



INTELLI-CHARGE

DC/SOLAR BATTERY CHARGER

45 Amp, 3 Stage Switchmode



P/No. IDC45

WARNINGS

- Explosive gases may escape from the battery during charging. Prevent flames and sparks and provide adequate ventilation.
- Before charging, read the instructions.
- FOR CHARGING 12 VOLT LEAD ACID BATTERIES ONLY.
- Do not attempt to charge non-rechargeable batteries.
- Never charge a frozen battery.
- Corrosive substances may escape from the battery during charging and damage delicate surfaces. Store and charge in a suitable area.
- This appliance is not intended for use by young children or infirm persons unless they have been adequately supervised by a responsible person to ensure that they can use the appliance safely.
- Fit fuses as close to the batteries as possible to protect the cable in case of short circuit.

FEATURES

The IDC45 DC-DC charger is purposely designed for charging auxiliary batteries. It includes all the features needed to maintain the auxiliary battery to its optimum condition and to prolong the battery life.

SWITCHMODE TECHNOLOGY

The IDC45 converts your vehicle's 12VDC/24VDC alternator power to the voltage level allowing your batteries to be fully charged, prolonging battery life and reliability. With the latest synchronous switching technology, efficiency of IDC45 exceeds 94% at typical full load condition.

DUAL INPUT OPERATION

Allows two energy sources to power the IDC45 simultaneously. Solar input takes precedence if solar and alternator inputs are present. When solar input cannot provide enough energy to the load, the IDC45 will draw power from solar and alternator simultaneously.

SOLAR MPPT

The IDC45 utilises sophisticated MPPT (Maximum Power Point Tracking) solar regulator technology. MPPT maximises the power generated from the solar panels to the auxiliary battery.

SUPERIOR 3 STAGE CHARGING

Using high speed microcontroller and proprietary charging algorithm, the IDC45 delivers a sophisticated 3 stage charging process resulting in a faster and more powerful charge, ideal for deep cycle batteries. The first stage, bulk (constant current), charges the battery faster while the second stage, absorption (constant voltage), ensures the battery is thoroughly charged. The final stage, float, maintains the battery at a safe voltage allowing it to be maintained and ready for use indefinitely.

MULTI-CHEMISTRY SUPPORT

The IDC45 supports GEL, AGM, WET and CALCIUM batteries. If the calcium battery mode is selected, periodic equalisation will be provided to the calcium battery for removing acid stratification.

IGNITION CONNECTION

The ignition connection activates the lower input voltage operation to suit vehicles with smart (variable voltage) alternators.

TEMPERATURE COMPENSATION

The IDC45 is supplied with a 2 metre temperature sensor. The sensor monitors the battery temperature and adjusts (compensates) the charger's output to prevent overcharging. This is ideal for batteries used in warmer climates or environments.

REMOTE CHARGER STATUS INDICATION

A pink wire is provided for driving an external panel mount LED indicator (Eg Narva P/No. 62090BL) to show the status of the charger. It shows whether the auxiliary battery is on charge (Solid Colour) or the charger is in a fault condition (Flashing).

PROTECTIVE FEATURES

Spark-Free Protection

The IDC45 will not start charging the battery (no output) unless the load is securely connected. It prevents the output leads from sparking due to accidental short circuit making the charger safer to use around batteries.

Reverse Connection Protection

Reverse connection on input and output terminals does not damage IDC45 internal circuit. The IDC45 detects reverse connection condition and indicates whether input or output connection is reversed.

Over and Under Voltage Protection

The charger will automatically shut down if there is an over voltage or under voltage problem.

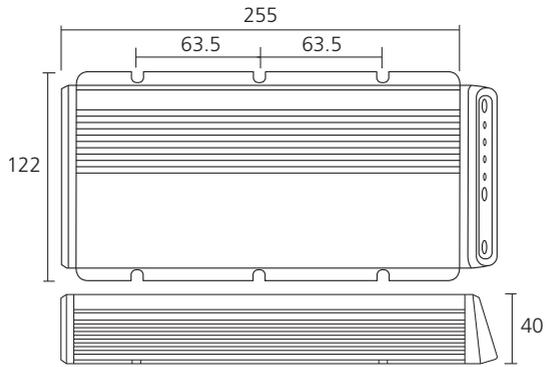
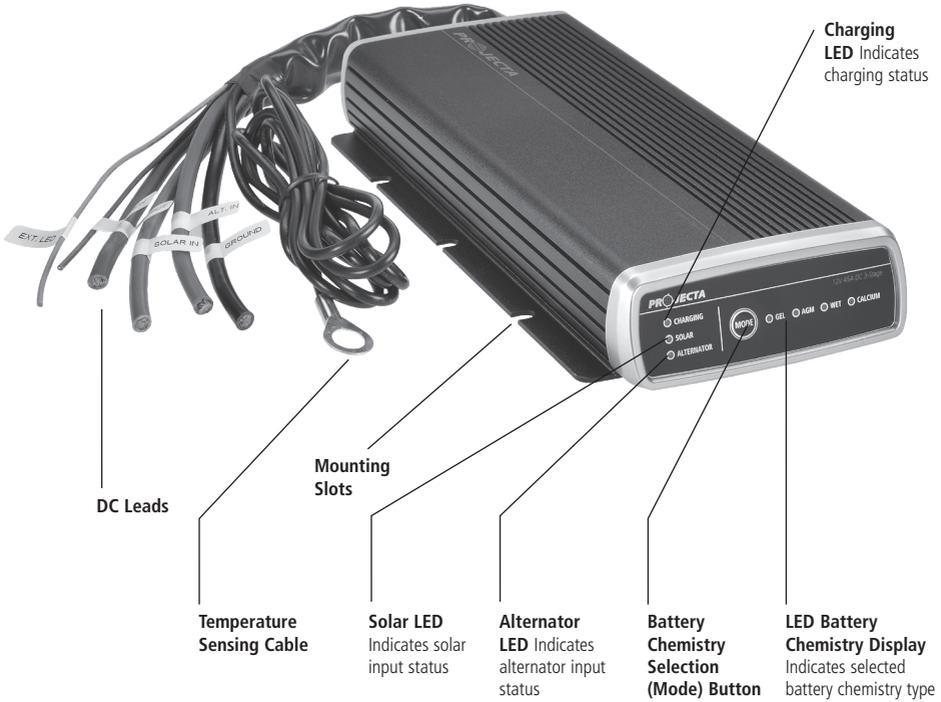
Over Temperature Protection

The charger will lower its output current if the temperature of the unit begins to overheat.

SPECIFICATIONS

Operating Conditions				
Input Voltage	9-32Vdc			
Maximum Solar Input Voltage	28Vdc			
Maximum Input Current	65A			
Input Current (No Load)	20mA			
Back Drain on Auxiliary Battery	< 5mA			
External LED Output – Constant Current	4mA			
Output Current	Input 9–11Vdc: 37A Input 11V-32dc: 45A			
Input Fuse Rating	80A (Not supplied)			
Output Fuse Rating	80A (Not supplied)			
Maximum Output Power	693W			
Solar Input Turn On Voltage	9V			
Size	255 x 122 x 40 mm			
Solar MPPT Voltage	17.5V			
Weight	1.54kg			
Operating Temperature (Derated from 55°C)	-10 to +80°C (Ambient Temperature)			
Charge Control				
Charge Type	3 Stage			
Bulk *37A at 9-11Vdc and 45A at 11-32Vdc	*Constant Current up to:			
	GEL	AGM	WET	CALCIUM
	14.1V	14.4V	14.7V	15.4V
Absorption	Constant Voltage until current drop to 7.5A			
	GEL	AGM	WET	CALCIUM
	14.1V	14.4V	14.7V	15.4V
Float	Keep Constant Voltage at 13.7V			
Equalisation (Calcium mode only)	7.5A Constant Current Charge up to 16V then hold for 1 hour (5 hour timeout)			
Battery Range				
Battery Capacity	150-600Ah			
Type of Batteries Supported	GEL, AGM, WET & CALCIUM			
Operating Mode				
	12V Vehicle		24V Vehicle	
VSR Mode – Default (Ignition Override Not Connected)	Turn on 13.4-20V	Turn off <12.8V	Turn on 26.8-32V	Turn off < 25.6V
Low Voltage Mode – Ignition Override cable connected to ignition switch (ignition on)	Turn on 12.2-20V	Turn off <11.9V	Turn on 24.4-32V	Turn off <24V
Standards				
EMC	C-Tick, AS/NZS CISPR11:2011 Class B			
IP Rating	IP67			

PRODUCT OVERVIEW



INSTALLATION

MOUNTING

The rugged design of the IDC45 affords it to be mounted wherever best suits the application. By using advanced potting technology the unit is resistant to shock, vibration, dust and water allows for under-bonnet or in-vehicle installation. Clever 'side extrusions' incorporated within the enclosure allow the unit to be mounted to flat surfaces as close to the auxiliary battery as possible. It is advisable however to keep the charger as far away from exhausts, turbo's or any other high temperature components to ensure improved performance.

WIRING

To make sound electrical connections, battery cables will need to be made to the correct length. Cable lugs should be crimped or soldered to the stripped battery cable and then protected with the supplied heatshrink. Butt splices should be used for cable extension.

Recommended cable size for wiring:

	Cable Size
Alternator Input Cable (Red)	13mm ² (6 B&S)
Solar Input Cable (Green)	13mm ² (6 B&S)
Output Cable (Grey)	13mm ² (6 B&S)
Common Ground (Black)	13mm ² (6 B&S)
Ignition Override (Blue)	1-1.5mm ²
External LED (Pink)	1-1.5mm ²

Note the above recommendation is valid for cable length up to 5m.

1. Disconnect the negative battery cable (Earth) from the vehicle's starting battery or disconnect power to the trailer. Note: To prevent the loss of vehicle electronic memories, radio presets & security codes, it is recommended that an "Electrical System Memory Protector" be used.
2. Connect the Auxiliary Battery positive (+) terminal to the Output Cable (grey colour) from IDC45. Fit a 80A fuse to the cable as close as possible to the Auxiliary Battery positive (+) terminal.
3. Connect the Auxiliary Battery negative (-) terminal to the IDC45 Common Ground cable (black colour). Alternatively connect both Auxiliary Battery negative (-) terminals and IDC45 Common Ground cable to vehicle chassis ground.

4. Connect the Starter Battery positive (+) terminal to the IDC45 Alternator Input cable (red colour). Fit a 80A fuse to the cable as close as possible to the Starter Battery positive (+) terminal.

5. If your vehicle has fixed voltage or temperature compensating alternator installed, leave the Ignition Override cable (blue colour) open.

If your vehicle has smart (variable voltage) alternator installed, the Ignition Override cable must be connected to the vehicle's ignition. The IDC45 will only operate when the vehicle's ignition is turned on.

However, if solar panels are connected to IDC45, the IDC45 will operate and only draw power from solar panels (assuming vehicle's ignition is turned off). Fit a 1-2A fuse to the cable as close as possible to the vehicle's ignition. Consult the vehicle manufacturer for type of alternator installed in your vehicle.

6. When 12V solar panels are present, connect the solar panel positive terminal (+) to the IDC45 Solar Input cable (green colour). Fit a 80A fuse to the cable as close as possible to the Solar Panel positive (+) terminal.

Then, connect the Solar Panel negative (-) terminal to the IDC45 Common Ground cable (black colour). Alternatively connect both Solar Panel negative (-) terminals and IDC45 Common Ground cable to vehicle chassis ground.

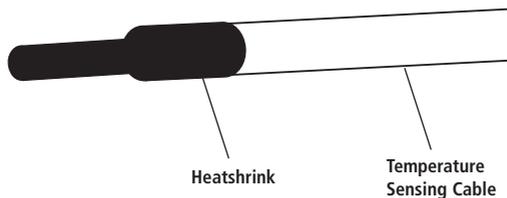
7. The external LED wire provides 4mA constant current output. It can power an LED panel mount indicator with or without an internal resistor.

Leave External LED cable open if you do not need the external LED indication. If external LED indication is required, connect the positive (+) terminal of a LED Indicator to the External LED cable.

Then, connect the negative terminal of LED Indicator to the vehicle chassis ground.

8. Cut/remove Temperature Sensing cable if temperature compensated battery charging is not needed. Use supplied heatshrink to insulate the open end of Temperature Sensing cable.

If temperature compensated charging is required, attach the ring terminal of the Temperature Sensing cable to the auxiliary battery negative terminal. For best results, attach the ring terminal to the auxiliary battery plastic surface with thermal conductive adhesive such as 3M TC-2810 or equivalent.



SELECTION OF AUXILIARY BATTERY TYPE

Press the Mode button on the front panel until all Battery Chemistry LEDs are flashing. There are 4 battery chemistries available: Gel, AGM, Wet and Calcium. Keep pressing the button momentarily until the Battery Chemistry LED you want is flashing. After you release the button, your selection is entered and saved. Your selection will be restored automatically even after the IDC45 is fully disconnected and reconnected. The default Battery Chemistry is AGM.

Charging profile for each selection:

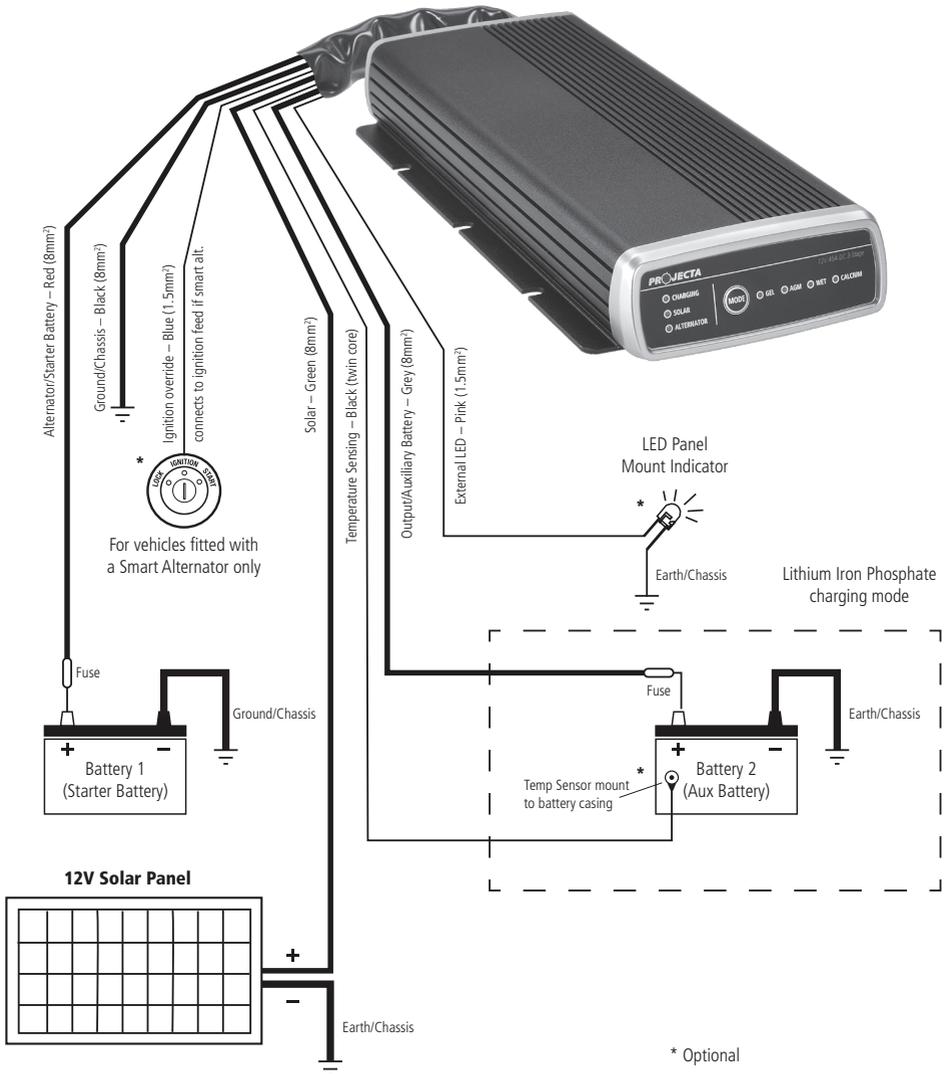
Bulk *37A at 9-11Vdc, 45A at 11-32Vdc	*Constant Current up to:			
	GEL 14.1V	AGM 14.4V	WET 14.7V	CALCIUM 15.4V
Absorption	Constant Voltage until current drop to 7.5A			
	GEL 14.1V	AGM 14.4V	WET 14.7V	CALCIUM 15.4V
Float	Keep Constant Voltage at 13.7V			
Equalisation (Calcium mode Only)	7.5A Constant Current Charge up to 16V then hold for 1 hour (5 hour timeout)			

Calcium Chemistry mode is good for charging Optima batteries or deeply discharged calcium-calcium lead acid batteries (e.g Delkor DC31).

Please consult the battery manufacturer if you are unsure of your battery's chemistry.

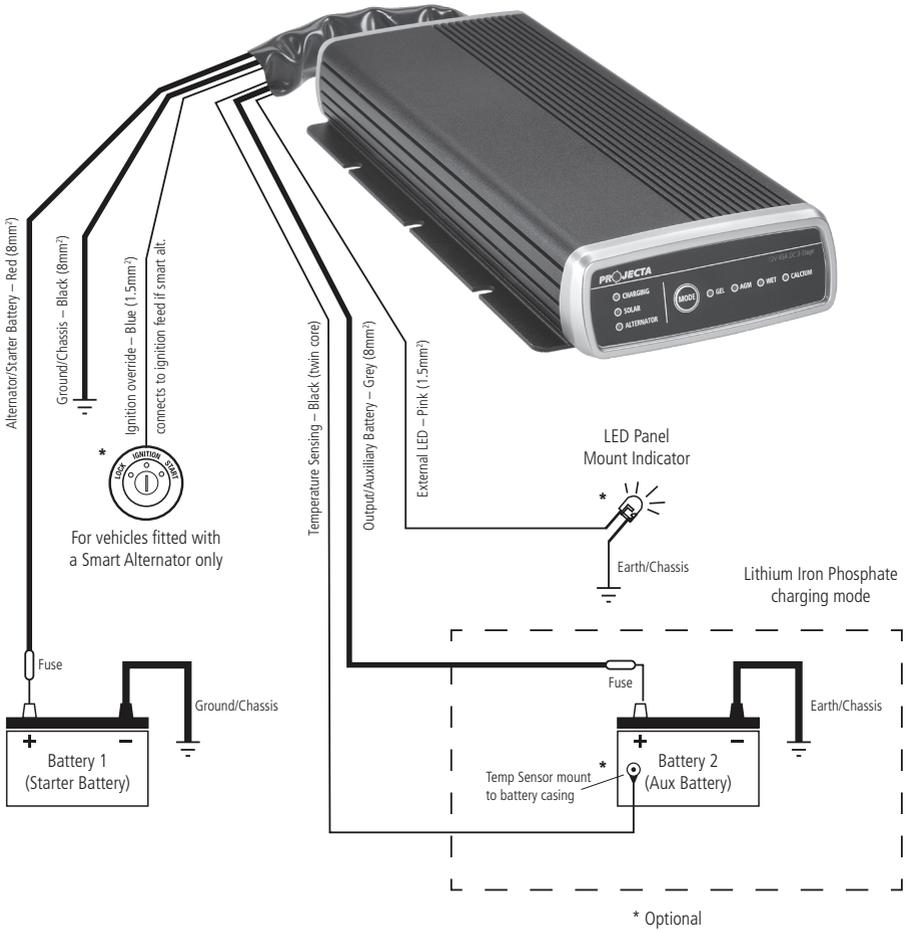
TYPICAL WIRING INSTALLATION

1. Full System

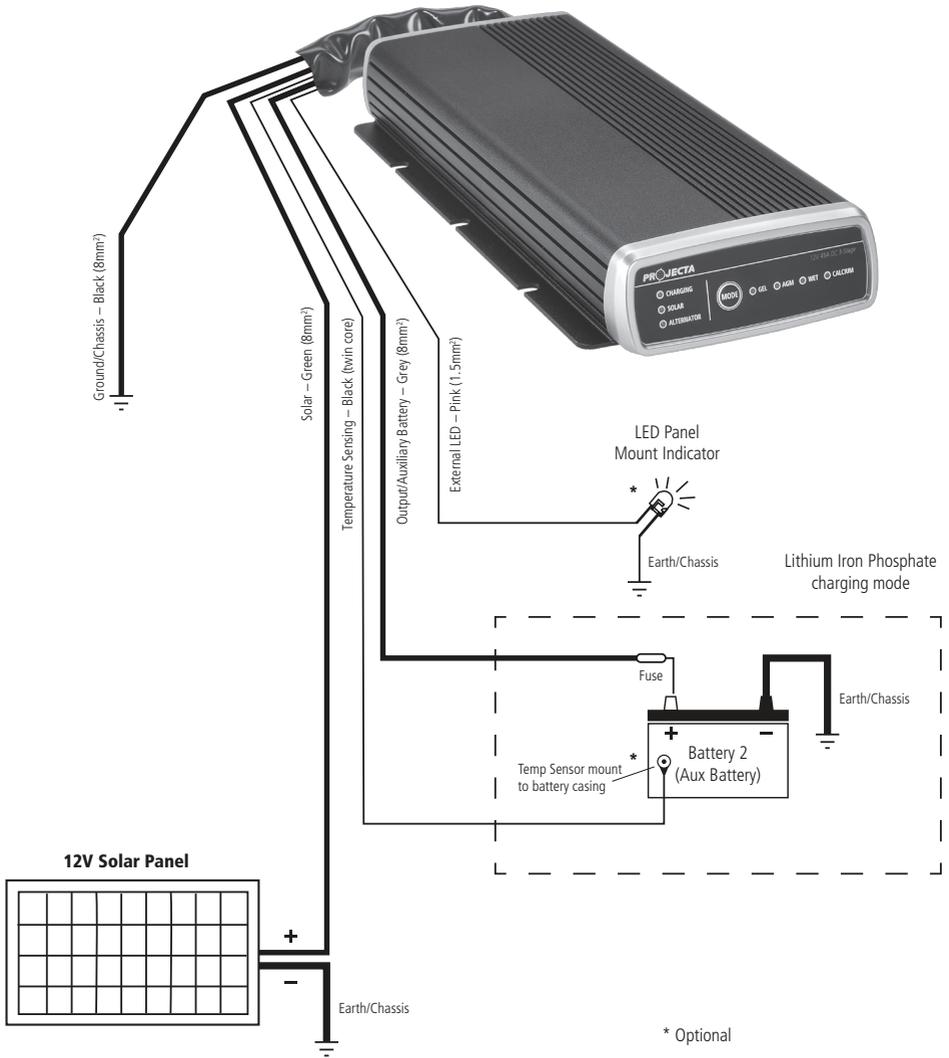


Important: For 24V vehicles, a battery master switch is required to connect a 12V solar panel to the IDC45 solar input. This switch is used to turn the solar panel on and off. When solar power is too low to provide fast charge to the auxiliary battery, by turning off the 12V solar panel, IDC45 can provide fast charge through alternator input.

2. Alternator/Starter Battery Input Only



3. Solar Battery Input Only



HOW TO READ LED DISPLAY



LED Charge Indicators

Charging LED	Battery Type LED	Charging Stage
GREEN Flashing	Solid BLUE	Bulk Charge
GREEN Flashing	BLUE Flashing	Adsorption Charge
Solid GREEN	BLUE Flashing	Equalization Charge
Solid GREEN	Solid BLUE	Float Charge

Fault LED Indicators

Charging LED	Solar LED	Alterator LED	Battery Type LED	Fault	Remedy
Solid RED				The unit is faulty	Check if there is any output current from the unit
Amber Flashing				Bulking charging time out	Auxiliary battery may be faulty or heavy load is connected to the battery for long time
Solid RED			BLUE Flashing	Output battery is reversly Connected	Check output cable connection
RED Flashing			BLUE Flashing	Overvoltage is detected at output	Check auxiliary battery voltage
Solid AMBER			BLUE Flashing	Output open circuit or dead Battery	Check auxiliary battery voltage & cable connections
	Solid RED			Solar Input is reversly connected	Check Solar input connection
	RED Flashing			Overvoltage is detected at Solar Input	Check solar panel open circuit voltage
		Solid RED		Alternator Input is reversly connected	Check Alternator input connection
		RED Flashing		Overvoltage is detected at Alternator	Check vehicle battery voltage

FREQUENTLY ASKED QUESTIONS

Q. Is the IDC45 waterproof?

- A. The Projecta IDC45 is designed to be dust and weather proof. Normal use including river crossings and light engine washing will not pose any problem. Direct high pressure washing of the IDC45 unit or submersion for a period of time may cause some water damage and will not be covered under warranty.

Q. Why do the positive cables from the batteries need to be fused?

- A. High Capacity batteries can produce large amounts of power and are capable of melting cable insulation and catching fire in the case of a short circuit. Each positive (+) cable connected to the battery must be protected by a fuse.

Q. Is the charger safe to use with modern 'electronic' vehicles?

- A. The Projecta IDC45 has been designed to work with all vehicles, especially new vehicles with EFI and computer management systems. The charger utilises sophisticated electronics that ensures complete safety for you and your vehicle.

Q. How do I know if the battery is charged?

- A. When Charging LED is in Solid Green and one of the Battery types LED is in Solid Blue, it indicates the auxiliary battery is in full charged.

Q. I have connected the charger properly but the 'INPUT LED' does not come on?

- A. Check the cable size. The IDC45 is designed to power on and charge from an input source as little as 9V. If small size cables are used for wiring, the voltage might drop below 9V when IDC45 is attempting to start up. Please refer to Installation – wiring section for recommended cable size.

Q. I have connected the charger properly but the 'OUTPUT LED' does not come on?

- A. In some cases batteries can be discharged to the point where they have very little or no voltage. This can occur if a small amount of power is used for a long time, for example a map reading light is left on for a week or more. The IDC45 is designed to charge an auxiliary battery from as little as 5 Volts. If the voltage is lower than 5 Volts use a pair of booster cables to connect between two batteries to provide more than 5 Volts to the battery being charged. The IDC45 can then start to charge the battery and the booster cables can be removed.

Q. Why does the 'FULLY CHARGED' LED come on straight away?

- A. There are three possible reasons why the 'FULLY CHARGED' LED may come on straight away.
1. The battery is fully charged.
 2. The battery has taken a surface charge.
 3. The battery has a faulty cell.

Q. What is Surface Charge?

- A. Batteries unused or left discharged for some time build up a resistance to being recharged. When the charger is first connected, these batteries will take a surface charge, and the 'FULLY CHARGED' LED will illuminate within a short period of time. The battery however is not fully charged. The charger is voltage sensitive and cannot differentiate between a surface charge and a fully charged battery. After a few hours the battery may start to accept some charge but most batteries with this condition may not recover.

Q. What is a Faulty Cell?

- A. 12 Volt batteries contain 6 cells and one faulty cell is enough to ruin your battery. If after twelve hours of charging your battery is still accepting charge, you should test the cells using a hydrometer. If one reading is lower than the rest it indicates a faulty cell. It is pointless to continue charging; the battery needs replacing.

Q. Why is there no output at the charger's terminals?

- A. The charger incorporates short circuit protection that makes it much safer to use. For this reason the charger will only output power when properly connected to a battery. To check if the charger is functioning, follow the instructions to connect and operate the charger as normal on a flat battery. While the battery is charging measure the battery voltage with a volt or multi-meter. Charging can be confirmed if the voltage is increasing (within the voltage parameters set out in the specifications).