24V

SMARTPASS 120T

ONBOARD POWER MANAGEMENT FOR 24V SERVICE BATTERY SYSTEMS

SMARTPASS 120T is a 24V multifunctional power management solution and split charging system for vehicles with a dual battery setup (Starter battery and Service battery). SMARTPASS 120T distributes, controls, and maximizes the available energy from your alternator to service battery and electrical consumers.

SMARTPASS 120T is to be used in applications where the alternator gives is able to deliver the desired charging voltage and the service battery has many parallel consumers with average load greater than 10A.

The battery guard function in SMARTPASS 120T will turn off equipment connected to consumer output when service battery voltage is too low, this protects the service battery from deep discharge and will increase lifetime of battery. To maximize the split charging process Smartpass will supply power to the connected consumers directly from alternator when motor is running.

SMARTPASS 120T ensures a safe operation by safety features as Battery temperature protection, Dynamic overcurrent protection and Over temperature protection.

COMPATIBLE WITH D250T

SMARTPASS 120T together with D250T will combine benefits from both devices and gives you the optimum power management system for your 24V service battery systems (auxiliary battery).

KEY FEATURES

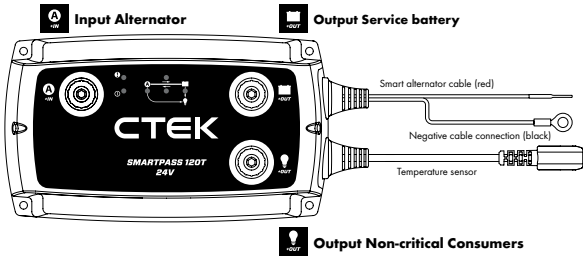
- Connects the service battery with the alternator/starter battery in order to split charge and forward up to 120A continuously to service battery and parallel consumers from alternator.
- Battery isolator that eliminates the need of diodes and VSR relays. SMARTPASS 120T separates the starter battery from the service battery when the engine is not running.
- Battery guard protects the service battery from deep discharge and will increase the lifetime of battery.
- Smart alternator compatible.
- Totally silent operation due to a cooling system without fans or other moving parts.
- M8 terminal system for a convenient and low installation time and cost.
- Safety features: Sensor for monitoring the service battery temperature, Overtemperature protection and Dynamic over current protection that allows temporary currents up to 300A.
- Durable design that is splash and dust proof (IP65).

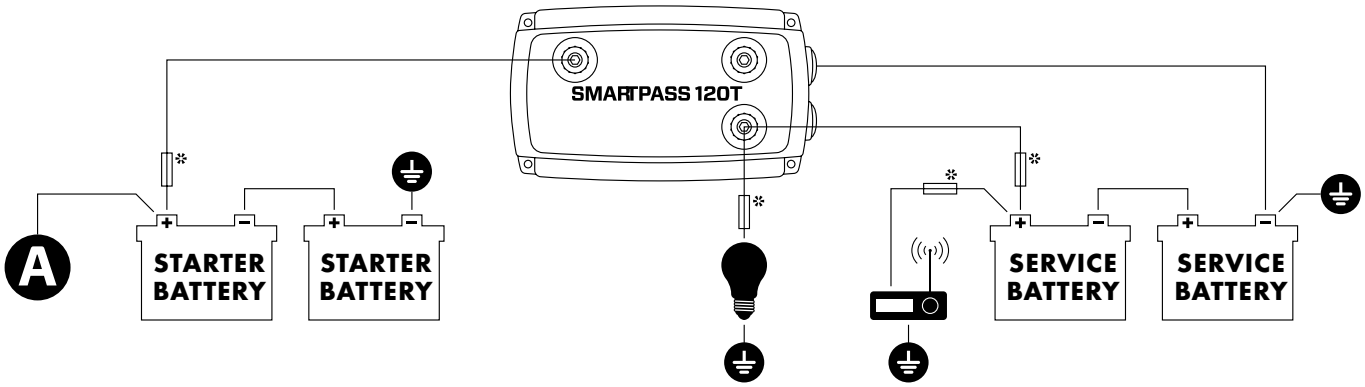
SUITABLE FOR

Heavy Vehicles, Boats, Recreational vehicles, Busses, Transport trucks and all other vehicles with a 24V dual battery system.

CTEK | MAXIMIZING BATTERY PERFORMANCE

SMARTPASS 120T





TECHNICAL DATA

INPUT	22,8-32 VDC
OUTPUT	Max 120 A * (consumer output max 100A)
BACK CURRENT DRAIN**	Corresponding to less than 10 Ah/month
AMBIENT OPERATING TEMPERATURE	-20 °C to +50 °C (- 4 °F to +122 °F)
BATTERY CHEMISTRY	Lead acid
BATTERY TYPES	24 V: WET, MF, Ca/Ca, AGM, EFB, GEL
BATTERY CAPACITY	28–800 Ah
DEGREE OF PROTECTION	IP65
WARRANTY	2 years
NET WEIGHT (UNIT WITH CABLES)	0.7 kg
GROSS WEIGHT (UNIT IN BOX)	0.9 kg
DIMENSIONS (L X W X H)	192 x 110 x 65 mm

*) Total max output current for Smarttpass is 120A and available current from alternator will be distributed into the two different output channels, Output Battery and Output Consumer. Specified value is the total current transferred to the two outputs.

**) Back current drain is the current that drains the battery if the charger is not connected to the mains. CTEK chargers have a very low back current.

GUARANTEED QUALITY WITH CTEK

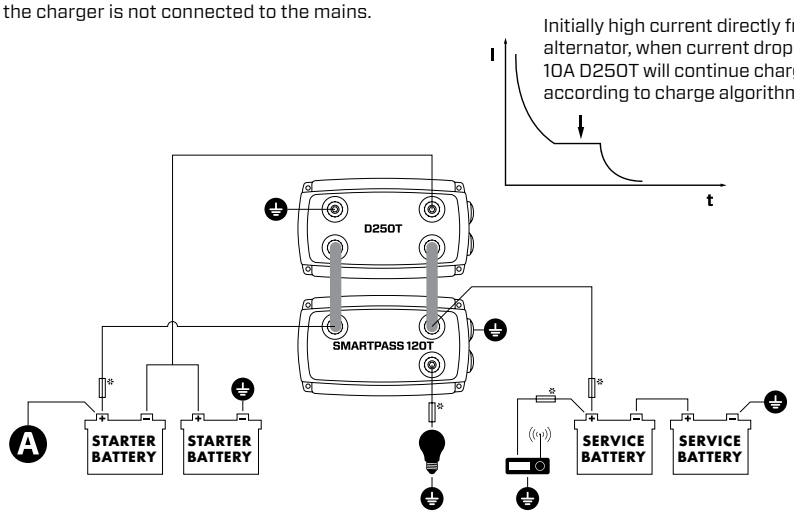
CTEK customer support is available to answer any questions related to charging and CTEK chargers. Safety, simplicity and flexibility characterizes all products and solutions developed and sold by CTEK.

CTEK supply chargers to more than 70 countries throughout the world. CTEK is also a reliable OEM supplier to many of the world's most prestigious car and motorcycle manufacturers. For more information visit WWW.CTEK.COM

SMARTPASS 120T + D250T, THE PERFECT COMBINATION FOR DUAL BATTERY SYSTEMS

This installation will give a system that both can manage large parallel loads and in the same time charge and perform maintenance the service battery with the optimum voltage for a 24V dual battery system.

The battery charging will be more efficient and shorter as we are getting access to a higher current initially and that the parallel consumers will be powered directly from alternator.



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