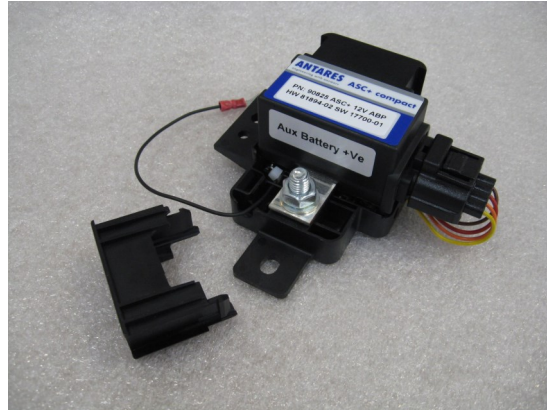


ASC+ Compact - Battery Protect

BATTERY AND ENGINE START PROTECTION



The battery protect versions of the ASC+ compact ensure that batteries do not get damaged through overcharge, or suffer deep discharge sulphation damage, and can ensure (using the engine start protect version) that the vehicle can always be started.

The ASC plus compact range puts all of the “plus” features *inside* the split-charge unit making it smaller, neater and easier to fit. This “single box” unit takes split charging to the next level of performance, diagnostic information, and system protection.

The latching switch design ensures no current draw when activated — ensuring that when activated it doesn’t continue to place an electrical demand on the battery thereby making the situation worse.

The ASC+ compact can also be managed externally and integrated into larger systems.

Please contact our sales team to discuss the best solution for your vehicle.

KEY FEATURES

- Automatic disconnection of loads to prevent deep discharge (damage) to batteries
- Can be programmed for essential or non-essential load-shedding
- 12V or 24V versions
- 190A current rating @85degC
- High 1000A peak current
- M8 studs to handle power
- Integral terminal/post cover
- Status/diagnostic LED on unit
- Supports latest “smart-charge” alternator systems and protects auxiliary loads from overvoltage
- No current draw when latched: Contactors are in either “on” or “off” state
- Disconnection warning
- External manual isolation via dashboard switch panel
- Warning lamp/buzzer output
- “Ignition sense” interlock available - preventing accidental disconnection while the vehicle is being driven.

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ASC + Compact – Battery Protect

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ASC Compact— Battery Protect						
Type	Basic Module (GND cable only)		Module + Cable tails with Superseal		Module + cable tails + Switch Panel and 5m switch panel loom	
Voltage	12V	24V	12V	24V	12V	24V
Power	190A @ 85degC , Peak 1000A					
Over-voltage Protection for auxiliary loads	Will not close contactor (to protect loads) if voltage on battery stud is excessively high: >15.0V/30.0V					
Manual Isolation	Contactor opens when switch is pressed for >3s, reconnects immediately on momentary press (or input 1)					
Superseal Connections			Input 1	brown	Typical use switch	
			Input 2	blue	ignition	
			Ext LED drive #1	yellow	switch LED	
			Ext LED drive #2	green	buzzer o/p	
			100mA power	orange	switch +tv V	
Dimensions	Module: 120mm (L) x 110mm (W) x 48mm (H)					
Weight	approx. 0.4kg		approx. 0.4kg		approx. 0.6kg	
Connections	Power: M8 studs, negative on 125mm cable with M8 ring terminal.					
Engine start protect version (ESP)	90840*	90841*	90842	90843	90844	90845
Engine start Protect settings	Opens 12.2V/24.4V Dynamic sensing avoids short duration, high peak currents being disconnected					
	Closes on sensing any charging V		Also closes on input 2 [ign](if used) or, pressing switch momentarily or signal on input 1 [sw]			
Ign sense interlock* (see manual)	Not present		Use "ign" connection to prevent disconnect when engine is running.			
Aux battery protect version (ABP)	90825	90826	90827	90828	90829	90830
Deep Discharge Protect settings	Opens 10.5V/21.0V Closes on sensing any charging voltage. Dynamic sensing avoids short duration, high peak currents being disconnected					
	When pressing switch momentarily or signal on input 1 (sw)					
ABP Option: timed disconnect	Will disconnect after 90 minutes when voltage is < 12.56V or 25.1V					
	Can also require ign present [input 2] Ign present [input 2] can also inhibit timer					
ABP Option: isolation inhibit	inhibits the manual isolation capability while input 2 [ign] is active, ie cannot switch off whilst driving					
ABP Option: Auto "raised volt"	Closes on input 2 [ign], or charging voltage and input 2					