



THE ZIG X-7 CHARGER AND POWER SUPPLY UNIT

INSTRUCTIONS FOR FITTING AND USE



INTRODUCTION

The X-7 is a fully automatic battery charger. Connected to a six cell lead acid battery with a nominal voltage of 13.8 volts, the unit will charge and recharge the battery by raising the terminal voltage to equal that of the output of the battery charger. As the battery voltage increases the input current from the battery charger automatically reduces until it ceases to flow. This provides fast and efficient battery charging and eliminates the possibility of overcharging, unless the battery is at fault.

WARNING Under no circumstances must non-rechargeable batteries be connected to the X-7.

LOCATION

Choose a suitable location for the X-7 bearing in mind the following:-

- a. Minimum size of compartment must be 450 x 300 x 250mm. This will allow cool air to circulate around the unit, necessary for correct operation.
- b. Ventilation preferably to the outside of the van in the form of a least 2 x 25mm diameter vented holes must be provided.

N.B. All transformer operated appliances generate heat and therefore run hot when operating at full capacity.

- c. Access to the battery compartment and mains inlet distribution system will be required.
- d. The unit must be fitted vertically and be securely fixed to prevent movement whilst the vehicle is in motion.

WARNING

The charger is fitted with a safety device which provides a time delay of approximately 2 seconds to reduce the surge of inrush current when switched on. For this device to function correctly there must be an interval of 45 seconds between switching off and on.

The appliance is not intended for use by young children or infirm persons without supervision.

Young children should be supervised to ensure that they do not play with the appliance.

NOTE

The green indicator light will illuminate when the charger is working. If the current rating is exceeded the light will go out. This circuit is self resetting when the load is reduced to the units specification.

NOTE

Check appliance before installation. If the supply cord is damaged it must only be replaced by a repair shop approved by the manufacturer as specialist tools are required.

INSTALLATION X-7

1. In order to maintain the safe operation of this unit it must be mounted to a secure surface using 4 x No.8 x 1 1/4 wood screws or similar through the 5mm diameter holes in the feet of the charger.

INSTALLING THE BATTERY

If a space has not been allocated for the battery during manufacture the following must be observed before installation.

1. The interior of the battery compartment must be protected against corrosive effects of acid-laden gases that may be released from a battery when it is on charge.
2. The compartment must be ventilated at low and high level to the outside of the van. If it is accessible from the outside it must be sealed from the inside structure.
3. The battery must be secured upright where it cannot tip over. It must be free of movement when the vehicle is in motion.

The X-7 is designed to charge 12V lead acid type batteries. The capacity of the battery must not be less than 60 ampere hour. (The bigger the battery the better). Should the battery contain a faulty cell the terminal voltage will not rise sufficiently to switch the charge off and the battery will eventually boil dry. The most common cause for cell failure is discharging the battery below the recommended level, approximately 10V.

WIRING

Use cable of at least 2.5mm sq. (500,25). Each wire when fitted should have identification numbers, letters, or colour codes.

Connections are made to the X-7 using 1/4" fast on insulated crimp type connectors. Please refer to suggested wiring diagram on page 6.

AUXILIARY BATTERY CONNECTIONS

Terminal 1 on the X-7 to positive terminal on the auxiliary battery (via 25 amp in-line fuse supplied).

Terminal 4 on the X-7 to negative terminal on the auxiliary battery.

12S CONNECTIONS

Terminal 2 on the X-7 to pin 2 on the 12S plug.

Terminal 3 on the X-7 to pin 3 on the 12S plug.

CONTROL PANEL CONNECTIONS

Terminal 1 on the X-7 to auxiliary battery connection on the control/distribution panel.

Terminal 4 on the X-7 to negative on the control panel.

REMOTE LED CIRCUIT

A Light Emitting Diode (LED) may be connected to the fifth terminal on the X-7 to provide a remote visual indication of mains operation, for instance on the control panel. The anode of the LED should be connected to pin 5 using 0.65mm² (140,3) cable, and the cathode should be connected to a convenient negative.

Note that this circuit is internally current limited for LED operation and hence no further components are necessary.

AUTO POWER DIODE CIRCUIT

This is a connection to the battery positive terminal via a Schottky diode. This can be used if the standard relay configuration suggested on page 6 is not used for split charging. However, the diode circuit will drop approx. 500mV which will adversely effect charging.

The vehicle battery positive terminal should be directly connected to this terminal using 2.5mm sq. cable via a 10 amp fuse.

Note that this terminal should only be used if a split charge system is not fitted to the vehicle.

MAINS ELECTRIC 240V WIRING

The X-7 does not control the mains facilities within your van - it uses mains 240 volts during its operation.

WARNING

Mains electricity can be dangerous particularly in mobile installations such as caravans and yachts. If you do not have the necessary knowledge you should not attempt the following installation. You should entrust it to a qualified electrician. The installation must be in accordance with the relevant IEE wiring regulations.

A Residual Current Circuit Breaker (RCCB) or Earth Leakage Circuit Breaker (ELCB) must be fitted. This is an inexpensive way of protecting against electric shocks. The device fitted must be of current operated type of the following specification:
25 amp 30 milliamp operating in approximately 30 milliseconds.

When all the necessary 12 volt connections have been made the mains wiring can be completed. The mains input plug and socket must be polarised (connection can only be made one way round). Should you find yourself in a situation where the polarity is reversed, for example on the continent, the operation of the Ztg unit will continue as normal. However steps must be taken to rectify the situation as soon as possible as other electrical devices may be a source of shock. We recommend you carry a polarity tester when travelling abroad.

The plugs and sockets are widely available from caravan dealers and chandlers and must be to BS4343. Different types may be required abroad. If in doubt your site operator will be able to help.

The socket chosen may be flush or surface mounted, and should be situated as near to the RCCB as possible and should be connected using 2.5mm sq. cable not exceeding 2 metres in length. The input cable for the X-7 may now be connected via a 5amp double pole MCB having a minimum contact gap of 5mm on all poles to BS EN 50698.

to LIVE (marked L or red in colour)
to NEUTRAL (marked N or black in colour)
to EARTH (marked E or green in colour)

G: This appliance must be earthed.

X-7 is built into the van permanently.

must be connected as follows:

to earth
to neutral
to five

The mains lead may not correspond with the coloured terminals in the plug, if so proceed as follows:

and yellow must be connected to the terminal in the
for the earth symbol

we must be connected to the terminal marked with the

own must be connected to the terminal marked with the

with cable clips and check the installation ensuring no
cable may short to earth.

poly at this stage

d. Installation has been satisfactorily checked by a qualified

an should be obtained from a normal domestic supply the hook-up cable should have a conductor size of at least 14 AWG. The cable should be uncoiled.

functioning correctly note the following procedure:

- by removing the in-line fuse.
means supply.
ply on.
work in the van the unit is functioning correctly.

but voltages of reversed polarity in the incoming supply if it works to its full potential particularly when travelling

supply

Must any of the above circuits be interconnected

information only. Please note the split charge facility is available and is totally independent from the X-7.

N.B. If a battery is not used or is heavily discharged the load drawn by the accessories must not exceed the rated output of the X-7.

Your Zig power supply is designed to give years of trouble free service. It is rigorously tested and complies with the following standards:-

BS 6765
BS EN 60335-2-29
BS EN 60335-2-29

EH 50082-1

EN 60555 Part 2

EH 60555 Part 3

NCC/SMIT Regulations

And their European Norms where applicable.

AS/NZS 3350.2:29:1996 - Australian approval number W/2401

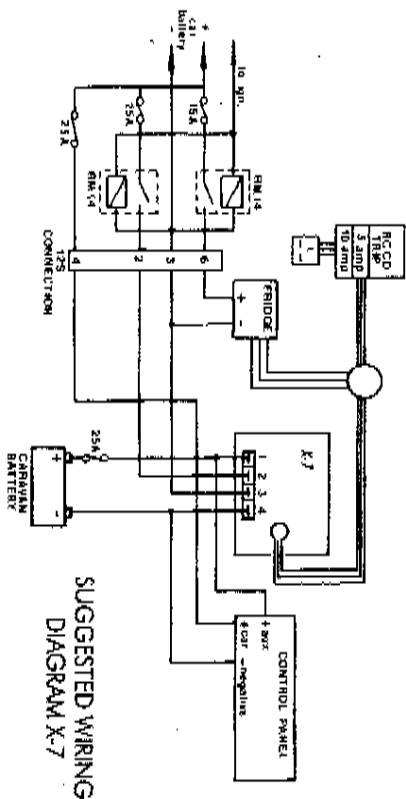
PRODUCT SPECIFICATION - X-7 POWER SUPPLY

Input Specification

1. Rated input voltage 220-240 VAC \pm 10%
2. Rated input current 1A (RMS) at 230 VAC
3. Rated input frequency: 47 Hz-63 Hz.
4. Max. wattage 230W

Output Specification:

- | | |
|--------------------------------------|---------------|
| 1. Rated output voltage: | Normal (3.8V) |
| 2. Rated output current (continuous) | 0A - 12.5A |
| 3. Ripple and Noise: | 100 mV p-p |
| 4. Output voltage, stability: | ± 0.5% |
| 5. Current limit | 13.5A |



GUARANTEE

Zig Products are fully guaranteed for a period of 1 year from the date of first purchase against faulty workmanship or materials.

Zig Electronics Ltd will repair any such item free of charge provided they have been installed and used in accordance with our instructions.

In the event of a fault the product should be returned to the place of purchase for repair or replacement under the terms of this guarantee.

This guarantee does not in any way affect your statutory rights under the Sale of Goods Act, 1979.

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