



COMBINER 100-24 24 Volt

Model C100-24

FOR ALTERNATORS UP TO 100 AMPS.

SUMMARY

The Combiner 100-24 is a precision voltage-sensing relay which connects two batteries together when either is receiving a charge. When the charging ceases, it disconnects so that each battery operates independently and prevents accidental discharge of the starting battery. Supplemental battery banks can be added by using an additional combiner for each bank. It eliminates manual switching every time you start the engine to parallel batteries for charging. Never again forget to switch it back. No diodes so no voltage drop, and batteries get a full charge.

FEATURES

- ▶ Suitable for alternators up to 100 amps, up to 32 volts.
- ▶ 75 amps continuous rating, 400 amps closing current,
- ▶ Nearly UNLIMITED warranty*
- ▶ Waterproof
- ▶ Ignition rated for explosive atmospheres
- ▶ No voltage drop so batteries reach full charge
- ▶ Electronic thermal monitoring with shutdown & restart
- ▶ Minimal wasted power, no heat sink or cooling required
- ▶ Can be used on alternators with internal regulators
- ▶ No special wiring for alternators with external sense
- ▶ Remote control available for OFF, AUTOMATIC, ON
- ▶ Simple basic installation, two battery wires, two voltage sensing wires and ground
- ▶ Comes with all cables for basic hookup
- ▶ Green LED indicates when combined
- ▶ Red LED indicates thermal overload shutdown
- ▶ Draws no current when batteries are not being charged
- ▶ Draws less than 50 milliamps from the alternator when charging is in progress
- ▶ No diodes to burn out if accidentally shorted
- ▶ Withstands ambient temperature to over 175°F (80°C) for exposed or engine compartment mounting

DIFFERENCES TO 12 VOLT COMBINERS

There is not enough volume to manufacture a line of 24 volt combiners at an economical price. This 24 volt combiner is adapted from the electronics package in the 12 volt models. In order to operate on 24 volts, two sensing wires are provided that connect to the 12 volt junction of the 24 volt banks. This voltage will track at exactly 50% of the voltage on the 24 volt terminals. These sensing wires draw no current so they will

not unbalance the 24 volt banks.

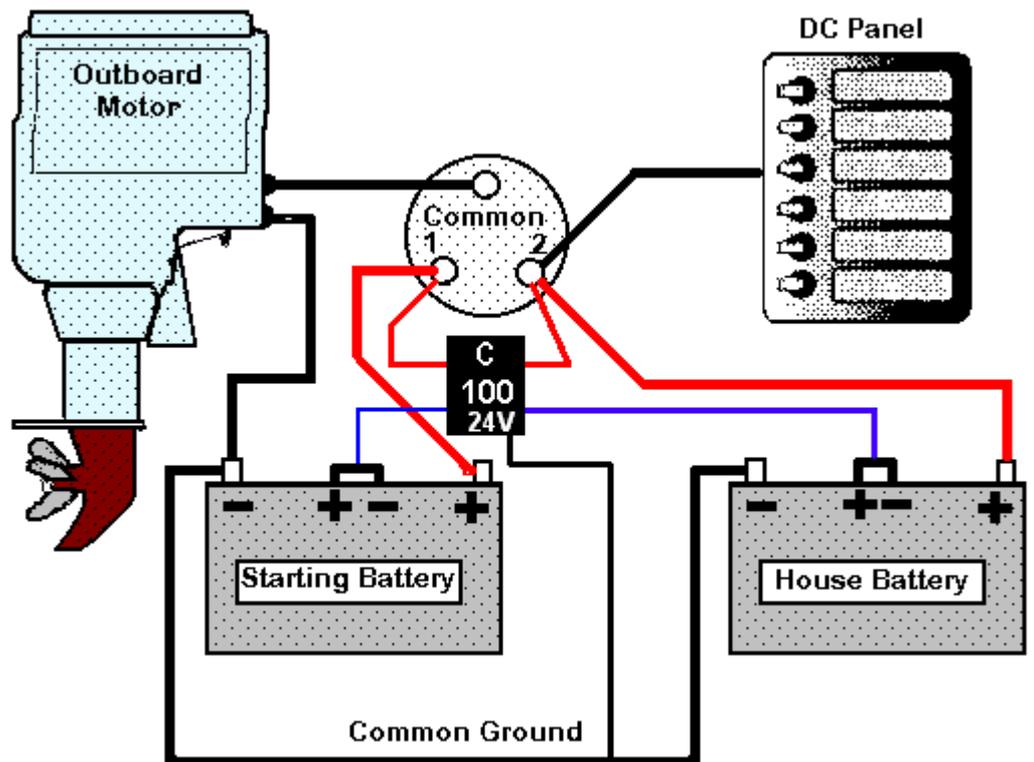
SAFETY CONSIDERATIONS

DANGER: On all alternator/regulator circuits with an external sense wire it is critical that the sense wire can never be disconnected from the alternator output. Damaging, self-destruct voltages may be produced. Installation of a **Zap-Stop** will **not** protect against damage if this happens.

WARNING: If there are switches which can disconnect the alternator output from the battery a **24 volt Zap-Stop** or two 12 volt Zap-Stops in series can reduce the chance of alternator damage and it is recommended for all installations. Switching off the output from the alternator should be avoided when the engine is running.

Since the connections made in the battery circuits can carry hundreds of amps, it is imperative that you have low resistance connections. This means having clean metal to metal contact, the right size ring terminals, properly crimped terminals (preferably soldered also), and secure mechanical fastenings.

BASIC INSTALLATION



1. Connect the **BLACK** ground wire to the common negative of your battery banks. Shorten if necessary.
2. The **RED** cables connect to the 24 volt positive terminals of the batteries. **SHORTENING THESE POWER CABLES WILL VOID THE WARRANTY.** Extending is OK.

The connection does not have to be made right on the

battery terminals but any wire or cables between the battery and the combiner must be heavy enough to carry the combiner current in addition to any existing loads. Make sure the second red lead is not touching ground when you connect the first since the combiner sometimes closes momentarily when initially connected.

3. The BLUE sensing leads connect to the 12 volt tap points in the middle of the 24 volt battery banks.

Since the combiner is bi-directional it doesn't matter which red, or which blue connects to which bank.

The **GREEN** remote control wire is rarely used and is normally left disconnected. When connected to negative ground, it forces the combiner to stay off all the time. If left disconnected the combiner is automatic and if connected to +12 or +24 it forces the combiner to stay on all the time.

INSTALLATION INSTRUCTIONS

1. Single engine powerboats:

With the Combiner 100-24 you can use an **OFF-1-BOTH-2** switch to select the engine power source and leave the DC loads permanently on battery 2. Starting power is normally supplied from the starting battery in position 1 but battery 2 or both can be selected in an emergency. In all cases, both batteries are being charged when the engine is running. **WARNING:** If you use this circuit, turning the switch to "OFF" while the engine is running may damage your alternator.

2. Auxiliary battery for commercial vehicles or mobile sound systems.

Make sure the alternator is rated for 100 amps or less. If it is greater than 100 you need to upgrade to the Combiner 150-24 (Check for availability).

The auxiliary battery must be securely mounted in a convenient location. If mounted in the passenger compartment it should be separately enclosed and vented outside the compartment, or you can purchase batteries with built-in vents to which tubing can be attached. Both batteries must have their negative terminals connected together, either by a heavy cable or through the vehicle chassis.

If the batteries are close to each other, just connect one red wire to each positive terminal and the black wire to ground.

If the batteries are separated by more than a few feet, the combiner can mount at either end and you need to consider some protection for the positive cable between the batteries. See the section on **FUSES & CIRCUIT BREAKERS**. 10 gauge wire is adequate but if you are concerned about voltage drop, upgrade to 8 gauge. Do not shorten the existing red wires on the Combiner.

The blue sensing wire from the remote battery 12 volt tap should be fused at the battery end to protect against shorts to ground. A 5 amp or less fuse is adequate as it draws less than 10 milliamps to run the LED.

3. Travel trailers and motor homes.

Using the Combiner 100-24 on a trailer is not recommended due to the need to run the blue sensing wire to the remote battery 12 volt tap.

4. BATTERY CHARGERS

A single output shore power charger can be directly connected to the house battery. Multi-bank chargers are no longer required but can be connected to each of the battery banks.

OPERATION

The green "Combined" light will come on some time after charging has commenced. The time delay depends on how much current is being delivered to the bank being charged and its initial state of charge. When the initial bank reaches 26.6 volts ($\pm 1\%$) the other bank(s) will be placed in parallel by the Combiner 100-24. If one bank is very low, the Combiner 100-24 may turn off and on a number of times as it brings it up to voltage. After charging has ceased, the green light may remain on for quite some additional time if there is no load on the batteries, due to the "float" voltage above 26.6 volts left over from the charging.

If the internal temperature of the Combiner 100-24 rises too high, the red "Overload" light will come on and the Combiner will turn off to protect itself. After it cools by about 10°F (6°C), it will turn back on automatically. The overload condition should not be permitted as a regular occurrence as charging capacity is being lost.

FUSES & CIRCUIT BREAKERS

Accepted wiring practice guidelines dictate that all 24 volt circuits except starter motor leads should be fused, however there is no path to ground inside a battery combiner that can carry any significant current should it suffer an internal failure. Fuses in the battery leads to the combiner only provide protection from a short to ground on the battery cables themselves which must pierce the insulation. Conduit covering can reduce this risk.

If it is a metal vehicle and the unprotected cables are close to grounded metal the risk of a short is much higher and fuses may be a good protection. The size of the fuses has to be much higher than the charging current available because when the combiner first closes quite large currents can flow from one battery to another. These battery to battery currents are limited by the wire gauge and length of the red wires **which must not be shortened**. A slow blow fuse of approximately 30% to 50% of the total Cold Cranking Amp capacity of the batteries in the smaller bank is a guide to value. Although the risks are minimal without a fuse, the results of an accident can be catastrophic and even life threatening.

A disconnect switch located close to the positive battery terminal to allow isolation for emergencies and regular maintenance is good design.

WARRANTY

WARRANTY VOID IF RED POWER LEADS ARE SHORTENED otherwise we offer an unlimited warranty. Check at <http://www.yandina.com/AboutUs.htm> to get the return address.

INSTALLATION HELP www.yandina.com/combinfo

TECHNICAL EMAIL QUERY tech@yandina.com

or call 877 355 2184 toll free or 843 524 2282 direct.

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