

FICHA TÉCNICA

REFERENCIA	DIM00077
DENOMINACIÓN	Cargador on-board 120V 1,20kW

DESCRIPCIÓN TÉCNICA

Cargador on-board para celdas de litio (120V / 1,20kW) con comunicación Can-Bus.

Características técnicas:

- Específico para realizar la carga de celdas de litio (LCO, NCA, NMC, LMO, LFP, LTO,...)
- Comunicación Can-Bus (CanOpen y J1939)
- Circuito interlock (HVIL)
- Cable de alimentación de red (Schuko) incluido (2m)
- Software de programación incluido
- Refrigeración de convección de aire natural

Datos técnicos:

Tensión máxima de carga (salida del cargador)	120	VDC
Máxima corriente de carga (salida del cargador)	15	A
Máxima potencia de carga (salida del cargador)	1,20	kW
Alimentación de entrada al cargador	100-240	VAC
Frecuencia de la corriente de alimentación	50/60	Hz
Corriente máxima de alimentación al cargador	11,50	A
Corriente nominal de alimentación (230VAC)	5,70	A
Factor de potencia nominal (230VAC)	> 0,98	-
Dimensiones	300x179x80	mm
Peso	3,55	kg
Temperaturas de trabajo	-40 a 65	°C
Eficiencia máxima	93	%



INFORMACIÓN TÉCNICA ADICIONAL

Dry contact interlock current rating	0.3 A
Reverse polarity	Poka-Yoke DC terminals and electronic protection with auto-reset
Short circuit	Electronic current limit

AC input connector	IEC320/C14 with Delta-Q country-specific AC cord
DC output connector	Poka-Yoke threaded fasteners for ring terminals. Negative: M6; Positive: M8
Mounting holes	M6 diameter slots

Regulatory

Efficiency	93% peak efficiency; Natural Resources of Canada (NRCAN), California Energy Commission (CEC), and Department of Energy (DoE) compliant
Safety	UL1564, EN 60335-2-29, AZ/NZS60335 (RCM)
Emissions	FCC Part 15 / ICES 003 Class B, EN 61000-3-2, EN 61000-3-3, EN 61000-6-3, CISPR 14.1, UNECE R10
Immunity	CISPR 14.2, EN 61000-6-2, UNECE R10



Environmental

Enclosure	IP66 (NEMA4)
Thermal fatigue/ Shock/ Vibration	GMW 3172
Operating temperature	-40°C to +65°C (-40°F to 149°F) Full nominal output power -35°C to +40°C (-31°F to 104°F)
Storage temperature	-40°C to +85°C (-40°F to 185°F)

Chemical	MIL Standard 810-G, Method 504.1: Withstands exposure to chemicals typically found in application (battery acid, salt, cleaners, fertilizers, oils, fuels, etc.)
Salt	Withstands 720 hours (30 days) salt spray test per GMW 3172 with 5% (w/w) salt solution (pH 6.5-7.2) at 35°C (95°F) without degradation of performance
Humidity	0 to 95% non-condensing
Altitude	< 15,000 feet derated above 20°C
Acoustic noise	<50 dB at 3m (only while charging, fan operation only as required)

Mechanical

Dimensions	Charger: 300 x 179 x 80 mm (11.8 x 7.0 x 3.2") Shipping carton: 38.7 x 23.0 x 20.0 cm (15.2 x 9.1 x 7.9")
Weight	Charger: 3.65 kg (8.0 lbs) Shipping Carton: 4.4 kg (9.7 lbs)
AC input connector	IEC320/C14 Receptacle with Delta-Q AC cord retention tabs
DC output connector	DC terminals with Poka-Yoke, Negative M6 and Positive M8 threaded fasteners Two conductors 10 to 12 AWG or four conductors 12 AWG (10mm)
Signal Connector	TE AmpSeal automotive connector (IP6K9K rated) - mates with TE Connectivity AmpSeal Plug (p/n: 776262-4): Signals for CAN bus (isolated); Remote status indicators; Signal Interlock
Mounting holes	6.4mm (1/4") dia. slots in each corner allow for safe installation on a shelf or on a wall or bulkhead
Cooling	Active cooling (Variable speed, Field serviceable, Field replaceable, Fan)

Operation

Long-term storage mode	Automatic restart to maintain battery state-of-charge
Charge control circuitry	Powered from AC input only
Standby AC power consumption	<3.25 W
Quiescent DC current (connected to battery only)	<0.125 mA <10 mW; less than 90 mAh/month



Communications/Signals

Interlock relay signal	Form C Relay with contacts isolated from all other charger signals. Normally-Closed (NC) to Common (COM) when AC not present. Normally Open (NO) to COM when AC present.
Remote Status LED	Tri-color RED/YELLOW/GREEN
CANbus	Isolated CAN-H, CAN-L, CAN-GND CANopen CIA 418 (battery) and CIA 419 (charger), J1939

Special Features

Service	No custom service tools needed. Software can be upgraded and logged charge cycle information can be downloaded using CAN bus.
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