

HOT FEED

Information on New Products from Cole Hersee Company

NEW

Smart Battery Isolator

Prevents loads on auxiliary battery from draining the starting battery

More flexible than traditional Isolators:

Works with all alternator types

Smaller, lighter, less heat generated

No diode efficiency losses

Reduces charging system workload by not connecting auxiliary battery until primary battery is charged to 13.2V. Lower strain on expensive charging components extends their useful life.

Allows bi-directional charging from alternator or from shore/campground power charger/converter when available.

Simple installation - Connect to starting battery, auxiliary battery, and ground.

LED status indicator.

Optional Start Assist – Momentary switch allows the auxiliary battery to assist the starting battery.

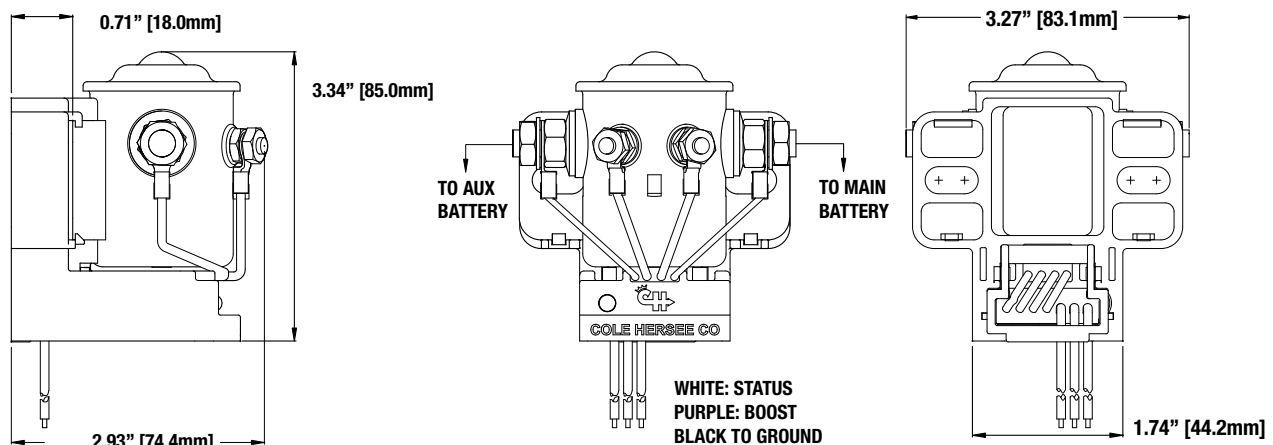


Cole Hersee part numbers

48525 85A

48530 200A

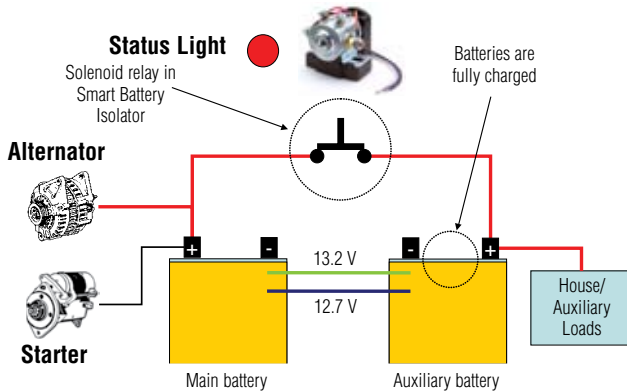
Dimensions



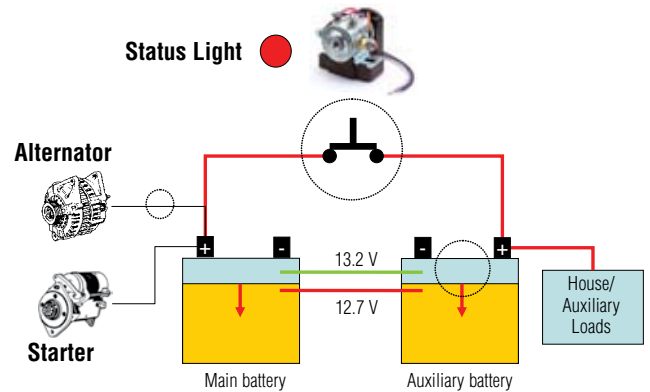
How a Smart Battery

Normal Operation Sequence

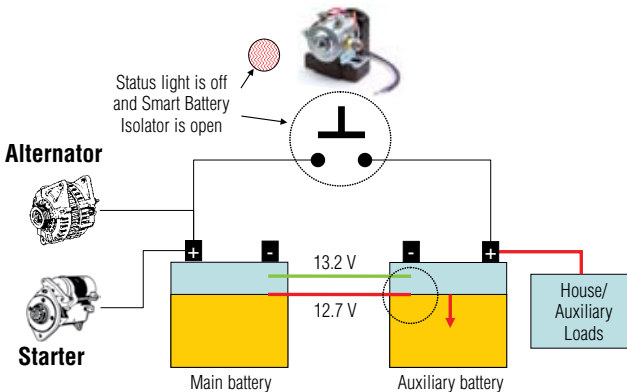
1 When the vehicle has been running, the alternator charges both battery banks through the Smart Isolator.



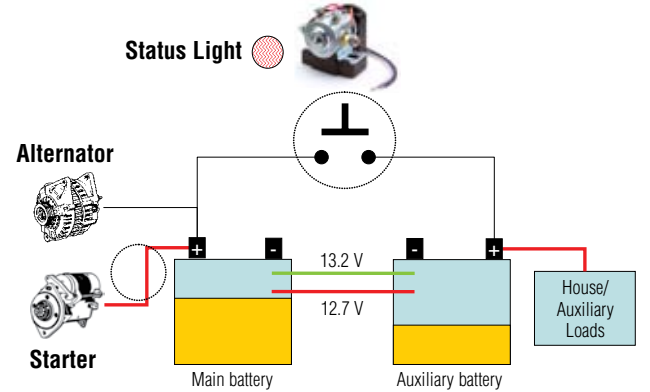
2 When the engine is turned off, the alternator no longer supplies a charge to the batteries, and the loads on the batteries begin to deplete them.



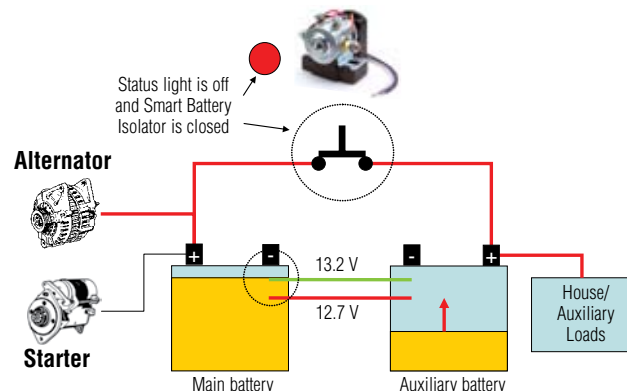
3 When batteries reach 12.7V, the Smart Battery Isolator senses it, opens the solenoid relay to separate the battery banks, and turns off the status light. This protects the starting battery while allowing the auxiliary battery to continue to power the auxiliary loads.



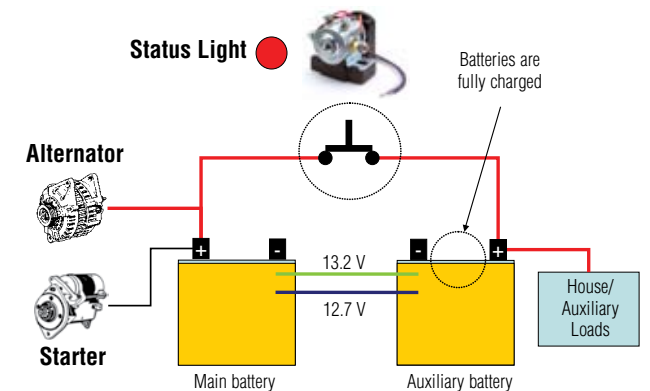
4 When the vehicle is restarted, the starting battery has enough power to crank the engine, but the auxiliary battery is significantly depleted. The Smart Battery Isolator is open and the battery banks are separated.



5 The engine is powering the alternator, and the starting battery has reached 13.2V. Only now does the Smart Battery Isolator reconnect, enabling the depleted auxiliary battery to be charged. By not reconnecting until the main battery is charged, the alternator is protected from excessive loads.



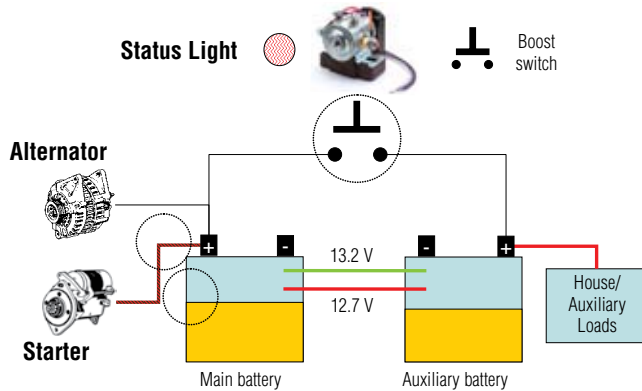
6 Now both batteries are charged again.



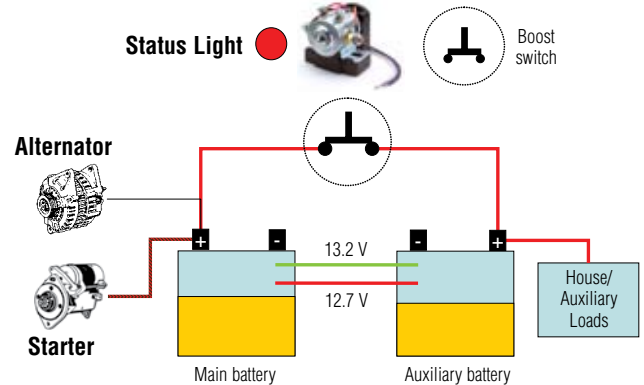
Battery Isolator works

Using the Auxiliary Battery for a Start Boost

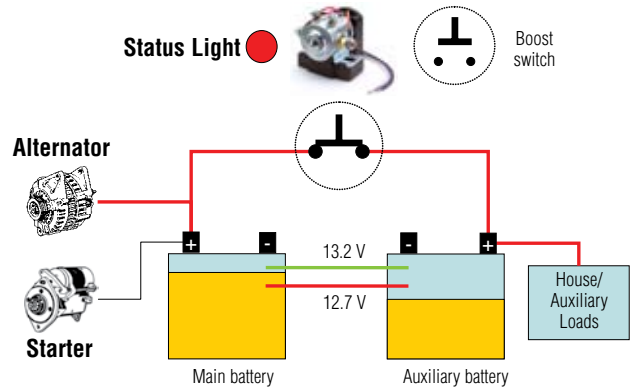
1 The main battery has been depleted and does not have enough power to start the engine. Voltage is greater than 9.5V



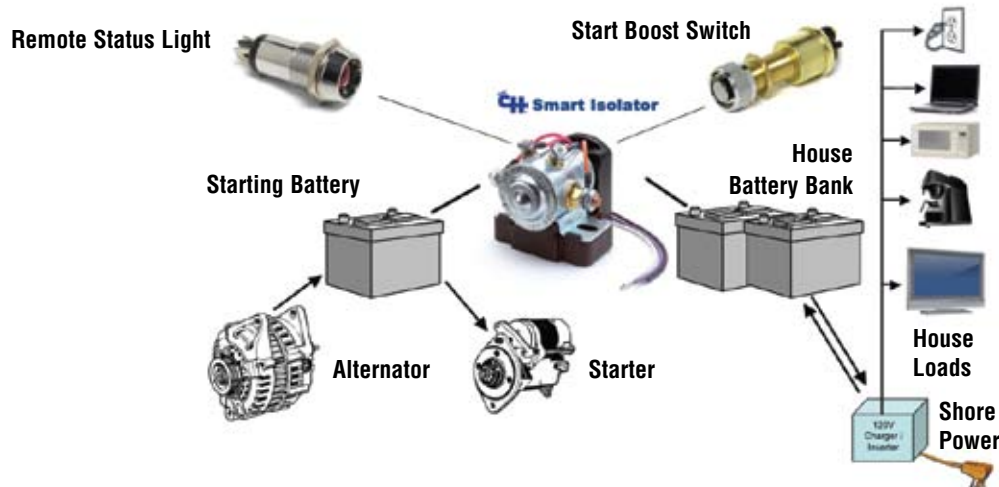
2 The boost switch is pressed. It closes the Smart Battery Isolator solenoid for one minute. Now the power in the auxiliary battery is available for starting.



3 The alternator begins to charge the batteries. After one minute the Smart Battery Isolator reverts to the automatic mode. If the starting battery has not reached 13.2V, it isolates the batteries to reduce stress on the alternator. Once the main battery reaches 13.2V, it reconnects and charges the auxiliary battery.



Connection Schematic



SUGGESTED COLE HERSEE PART NUMBERS:

Remote Status Light

PL-612-R
PL-118-RC
M-326-RC
M-328-RC

Start Boost Switch

9216-03
55020-04
M-626-02
M-58031-07

Environmental Specifications

Per SAE J1455	Parameter	Notes
Operating temperature range	-40 to +85 °C	Operating condition
Ingress protection	IP65	Per IEC
Humidity	0 to 90% RH	
Vibration	10-500Hz	per SAE J1455
Shock		per SAE J1455
Thermal shock		per SAE J1455
EMI/RF		per SAE J1455 & J1113

Terminal Torque Specifications

Battery terminals	5/16-24	50 in-lbs (5.78 Nm)
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Electrical characteristics

Characteristic	Min	Typical	Max	Notes
Normal input voltage	9V		16V	Voltage range unit is guaranteed to function within specification.
Continuous current 48525 48530		85A 200 A		
Connect voltage		13.2V		After 2 minutes at this level
Disconnect voltage		12.7V		After 1 minute at this level
Quiescent current		5mA	8mA	Relay off, start signal input open or grounded.



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See our interactive product catalog at www.colehersee.com

All specifications and information is subject to change without notice.