█ COUPLER/SPLITTER

UNISPLIT
160.12

Ref 0927

System

Battery voltage	12V DC
Operating voltage	9-15V DC
Technology	Single microprocessor controlled high power relay
Relay self consumption open/closed	10 mA / 600 mA
Disconnection voltage	12,8V
Reconnection voltage	13,4V
Connection delay	10 s. +/- 5%
Nominal current	160A
Peak current	500A during 1s at 23°C
Performance	100 000 contacts

Connection on the vehicle or charger

Recommended cable section

1 m	6 mm^2
2 m	10 mm^2
3 m	16 mm^2
4 m	25 mm^2
5 m	35 mm^2
6 m	50 mm^2

Mechanical characteristics

|	
International protection rating	IP53
Plastic material	PA66 - GF30
Battery connectors	M6 copper connector
Other terminals	Faston 6,3 x 0,8
Operating temperature	-40°C - + 85°C
Dimensions in mm (wxhxd)	77x46x16 mm
Weight	300 gr

Warranty

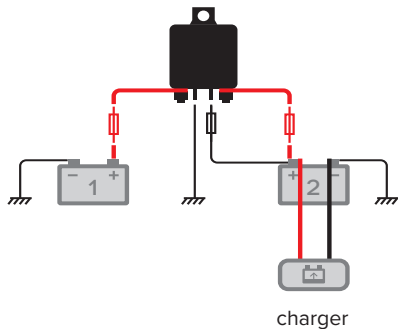|	
Period	2 years

Isolator/ combiner fuse protection kit
Protects your installation and your battery against malfunctions (short circuit, battery fault, overcurrent ...).
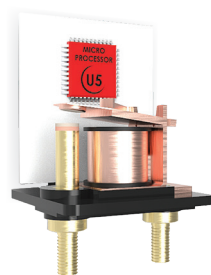Included: fuse and fuse holder (150A x2 + 5A x1)
Ref 1313

█ USE WITH VEHICLE WITH ALTERNATOR

12V DC starter   alternator

█ OFF-GRID USE

charger
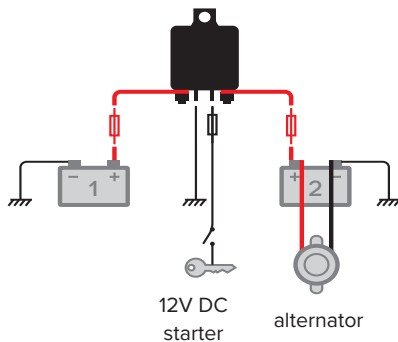
█ MONO-BLOCK RELAY OF HIGH POWER

Unlike low cost splitter which integrate 2 low power relays in parallel, UNISPLIT has a high power mono-block relay thus avoiding all synchronization risks, for more reliability.

PERFORMANCE AND ROBUSTNESS

UNITECK

Controlled by microprocessor for a smart coupling

High power monoblock relay Resin electronic board

Broad range of operating temperature (-40/+85°C)

Operates with an alternator and/or charger

Quality guaranteed by Uniteck, Packaged in France

EN 61000-6-3 : 2007
EN 6100-6-1 : 2007
95/54/EC : 1995
ISO 8092 : 2005

UNISPLIT is the ideal coupler/splitter for a variety of uses in vehicles, boats or isolated sites.
Equipped with a high power monoblock relay (160A), UNISPLIT 160.12 has been developed to ensure optimum operation on most alternators, even those of the latest generation vehicles with a charging current greater than 120A.
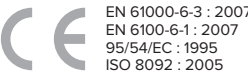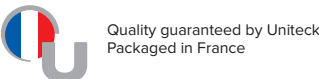
UNISPLIT can thus :
• charge a whole fleet of batteries as soon as a charge (alternator, charger ...) is detected on the main battery by coupling the batteries together,
• prevent them from self-unloading, disconnecting when the load stops.

For vehicle applications, using function save Batt., UNISPLIT combines the batteries only after the startup phase.
UNISPLIT thus avoids all important current circuit of the starter (> 500A for several seconds) which are harmful for coupler/splitter and service batteries (technology not adapted for this purpose).

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