) ): 2.5mm<sup>2</sup> CONDUCTOR CROSS SECTION (35/0.3mm)**

The Charger starts when the voltage reaches approximately 24V.

This Unit = 2 X E899 12A Battery Chargers wired in parallel to form a single 24A module

**Wired as a fully automatic Battery Charger**

The Yellow Control Wire connection is wired directly to the +ve Connection of the 24V Cranking (Donor) Battery to switch the Charger on and off automatically. In this case the Control Wire senses the 24V Cranking (Donor) Battery Voltage and switches the Charger on only when the 24V Cranking (Donor) Battery is being charged. The Unit automatically controls the maximum charge into the 24V Leisure (Recipient) Battery preventing it from becoming over-charged / damaged and prevents the 24V Cranking Battery (Donor Battery) from becoming flat / exhausted.

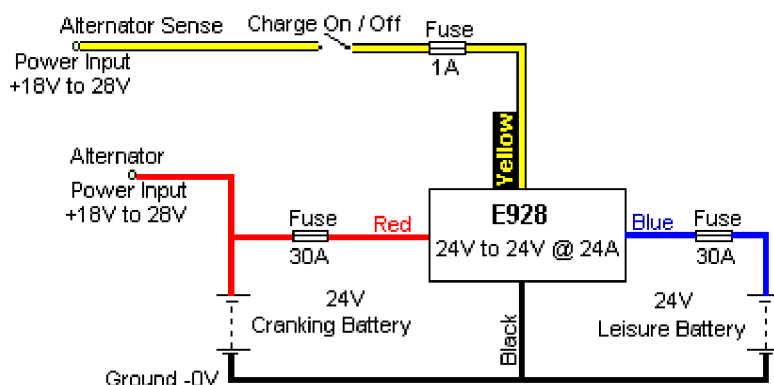


**Wired to only operate when the engine is running**

The Yellow Control Wire connection is wired to any +ve connection which becomes live when the Ignition is switched on. The Unit automatically controls the maximum charge into the 24V Leisure (Recipient) Battery preventing it from becoming over-charged / damaged.

**Wired as a manually operated Battery Charger**

The Yellow Control Wire connection is wired via a Switch to the +ve Connection of the 24V Cranking (Donor) Battery to switch the Charger on and off manually. In this case the Operator can control when the Split Charger is switched on or off. If left on, the Unit will automatically control the maximum charge into the 24V Leisure (Recipient) Battery preventing it from becoming over-charged / damaged and prevent the 24V Cranking Battery (Donor Battery) from becoming flat / exhausted.



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

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

This Unit can be provided with a Charging Indicator.

To request a Charging Indicator, please add an "L" to the Part Number, i.e.: E928-L

**IF IN DOUBT, PLEASE CONSULT AN AUTOMOTIVE ELECTRICIAN OR TELEPHONE US ON 01939 235073**