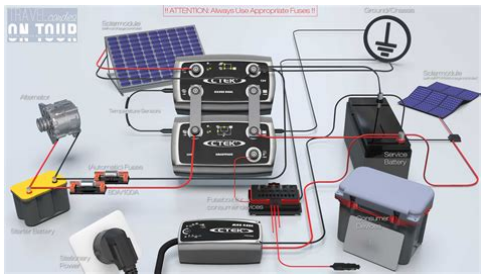
Ctek 250s dual manual



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Book Descriptions:

Ctek 250s dual manual

Post your question here in this forum. Were committed to dealing with such abuse according to the laws in your country of residence. When you submit a report, well investigate it and take the appropriate action. Well get back to you only if we require additional details or have more information to share. Note that email addresses and full names are not considered private information. Please mention this; Therefore, avoid filling in personal details. Please enter your email address. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. We have decided its to be a new van well buy not second hand so with a final price in hand with our nearest Jayco dealer we are awaiting the arrival of another customers 18.576 just to confirm thats what we want and to finalise or rather see where the lights are mounted, i.e. LEDs under the overhead cupboards and how many etc. Jackie has chosen her colours so its all a go and weve been told by the dealership that the van delivery will be 90 days after the deposit is taken so alls good. So my question is this, I have been checking out some threads, specifically about the wiring, solar set ups, DC DC chargers and Im wondering is the CTEK D250S Dual the unit that Jayco installs as standard as part of the solar package which we have specified in our quote. My reason is I have just been checking out the CTEK D250S manual online and on the first page under Safety, the first line says The unit is designed for 12V leadacid batteries. Do not use the unit for any other batteries.. Two things, I thought the supplied battery was an AGM at least because LeadAcid inside the van under the seat is just asking for trouble, and 2 I notice ROnEM in his thread Who needs a powered site shows a CTEK D250S in use Im assuming with an AGM or Gell battery. Any thoughts on this would be greatly appreciated.http://020tzs.com/baige/images/userfiles/how-does-a-manual-breast-pump-work.xml

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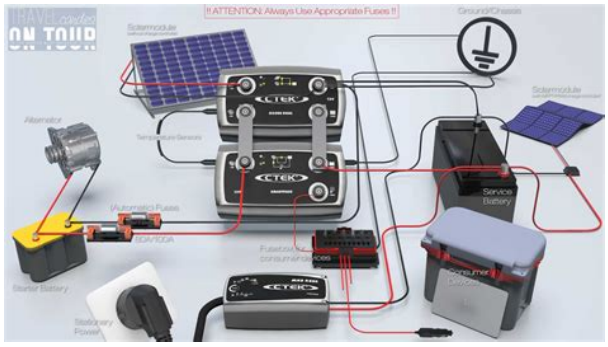


Dave If you have a look at the tech specs of the charger in the manual under battery types it say the charger is compatible with wet cell,agm,gell etc type of batteries.You would have to ask your dealer what they are gonna install in your solar package, I dont think its the D250 from memory. My opinion only here but having the wiring installed for solar is a great idea as it can be daunting having to drill into your roof so best to have them do it but I would probably source the panels and solar controller elsewhere. I asked Jayco to include my d250 as the controller when I asked about the solar provision quote and they said they would only fit their own gear into the van which was not a d250. If you have the wiring in place then its relatively easy installing the controller and panel yourself later. However if you dont feel comfortable installing the panels etc no harm in having them do it. Its just gonna cost more. If you are intending on getting a D250 then having Jayco install a complete solar package will cost you more as they will charge you for a solar controller, which you obviously wont need if you are getting the ctek. Their cost for solar panels is also high, you would get more wattage for the same price if you bought your panels elsewhere. As an example my van has AGMs fitted by Jayco that have a max limit of 30 amps charge current, my cars alternator is a 180 amp unit so it can crank out some good amps when needed but if I had my batteries connected directly to my tow vehicle it would be possible to see 90120 amps according to my sparky which would shorten the life of my batteries. Anyway enough rambling on by me. Cheers Mike I suppose what I should do now is check further re fitting panels to roof which shouldnt be that hard and I was thinking about the Redarc BCDC1240 as my controller, I already have the Redarc SBI12 on the cable through the car to supply power to the van with a 50A in line fuse to an Anderson plug.

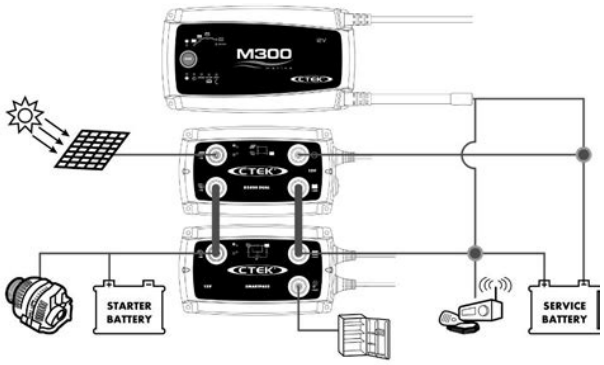
Alternator will output 120A so no probs with output.Ive installed panels on the roof of vans and its pretty straight forward. Having the panels flat on the roof doesnt help our charging either, the loss can be up to 30% so having a controller that will work at lower volts to me seems a must. I would check with Redarc on this as I could have misunderstood the manuals intentions Cheers Mike. Just checked out the Redarc BCDC1240 manual Page 4 Threshold voltages is 17.5V on 17.2 V off. Checked the CTEK manual Threshold voltage is 13.4V on 12.8 V off Judging by this I have some more homework to do. Thanks again Mike, looks like I might go the CTEK and I may include a Smartpass unit as well, more reading to do. Dave The D250S Dual certainly ticks a lot of boxes, its a

DCDC charger, a battery isolator and a mppt solar controller. I had a word to Bainbridge about all this as it can get very confusing and they recon the d250s dual uses the same component for solar charging as the unit uses to disconnect from the car at 12.8v so apparently the solar side of things all happen at 12.8v, also make sure you insist on version B50 of the ctek charger. Retailers are still selling the B36 version which is the older software. D250Sdual manual FYI The Smartpass is also a great unit, it will do the high amp charging and as the batteries get towards full it will switch over to the D250 to finish off, so its a way around the 20A max charge of the D250 I hope I havent made it too confusing mate. I know what you mean about free camping by a river, fly fishing is my religion so I tend to get out there as much as possible, which lately hasnt been that often. Cheers Mike Ive just been through the CTEK manual and that looks like the way to go, I think the CTEK D250S and a smart pass will do for starters and Ill go with the Jayco installed battery charger for the time being, down the track Ill probably upgrade that to the CTEK M300 which looks the goods too.

Now next question is batteries, Ill have to check with Jayco dealer and find out what the size of the battery is they install as standard, I have a new 105Ah AGM sitting here so Im guessing the standard battery plus another 100Ah battery should be sufficient for what we want to do. Then its just a matter of getting the van and doing the install, cant wait. It would be good to know what soughts of capacities others have set up in the rigs just for a comparo, any thoughts. Dave The M300 is a great unit, being marine it has a function where you can turn the cooling fan off at night so it doesnt disturb you, amazing how loud things sound in a quiet caravan at night. Mate with the batteries the best thing to do is work out how many amps you think you will need a day out of them then add about 15% to that figure as a buffer.If you are getting another battery try and have it fitted at the factory before delivery to you, if you install it later the weight of the battery will come out of your payload figure, my vans payload is about 325kg so 35kg out of that is significant. I have 2 100ah batterie in my van. I think the type and capacity may vary between the different dealers so you need too check with them. Keep us appraised with how you go with your van order, exciting times. Cheers Mike Im going to wire it to the 12 pin trailer plug that exists, hopefully overcoming the voltage drop issues and charging the agm battery properly. Im also going to install an Anderson plug on the outside of the van. I was planning to wire that anderson plug to the solar input on the ctek so one day if I use portable solar panels I can connect them via that anderson plug. Ive also got a battery box Id like to plug into that anderson plug to supplement the existing caravan battery when not using solar. Im just not sure if having it connected to the Ctek solar input will work. I guess ill have to wire the anderson plug in parallel with the caravan battery.

If thats the case Ill need two anderson plugs, one for solar, one for the battery box. Any thoughts or am I missing something Cheers. Im going to wire it to the 12 pin trailer plug that exists, hopefully overcoming the voltage drop issues and charging the agm battery properly. Any thoughts or am I missing something Cheers.Im going to wire it to the 12 pin trailer plug that exists, hopefully overcoming the voltage drop issues and charging the agm battery properly. Any thoughts or am I

missing something Cheers. Genasun Accessories Electrical connections and accessories Fixing Options All products CTEK D250S Dual Technical data Type StepDown Battery Pb Battery voltage 12 MAX power panels 250 W MIN Voltage panels 15 22 V Max MAX Current 20 A Download CTEK D250S Dual manual Download CTEK D250S Dual datasheet Stay up to date. Design Tembo. You must have JavaScript enabled in your browser to utilize the functionality of this website. The D250S DUAL automatically selects the best connected DC energy source of 2 for the purpose and switches between these energy sources to achieve high efficiency multistage charging. The D250S DUAL is particularly suitable for charging caravans, motor caravans, boats and second homes that do not have access to grid power supplies. Charging automatically starts as soon as DC energy is provided to the charger, such as from alternators when a vehicle is started or from solar panels when connected. The D250S DUAL has a temperature sensor which ensures optimal charging voltages at all temperatures. The D250S DUAL ensures that your batteries are always in good condition, quick charging and long battery lifetimes. The D250S DUAL is a fully automatic 5stage charger that supplies 20A to 12V batteries of 40300Ah. The charger is IP65 classified water jet and dust protected and approved for outdoor use, protects vehicle electronics and is suitable for all types of leadacid batteries Wet, MF, Gel, AGM. It is supplied with a 2 year guarantee.



The Ausbatteries store uses the services of Australia Post to distribute to addresses within Australia. All orders are shipped within 1 2 days generally and are dispatched from our office in Sydney, New South Wales. Once shipped your order should arrive within 5 to 7 working days for customers in New South Wales, Queensland and Victoria, customers located in Tasmania, South Australia, Northern Territory and Western Australia should expect their order to arrive within 7 to 10 days. Once you have selected your items, please use the included shipping calculator located on the shopping cart page to get an accurate delivery cost. Whether your item has developed a fault or was damaged, If you need to complete a return please contact us first with your order ID and a summary of the problem, once instructed please return your items to PO BOX 215 Seven Hills, NSW, 1730 Once we receive the returned item we will either refund your order in full or resend you out a replacement depending on what you prefer. If you are returning or cancelling an order for any reason other then a fault for example a change of mind or you ordered the wrong battery, then you will need to return the product in an unused condition complete with all accessories and packaging within 30 days of purchase and a restocking fee of 20% will apply. The remaining amount will be refunded minus the original postage cost. We do not provide refunds for special orders or products that need to be ordered from our suppliers specifically on your behalf EG bulk quantities of batteries, or special one off batteries not stocked by us. So please ensure you are ordering the correct battery. Other products will vary so please double check first. The start of your warranty period is the date of your original purchase, in the event a warranty claim is needed, we will either

replace or refund the product, this will depend on the type of the failure that has occured. If you are unsure please contact us.

https://www.nelsonrigg.com/images/computer-organization-and-architecture-by-william-stallings-6th-edition-solution-manual.pdf

The short answer is not enough research !!! I did download the manual before I bought both units, it seemed like the ideal solution overall so I went ahead. I guess my lack of knowledge pushed me towards the decision at the end of the day.Fridge Engel 60l bear in mind that this unit has no low voltage cut out which is where the Smartpass comes in. The CTEK on its own will limit the charge to 20A, however on page 13 of the CTEK manual it shows that the CTEK 250S Dual when combined with the SMARTPASS unit can have a charging current of up to 80A To add to this I have a powerpoint presentation sent to me by one of the suppliers which shows exactly how these units perform at various stages of operation. What is confusing to me is that they mention currents of up to 110A !!! Please PM me your email if you would like to have a look at the ppt. The manual also mentions using the Smartpass on a large battery bank, I cannot find a clear definition of this however. Your input would be greatly appreciated.But if the LC battery can take more than 20 amp, its maybe not waste. At 10% rate an 800Ah battery can be charge with 80 amps.Your battery determines the current that flows and not the charger. A fairly flat deepcycle that is used in our camping setups, will rarely exceed 30Amp. By just having a 250s without a smartpass that is limited to 20amp. With the smartpass it can go up to whatever the battery wants to take. What VA meters do you haveInstall the 20Amp ones at the solar input. 50Amp ones between the smart pass and second battery. 50Amo one at alternator input. Youl never blow anything up with that, even if you add another 100Watt panel and another second battery.Problem is that you dont have a upper limit of current and in the monitor design I looked at all the chargers available and the biggest one was 30Amp in DCDC or solar that gets used so worked around that. I would, if I was you sell the smartpass.

Its not the right piece of equipment for what your intend to do and makes things unnecessarily big. You now need to cater for thick wires, connectors and everything. You do gain a slight slight slight advantage in that your battery will be charged 5mns before mine with just the 250s. Life cycle curves also look a lot more realistic than Deltec brochures. Life cycle curves also look a lot more realistic than Deltec brochures. Now you need to cater for all that. Remove the smartpass and you

will only draw 20Amp in the long wires from the alternator. So you might be running your 2 fridges taking 10 Amp and the remaining 10 amp goes into the battery as charge.I believe it also allows the D250s to charge your starter battery once aux battery is full. D250s standalone only does this from solar input. I am contemplating adding 2nd BH plug on inlet side of d250s to run fridge from alternator when driving. If I only could get that switched automatically with voltage sensing solenoid, as worried that I forget to switch again when stopping.Now you need to cater for all that. So you might be running your 2 fridges taking 10 Amp and the remaining 10 amp goes into the battery as charge. Look carefully at what you say and perhaps even draw a diagram. In you worse case scenario, you will never draw that current. Why, simply because the volt drop in the cable will limit the voltage at the load and hence the current. In essence the charge current is limited by two things. One, as you draw more current the volt drop increases until you reach an equilibrium. Two, because of the volt drop the load experiences a lower terminal voltage and draws less current. So you have a situation where the current available is self limiting, and this interacts with a load which draws less current as a consequence of reduced applied voltage. It does what it says on the Label.

https://clearlakesd.org/wp-content/plugins/formcraft/file-upload/server/content/files/16288356859781---Camera-auto-vs-manual.pdf

Its not going to suddenly ZAP your battery with 80A for two hours, no more than a piece of wire connected to your alternator would.On a normal 100ah deep cycle, bulk phase usually less than 20a as normaly about 0.1c or 10amp on 100ah. Load also always runs from smartpass, so makes ctek a bit more effective where full 20amp would have been used. Therefore makes more sense on larger batteries, as 0.1c only 20amp on 200ah bank.Look carefully at what you say and perhaps even draw a diagram. Its not going to suddenly ZAP your battery with 80A for two hours, no more than a piece of wire connected to your alternator would. On the 250s its 20Amp.On the 250s its 20Amp.Nothing more nothing less. The SmartPass adds or subtracts nothing from the situation. The SmartPass is nothing more than an intelligent low loss switch that shorts out or bypasses the 250 under certain conditions. You cant do a SmartPass vs 250 trade off or comparison. They both have to be there. They work as a pair.I explained that with only the 250s the highest current he will have to cater for is 20Amp. With the smartpass also installed, I dont know what the highest current is he has to cater for and I dont know what the upper limit of this would beI explained that with only the 250s the highest current he will have to cater for is 20Amp. With the smartpass also installed, I dont know what the highest current is he has to cater for and I dont know what the upper limit of this would be However, with the SmartPass you still wouldnt have to cater for much more than a straight cable, which can supply a LOT more than a Ctek 250. Not everybody has a 250 anyway. In fact percentage wise, apart from the experts here here, not many at all.What size fuse is in the feeding cable at the starter battery. This should give a good indication. Please try again.Please try again.Please try again later.In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading.

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Full content visible, double tap to read brief content. Register a free business account Please try your search again later.Page 1 of 1 Start over Page 1 of 1 In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. To calculate the overall star rating and percentage breakdown by star, we don’t use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Please try again later.I added a 160 watt solar panel to the roof. I bought an 80 ah Lifeline RV AGM battery. It ran flawless on a 3 week camping trip through the Canadian Rockies. This product came highly recommended. The review on the Expedition Portal are amazing. The ARB fridge freezer runs 10% of the day and draws at most 7 amps. I cannot keep the battery charged with the alternator and solar panel. I connected the CTEK

D250S to the solar panel for 3 days in full sun and it could not charge the battery over 12.4 volts. I tried 2 different batteries. I put a volt meter to solar panel and it puts out 22 volts open circuit. I called CTEK technical support and service representative listened and answered all my questions. I am sending the unit back to CTEK for testing. I will update this review after the unit gets tested and sent back.Very simple wiring, nothing to go wrong. Starter and house batteries charge off solar or alternator or AC current via another CTEK product a 15A charger.Once set up, you can pretty much ignore it. It just works. Ive got a 105 ah AGM for a coach battery. I had seen some complexlooking coach battery diagrams, and, this setup looked easier, and more my speed. Page 13 of the user manual has the chart that shows what cable size to use for 1 meter, 2 meters, etc. I had to find a conversion chart online, to find the cable size in AWG.

Another consideration in cable selection is whether you might someday upgrade your coach battery capacity; it is possible that I might want to add a second 105 ah battery. For this case, CTEK makes the SmartPass supplemental unit, to attach to the D250S. The SmartPass has a charging current of 80 amps but, it is unclear whether the 80 amps is in addition to, or in place of, the 20 amps of the D250S. When using the SmartPass, heavier cables are required. I had a battery shop make up my cables. I had a problem with one of them, and had it redone. For a later electrical project, I got the One reason is that heavy cables are more difficult to situate, especially if the terminals are not installed with the correct rotationorientation on the cable. And, I believe that the terminals I crimped on myself are more secure and efficient than the ones I had done at the battery shop. Thats a nice update, so, no more searching around for conversions. In fact, CTEKs published cable sizes are all one standard AWG size smaller than the conversions I had used.Just for the heck of it, I have an ammeter on the CTEK output. Its really neat to watch the regulated input going into my 300 amp hour battery bank, from both sources. My van has a built in 400 watt inverter off the engine battery, and its good to know that the solar will charge that battery if I suck a lot of power out of it while using the inverter. Im thrilled.this unit replaces a solenoid with a 5 stage charger and has an MPPT charge controller all in one easytoinstall unit. And, I emailed CTEK a question on the voc maximum voltage rating 23 VOC and asking about combining the input of both the installed on roof solar panels and a portable solar panel yes you can, but they need to be parallel wired. They got right back to me with the answers. Theyre customer service and multi year warranty cant be beat. Just make sure that the VOC for solar panels is 23 VOC or less.

Ive read that someone in Australia fried his d250s dual by hooking up a 36 VOC panel.The installation was simple and there is really nothing else you need to do after installing the D250s. It has worked without issue frin the past couple of months. Its not cheap and Im a little frustrated that they came out with a new model. I wish they had that one on Amazon when I bought this one. Thats no fault of the product and again it does a great job for whats its designed to do.I did not know ahead of time that there was a 30day return window, or I would not have purchased it along with the other items I planned to add to the camper. Now Im stuck with a very expensive and useless paperweight. Wont make that mistake again.In any case I know of no other piece of kit with these capabilities. As described it is best thought of as a device for optimally charging a 12V battery with currents up to 20A from a separate 12V source. The first input will not take power from a 12V battery connected to it, but will only take power when the alternator connected with it is generating enough volts to charge i.e. both the battery you bought the 250S dual to charge can be called a service battery and the battery connected directly through the alternator, not through the 250S dual usually a starter motor battery to start the engine for the alternator. Or you can connect another 12V source and it will take power form this even at voltages slightly under 12V so you can use a 12V battery on this input if you dont mind it being discharged. This is why I now need this kit. As nothing else was connected I did not expect current to pass through the 250S dual. Unfortunately in the dark I connected it the wrong way around and it died. I emailed Ctek to say I thought they should make this more obvious but never heard from them so for some years have been using a cheaper lower

powered solar panel regulator to keep my battery tricklecharged. Now that I need faster charging I have bought a new one.

The instruction leaflet does not make this warnaing prominent.Sorry, we failed to record your vote. Please try again Provides optimal charging and maintenance of your camper battery from both solar and alternator using a Max Power Point Tracker algorithm much more efficient than a cheapo Pulse Width Modulated charge controller. Plus providing you dont have or have removed the split charge relay in your vehicle this will charge the vehicle starting battery from the solar panels once the camper battery is full. I run this in parallel with a 10 amp CTEK AC to DC charger and they seem to play nicely together a previous Ring intelligent charger got confused and would think the battery was faultySorry, we failed to record your vote. Please try again It was easy to install once Id routed some 27A cable to the rear of the truck where the battery lives. My fridge was running continuously, lighting in the evening and chargers during the night. The CTek performed faultlessly and I never once needed to worry about draining either my starter or leisure battery. Yes its more expensive than other options, but you get what you pay for.Sorry, we failed to record your vote. Please try again Easy to install and so far has been working great for the past 2months. Prior to using the CTEK the starter battery would drain over a period of 10days.this kit has put an end to that.Sorry, we failed to record your vote. Please try again Smart charges my 2x 100AH leisure batteries on my campervan as Im driving and will allow me to hook up solar panels when I dont have a hook up. Did a lot of research and there really isnt much out there which does this job and has sufficient charging current to fast charge larger batteries. You get what you pay for I guess.Sorry, we failed to record your vote. Please try again Works perfectly in B2B charging system with 2 x 100w solar panels into Varta 230 Ahr battery in our motorhome.Sorry, we failed to record your vote.

Please try again Purchased as a quicker means of charging my leisure battery whilst driving but I have also noted that it works much better as a regulator for my solar panel than the regulator that was fitted on installation. So highly recommended.Sorry, we failed to record your vote. Please try again Just wish i had gone with this one in the first place.Sorry, we failed to record your vote. Please try again Sorry, we failed to record your vote. Please try again Great product.Sorry, we failed to record your vote. Please try again Das Ctek D250S Dual kanns und legt zu meiner Uberraschung noch einen drauf Im Handbuch steht, dass die maximale Ladespannung 14,4 Volt ist. Das ware zwar etwas zu wenig fur meine Optima Blue Top AGM, die optimalerweise 14,8 Volt Ladespannung braucht. Hatte ich wegen der vielen anderen Vorteile in Kauf genommen. Aaaaber Das Ctek lad die AGM mit optimalen 14,7 Volt und die Starterbatterie mit vorgesehenen 14,4 Volt. Entweder habe ich eine neuere Version oder das Gerat ist intelligenter als die Handbuchverfasser. Somit fallt ein Ladebooster fur AGMBatterien auch noch weg, ein extraTrennrelais gleich mit. Solarpanel noch angeklemmt, fertig. Ist die Versorgerbatterie voll, wird bei langerem Stand uber Solar die Starterbatterie mit Erhaltungsspannung mitversorgt. Der Zeiger bewegt sich. Das Trennrelais ist nicht mehr notigSorry, we failed to record your vote. Please try again After doing lengthy research, I decided to not use the smart isolator that I had originally purchased. The reason is that alternators are only meant to charge the vehicle battery very quickly so it is ready for the next engine start cycle. A DCDC charger on the other hand can control many parameters as it charges your battery safely and quickly. If youve spent hundreds, if not thousands of dollars on your batteries and associated equipment, then you must have a DCDC charger connected to your alternator.

Its an excellent way to charge your batteries as you drive and you wont have to depend on solar if you have it as much. And you wont run the risk of destroying your alternator which will cost a lot more than this charger.Sorry, we failed to record your vote. Please try again This product simply fixes it. Very satisfied with this product.Sorry, we failed to record your vote. Please try again It charges two 6 volt linked for 12 volt batteries and maintains the system well. In the middle of winter here so waiting to see how well the solar input works but from all the readings on use by other

overlanders I think this is a good buy.Sorry, we failed to record your vote. Please try again Je lai branche en parallele avec lalternateur du vehicule et avec le convertisseur electrique du motorise. Utilise depuis environ six mois sans problemes.Sorry, we failed to record your vote. Please try again.