

Isolator Relay Delay

Charging Solution for Multiple Batteries

00-00629-120

The Isolator Relay Delay senses the voltage on the main battery of a multiple battery system, and supplies power to the coil of an isolator relay when the voltage on the main battery rises above 13.3 volts (26.6 volts on a 24 volt system). If the voltage falls below 12.0 volts (24 volts on a 24 volt system) the unit will stop supplying current to the isolator relay, preventing the load of the auxiliary battery from stopping the engine.

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Keep Your Batteries Charged

WITH A SIMPLE & COST EFFECTIVE SOLUTION

Intellitec's Battery Isolator Relay Delay/E offers a low cost, reliable approach to charging multiple batteries. Unlike diode isolators, this system provides an engine driven alternator with the opportunity to begin charging the main battery before connecting the auxiliary battery. This allows the use of self-exciting alternators and lets the engine briefly warm up prior to placing the load of a heavily discharged auxiliary battery on the alternator. The unit is available in both 12 and 24 volt versions.

It operates by sensing the voltage on the main 12 volt system. When this voltage goes above 13.3 volts for approximately 12 seconds, as happens when the engine is running normally (normal alternator output voltage is approximately 14.4 volts), it will close the isolator relay providing charging current to the auxiliary battery. When the ignition switch is turned off, the relay will open immediately.

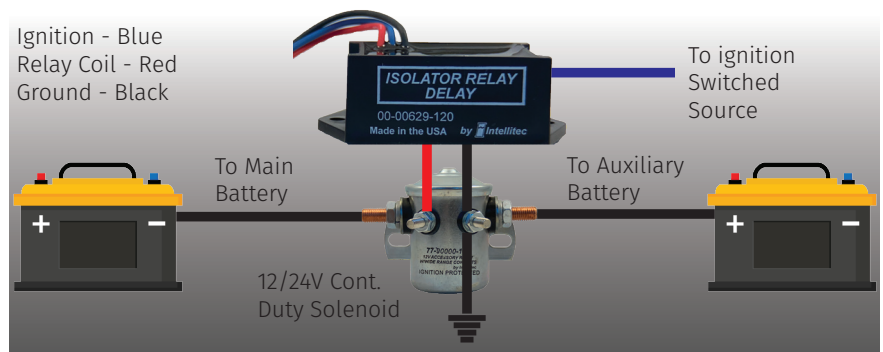


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Features

- Low cost charging solutions
- Sealed and potted in a plastic enclosure
- 2 Screw mounting system for installation ease
- Operates in combination with a conventional continuous duty cycle isolator relay
- Available in 12V and 24V models
- Dimensions: 3"(L) x 1.5"(W) x 1"(H)

SCHEMATIC



The Isolator Relay Delay operates in combination with a conventional continuous duty cycle isolator relay that has been used by a number of vehicle manufacturers. There are three (3) wires to connect to the delay unit: one from an ignition switched 12 volt source, a ground and the isolator relay coil.