

**SBC-5925**  
**12V / 24V Input with 12V Output**  
**3 Stage DC-DC Charger**

**Operation manual**

*Keep this manual in a safe place for quick reference at all times.*

*This manual contains important safety and operation instructions for correct use of the battery charger.  
Read through the manual and pay special attention to the markings and labels of the charger,  
battery and equipment connected to the battery system.*

*Pay special attention to these two types of notices used in this manual.*



***Failure to heed this warning may cause injury to persons and damage to Equipment.***



***Failure to observe this warning may result in damage to equipment  
and improper functioning of the Charger.***

**WARNING:**

- *The charger is **not** designed for any life saving application.*
- *The charger is designed for in-door use. Protect the charger from ingress of water.*
- *This charger is made to charge **only** properly sized lead acid based batteries and Lithium Fe PO<sub>4</sub> (LFP).*
- *Don't recharging non-rechargeable batteries.*
- *Charging other types of battery or under-sized lead acid batteries may cause fire or explosion.*
- *Install the charger in accordance with all local codes.*
- *Do not use the charger if it has been dropped or damaged.*
- *Never attempt to charge a frozen LEAD BASED battery.*
- *Never attempt to charge LFP battery below minus five degrees C.*
- *Never attempt to charge LFP (Lithium FePO<sub>4</sub>) **without** built in BMS (battery management System).*
- *Never attempt to charge a damaged battery.*
- *Wear protective goggles and turn your face away when connecting or disconnecting the battery.*
- *Never place the charger on top of a battery.*
- *Never smoke, use an open flame, or create sparks near battery or charger during normal charging operation as batteries may give out explosive gas.*
- *Do not charge batteries in an enclosure (box- in) due to possible explosion of entrapped explosive gas.*
- *If the charger does not work properly or if it has been damaged, unplug all DC connections of input and output.*

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## **Introduction**

### ***Epecially designed for vehicles with Smart Alternator, Start-Stop, Regenerative Braking system***

The SBC-5925 is designed to address to the issues of wide swing of output voltages from the smart alternator, braking regenerative EURO 5/6 vehicles in fully charging the house battery. It is suitable for use with all old alternator system and distant house battery.

The charger Booster provides fast safe charging profiles for 4 types of lead based and 2 types of Lithium FePO4 batteries.

The built-in vibration sensor makes it possible to use the charger by just connecting to the starter battery terminal without touching the car's electrical /electronic wiring thus avoiding any possible excuse of revoking the car's warranty.

The digital control design of SBC-5925 makes it automatically select & adapt to 12V or 24V input alternator/ battery system.

### **Multistage Charging**

This is a select (battery type) and forget charger designed for fast and accurate recharge of your deep cycle house battery. The smart multistage charging enables the charger to be connected permanently to your battery banks without the worry of over charging or drying out the electrolyte.

### **Lead acid based Battery**

A 3 Stage Bulk, Absorption & Float charging profile for 4 types of lead acid based battery with maximum constant charging current at the Bulk Stage and a Constant Voltage with decreasing charging at the Absorption Stage and a reduced voltage Float Charge for maintenance when battery is full.

### **LiFePO4 (LFP) Battery**

A 2 Stage charging is specially for 2 types LiFePO4 battery and charging current stops at the end of Absorption stage.

### **Three Charge Control Methods:**

- Ignition Control : Charger starts charging only when ignition is on and stops charging when ignition is off.
- Vibration Sensor Control : Charger starts charging when repeated vibrations are detected and stops charging when no vibration is detected for over 2 minutes.
- Input Voltage Control : This is for non-intelligent alternator with sufficient high & uniform voltage. Charging is cut off easily due to high threshold voltage to protect starting battery.

## **Features**

- Auto select for 12V or 24V car system.
- Design for all alternators, conventional, smart alternators, start-stop & regenerative braking.
- 3 DC Charge Control Modes to select: Vibration Sensor Control Mode.  
Ignition Control Mode with Automatic on when ignition is on & off when Ignition is off or Manual Control setting.  
Input Voltage Control.
- Suitable for standard Lead Acid, AGM and Lithium Fe PO4 battery.
- 3 Stage charge for 4 types of Lead Acid based batteries.
- Specific 2 Stage charge for 2 types LiFePO4 battery.

## **Protections**

- Self Recoverable Input Under Voltage Protection.
- Self Recoverable Output Over Voltage Protection.
- Self Recoverable Over Temperature Protection.
- Self Recoverable Over Load Protection (C.C.) with constant current at decreased output voltage.
- Self Recoverable Input Reverse Polarity Protection
- Output Reverse Polarity Protection by thermal fuse.

### Supplied Accessories

- Remote LED Indicator Module (with 2M cable) like the unit front panel.
- 4 heavy duty electrical eye connectors.
- One plastic wire guide.
- Double side sticker tape for the Remote Indicator Module.
- Two thin wires for Pin Connections
- One spare 8 Pin Connection sticker label



### Installation Procedure



Do NOT install this unit in the **vehicle engine bay**.

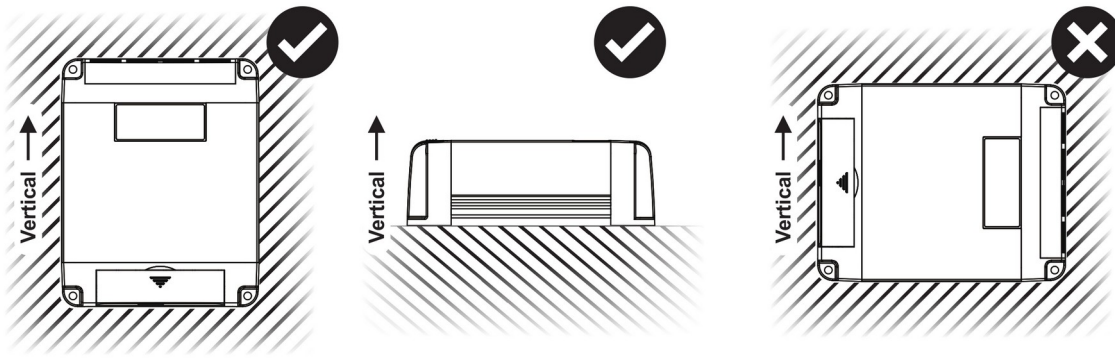
This is a fan cooled electronic device not for use in high temperature, corrosive and dusty environment which will drastically shortens the life and performance of the charger.



This charger is designed only for internal mounting and away from direct sunlight, heat and rain. Allow at least 80mm of space at both ends for ventilation.

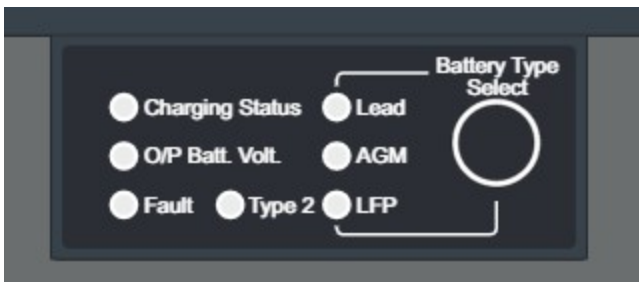
We recommend wiring by a qualified automobile electrician to ensure local safety and on-board standard are followed

1. To provide the best cooling effect, mount the unit in vertical position with the terminal end facing downwards due to the top front exhaust design.
2. First install the charger as close to the house battery as possible via a fuse.
3. See Quick Start Guide to select battery type and charge functions.
4. Before connect input to DC Alternator, check on type of alternator of car, for new car with smart alternator select ether Vibration Sensor Mode or Ignition Control Mode.
5. Do not charge LFP battery without built in Battery Management System.
6. Do not charge LFP battery below minus 5°C.



**Figure: correct installation direction**

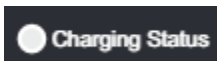
**Indicators and Controls**



**Figure: 7 LED display**

**SET button**

The SET button is for selection of battery & deactivate Ignition Control Mode. Long press for 5 second for battery selection and long press for 15 second to deactivate Ignition Control Mode.

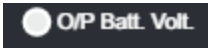


**Charging Status LED for LEAD ACID Battery - 3 Stages**

Charging status LED	Charging stage
Fast flashes	Bulk charge
Slow flashes	Absorption
Solid	Float

**Charging Status LED for Lithium Fe PO4 Battery - stages**

Charging status LED	Charging stage
Fast flashes	Bulk charge
Slow flashes	Absorption



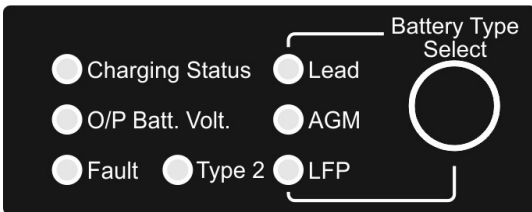
### Output Voltage LED

This LED shows the voltage level at the V OUT terminal. It becomes the battery voltage when there is no Load connected to the battery and no input voltage.

LED status	Battery Voltage Level
Fast Flashes	Battery Voltage lower than 12.5V
Slow Flashes	Battery Voltage between 12.5V and 13.6V
Solid	Battery Voltage higher than 13.6V

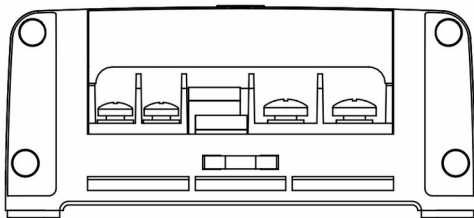
### Battery Type Selection

1. Press and hold the only Set Button for about 5 seconds until the LED flashes.
2. Quick presses will move the LED in cyclic order from Lead--> AGM--> LFP-->Type2 + Lead --> Type2 + AGM --> Type2 + LFP --> Lead-->AGM-->LFP....
3. Stop at the chosen battery type and wait till LED turns to solid to lock in your selection.



### Connections

Allow 10 seconds delay time after connections are done correctly with proper input & output voltage for selected charge control.



Front View

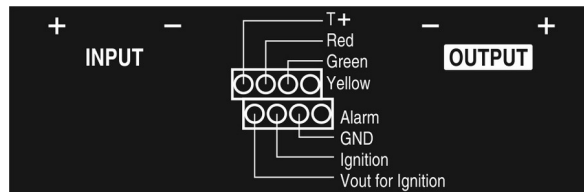


Fig.3 Terminals & 8 PIN connectors

- 1 **T+:** Vibration sensor enable pin. Connect to Vout for Ignition pin to enable Vibration sensor control.
- 2 **Red:** Connection to remote module red wire.
- 3 **Green:** Connect to remote module green wire.
- 4 **Yellow:** Connect to remote module yellow wire.
- 5 **Alarm:** Alarm output pin. 12V 50mA for external alarm.
- 6 **GND:** Ground pin for remote module. Connect to remote control black wire.
- 7 **Ignition:** Connect this pin to ignition car ignition to make the charger operate in sync with vehicle ignition control.
- 8 **Vout for Ignition:** 12 Voltage signal.  
Short this pin to pin 7 (Ignition) to enable manual ignition control of unit to ON.  
Short this pin to Pin1( T+ ) to enable vibration sensor mode.  
\*This pin is for Ignition and Vibration sensor only. Don't connect to other devices.

## Charger Control Modes

There are 3 automatic charge modes plus one manual ON-OFF to switch on and off the charger to give the optimal charging current to the auxiliary battery.

### Automatic Ignition Control Mode

Automatic Ignition Control

It synchronizes ON/OFF of the DC-DC charger with the car's ignition.

This mode requires connection to the car's Ignition Signal **Terminal 15**, see connection diagram on page 10, electrical circuit which gives out a positive DC Voltage from the car's electrical wiring when the ignition is tuned on. The ignition control will set to ON once the **Ignition Pin 7** is applied with 9-32V voltage. The charging operation stops when ignition is off & engine stops running.

This mode is recommended for all alternator type including Europe 6, 6+plus with start/ stop energy saving.

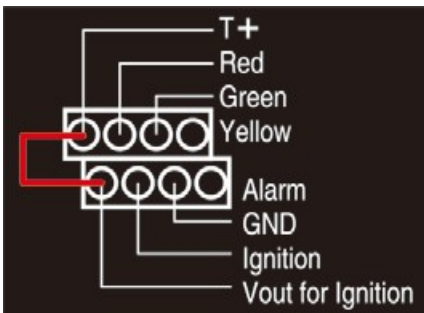
### Manual Ignition Control Mode

You can wire a contact switch with one end to the **Ignition Pin 7** and the other to **Vout for Ignition Pin 8**. Shorting both pins will turn on the charger, disconnect will turn off the charger.

### Vibration Sensor Control Mode

The built in vibration sensor with special software control turns on the charging when trains of vibrations are detected. Installation is simple and quick and without touching the car's electrical system for the sensor to work.

#### **Enable build-in vibration sensor**



The built-in vibration sensor is enabled by connecting **T+ Pin1** to **Vout for Ignition Pin 8**.

The vibration sensor is in standby mode with output is OFF (no charging). When sensor is triggered by a series of vibrations which switch on the charger. The charging output will be switched ON for about 100 seconds continuously.

Any further vibration during the 100 seconds active mode, will extend the output ON for another 100 seconds. The output will be OFF if no more vibration detected within 100 seconds of last vibration.

### Over ride of all Control Modes by Vibration Sensor Control

Built-in vibration sensor when enabled, dominates the control of output and overrides all other Control Modes including the Ignition Control. That is only vibration can make the charger start charging with output ON.

**To disable the Vibration Sensor:** Take out the connection between the Pin1(T+) from Pin 8 (Vout for Ignition).

**CAUTION: DO NOT USE VIBRATION SENSOR CONTROL WHEN CAR IS ON FERRY, TRAIN OR OTHER TRANSPORT PLATFORM**

#### **REMARK**

Once the Vibration Sensor Mode is disabled , the charger will return to the last selected mode.



### **Cancel Ignition Control Mode**

- i) Take out connection to the Ignition pin.
- ii) Press and hold button for around 15 seconds until the 3 LED battery type flash at the same time.
- iii) Release button and charger is changed to Input Voltage Control.

### **Input Voltage Control Mode**

This mode requires increased voltage (>12.8V) of the starter battery which is only possible with short thick cable connection and a non-intelligent alternator with sufficiently high and stable charging voltage. This Control Mode is not suitable for modern cars due to wide voltage range such as Euro 5/6. Cancel the Ignition Control first in order to get into this mode.

### **Summary of 3 Control Modes Operation voltages**

CHARGE MODE	12V CAR		24V CAR	
	Input Voltage	Output Status	Input Voltage	Output Status
Vibration Sensor Mode	< 9V > 11V	Cut OFF Resume to On	< 18V > 22V	Cut OFF Resume to On
Ignition Control Mode	< 9V > 11V	Cut OFF Resume to On	< 18V > 22V	Cut OFF Resume to On
Input Voltage Control Mode	< 12.2V > 12.8V	Cut OFF Resume to On	< 24.4V > 25.6V	Cut OFF Resume to On

The Ignition Control and Vibration Sensor modes are suitable for Constant Voltage Alternators, Smart Alternators, Start Stop, Euro 5 and 6 engines, cars with Regenerative Braking.

**Wiring Diagram & connection to Remote LED Module**

Individual fuse/ breaker is required to be close to starting battery (charger input) and close to house battery (charger output wire).

**Make a connection between the Ignition pin of charger and Terminal 15 (DIN72552) of your car Ignition signal.**

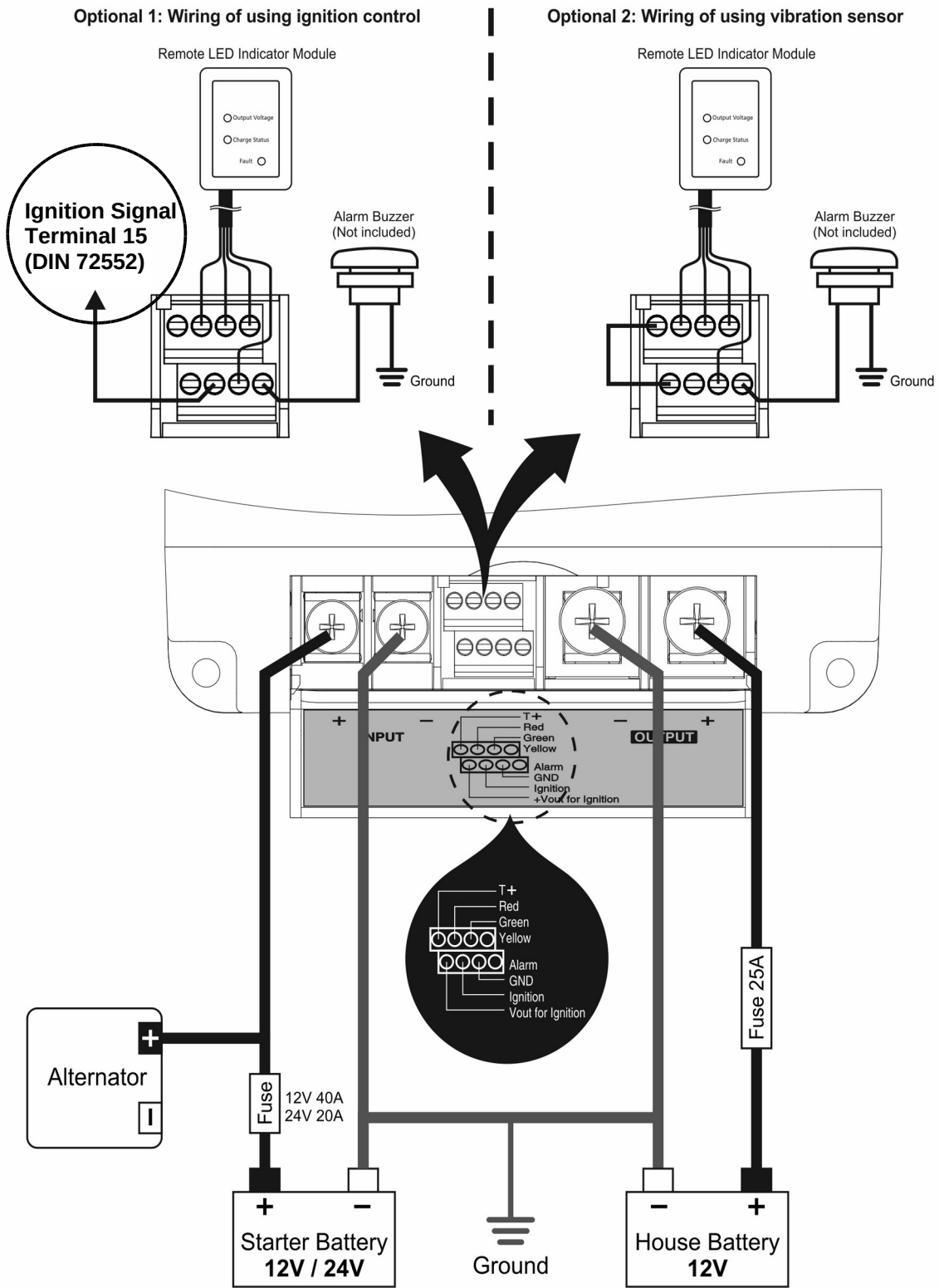


Figure: Connection diagram

## **Specification**

Rated output power	25A at 13.8VDC			
Optimal Efficiency	≥89%			
<b>Input Voltage</b>				
DC Input Voltage Range	9 - 16VDC (12VDC Input) / 18 - 32VDC (24VDC Input)			
Max. Solar Panel Open Circuit Voltage	30VDC			
No load input current	<50mA			
<b>Output (Charge) Voltage</b>				
Battery Type	Absorption	Float		
Lead	14.4V	13.3V		
Lead 2	14.6V	13.5V		
AGM	14.2V	13.1V		
AGM 2	14.7V	13.6V		
LiFePO4	14.4V	Stop		
LiFePO4 2	14.8V	Stop		
Alarm Output	12V / 50mA			
Size(W x L x H)	130x200x55 mm			
Weight	Approx. 870g			
Operation Temperature	-10 to +40°C (Ambient Temperature)			
<b>Operating Mode</b>				
	12V CAR		24V CAR	
	Input Voltage	Output Status	Input Voltage	Output Status
Vibration Sensor Mode	< 9V > 11V	Cut OFF Resume to On	< 18V > 22V	Cut OFF Resume to On
Ignition Control Mode	< 9V > 11V	Cut OFF Resume to On	< 18V > 22V	Cut OFF Resume to On
Input Voltage Control Mode	< 12.2V > 12.8V	Cut OFF Resume to On	< 24.4V > 25.6V	Cut OFF Resume to On

## **Trouble Shooting**

The Fault LED is solid on when a protection is triggered and output of the charger is off. When the cause of the fault has been clear up, Fault LED becomes off and charger returns to normal operation. Almost all the protections are by software design and self recoverable, once the cause of fault has been dealt with. There are two layers of protection for Input and Output Over-Voltage, the first layer is by software and the second layer by hardware as a double insurance to protect the charger and the connected devices.

<b>Problem</b>	<b>Indication</b>	<b>Possible Causes</b>	<b>Suggested Solution</b>	<b>Recovery Condition</b>
Low Voltage Disconnect (LVD) Ignition Control is not set to Auto ON	Battery Type LED Flash	12V battery system: Input voltage <12.2V for 20s.	Check the starter battery voltage.  Use correct size cable between charger and starter battery.	12V battery system: Automatic recovery when input voltage rises above 12.8V for 60s.
	Battery Type LED Flash	24V battery system: Input voltage <24.4V for 20s.		24V battery system: Automatic recovery when input voltage rises above 25.6V for 60s.
Low Voltage Disconnect (LVD) Ignition Control is set to Auto ON	Battery Type LED Flash	12V battery system: Input voltage <9V for 5s	Check the starter battery voltage.  Use correct size cable between charger and starter battery.	12V battery system: Automatic recovery when input voltage rises above 11V for 5s.
	Battery Type LED Flash	24V battery system: Input voltage <18V for 5s		24V battery system: Automatic recovery when input voltage raise above 22V for 5s.
Output Over Voltage Protection (Output OVP)  Two layers of protection First layer by software Second layer by hardware	Fault LED ON	Software OVP: Output terminal voltage >set absorption Voltage +0.6V for 2s.	Disconnect any load to battery and check battery voltage.  If no load connected to battery in first place. Check battery voltage if over set absorption voltage, disconnect battery.	Software OVP: Automatic recovery when the voltage on output terminal is reduced below absorption Voltage +0.3V for 3s.
	Fault LED ON	Hardware OVP: Output terminal voltage >17.0V. FUSE will blow.		Hardware OVP: Does not automatic recovery. Required to replace the blown FUSE.
Input Over Voltage Protection (Input OVP) Two layers of protection First layer by software Second layer by hardware	Fault LED ON  PV LED may also be on at the same time.	Software input OVP: Charger output will be shutdown when input DC voltage higher than 32V.	Check input battery voltage is not higher than 32V.	Software Input OVP: Automatic recovery when the voltage on input terminal is reduced below 31.5V for 5s.
Input Over Voltage Protection (Input OVP) by hardware.	All LEDs OFF including the FAULT LED.	Hardware Input OVP: The FUSE will blow when input terminal voltage higher than 33.5V.	Find out about the Input source condition & spec such as voltage surge etc. Before replacing with the new fuse.	Hardware input OVP: Does not automatic recovery. Required to replace the blown FUSE.
Over Temperature Protection (OTP)	Fault LED ON	Charger internal temperature is too high.	Check input & exhaust ends have no blockage and a minimum 10mm clearance.	Automatic recovery when charger temperature reduce to normal level.
FAN fault	Fault LED ON	FAN not working	Check for objects jamming fan or Fan is out of order.	Remove objects which jamming the fan.