



Battery separator

To separate start and consumption batteries

Background

In many vehicles the battery is used when the vehicle is not in use, for couplings other than those that are normally assembled. This means that the original battery is often discharged and the vehicle cannot be started.

What?

The battery separator is used when extra current consumption is so large that a battery for extra equipment must be installed.

How?

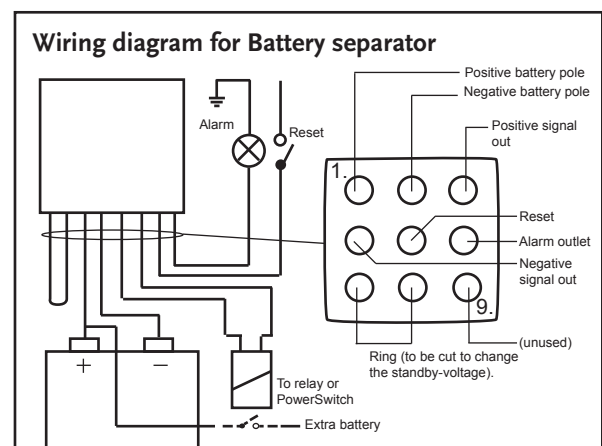
The battery separator automatically divides the batteries in two separate groups which prevent extra couplings from discharging the start battery, ensuring that the vehicle can always be started.

Characteristics

- Microprocessor-controlled in order to achieve precision in working and standby modes.
- The output threshold is up to 3A without an extra relay or PowerSwitch.
- Two working currents can be chosen (chosen via a ring).
- Minimal no-load current.
- Provided with a 9-pole wash-proof contact piece for simple installations.
- Molded electronics in order to withstand engine room environments.
- EMC-shielded (provided with a EMI-filter on the control current input).
- Can be bought complete with wire harness, fuse holder and power relay (art. no. 6BF6615).



Article number	
6BF12A	12 Volt
6BF24A	24 Volt
Technical data 6BF12A:	
Operating current:	12 Volt
Standby mode voltage:	12.8/12.4 Volt
Working mode voltage:	13.4 Volt
Technical data 6BF24A:	
Operating current:	24 Volt
Standby mode voltage:	25.6/24.8 Volt
Working mode voltage:	26,8 Volt



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