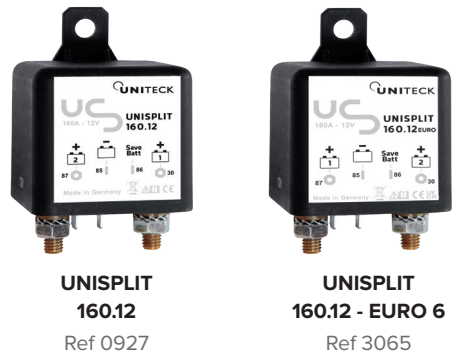


COMBINER/SPLITTER



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	0 mA / 580 mA
Disconnection voltage	12,8V	12,8V
Connection / reconnection	13,4V	+APC/86 terminal active
Connection delay	10 s. +/- 5%	10 s. +/- 5%
Nominal current	160A	160A
Peak current	500A during 1s at 23°C	500A during 1s at 23°C
Performance	100 000 contacts	100 000 contacts

Connection on the vehicle or charger		
Recommended cable section		
1 m	6 mm ²	6 mm ²
2 m	10 mm ²	10 mm ²
3 m	16 mm ²	16 mm ²
4 m	25 mm ²	25 mm ²
5 m	35 mm ²	35 mm ²
6 m	50 mm ²	50 mm ²

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

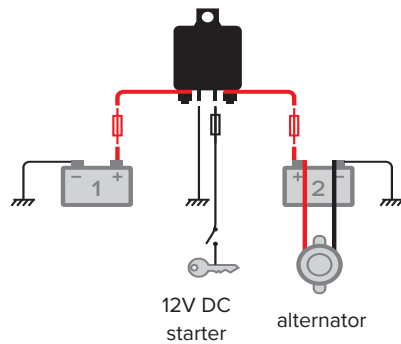
Warranty		
Period	2 years	2 years



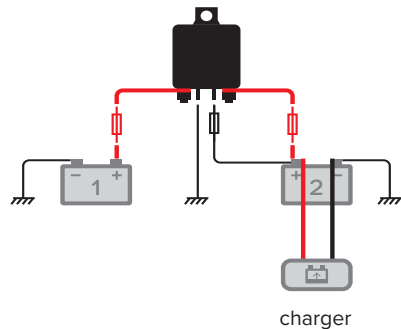
Isolator/ combiner fuse protection kit
Protects your installation and your battery against malfunctions (short circuit, battery fault, overcurrent ...).
Included: fuse and fuse holder (150A x2 + 5A x1)
Ref 1313



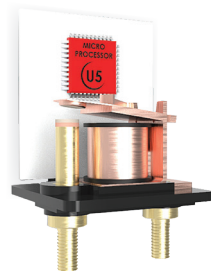
USE WITH VEHICLE WITH ALTERNATOR



OFF-GRID USE



MONO-BLOCK RELAY OF HIGH POWER



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

UNISPLIT combiner/splitter

PERFORMANCE & ROBUSTNESS

UNISPLIT is the ideal combiner/seperator for your applications on vehicles, boats or isolated sites.
Equipped with a high power monobloc relay (160A), UNISPLIT 160.12 has been developed to guarantee optimum operation on most alternators, even those of the most recent vehicles with a charging current greater than 120A.

UNISPLIT thus allows :
- to charge an entire battery bank as soon as a load (alternator, charger...) is detected on the main battery by coupling the batteries together,
- to avoid self-discharge by disconnecting them as soon as the charge is stopped

For applications on vehicles, thanks to its Save Batt. UNISPLIT couples the batteries only after the starting phase.

UNISPLIT thus avoids all the important current calls of the starter (>500A during several seconds) that are harmful to the separator-couplers and service batteries (technology not adapted for this use).



- 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



Standards		
	Euro 1 - 5 (Vehicle < 15 sept 2015)	Euro 6 + (Vehicle < 15 sept 2015)
Operation Alternator	Always ON if engine on	Intermittently if the engine is on: -After starting up until partial charge (14.2 V - 14.6 V very punctually) -If battery 1 is about 50% discharged -During braking or deceleration phases
Alternator charging voltage alternator	14,2 - 14,6 V	Depending on the case 14,2 - 14,6 V very punctual and not in the duration, otherwise 12,4 - 12,8 V
Uniteck combiner compatibility	UNISPLIT 160.12	UNISPLIT 160.12 EURO 6

NEW