D250T

CHARGES THE BATTERY WHILE YOU DRIVE

D250T is a 24V DC-DC battery charger for dual battery systems with starter battery and service battery. D250T is designed to be used as onboard charger for charging and maintaining the service battery from alternator when motor is running, this will give you enough of power in the service battery when arriving to the destination.

D250T is a fully automatic, 4 step DC-DC charger that supplies up to 10A of power to charge any 24V lead-acid service battery. The charger is also a battery isolator that separate the service battery and starter battery to protect the starter battery from being drained when motor is not running.

With the D250T you can be confident that the service battery always will receive the optimal charging voltage, with reduced charge time and ensuring the charging will be 100% complete. You will get a stable and efficient charging of the battery that is not dependent in alternator capacity or resistance in cables.

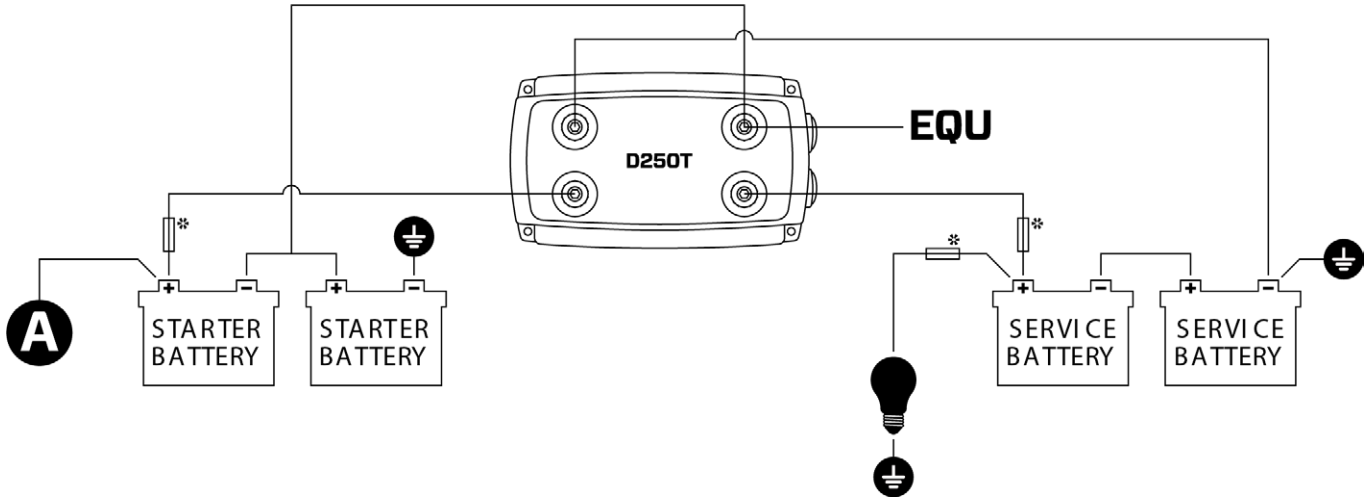
D250T will reduce environmental impact and lower the maintenance costs through extended battery life and a reduced idle time.

COMPATIBLE WITH SMARTPASS 120T
The combination D250T together with Smartpass 120T will combine benefits from both devices and gives you the optimum power management system for your 24V service battery systems (auxiliary battery).

- 24V DC-DC battery charger for a system with a starter battery and a service battery. 10A fully automatic 4 step battery charging while you're on the move.
- Battery isolator that eliminates the need of diodes and VSR relays. D250T separates the starter battery from the service battery when the engine is not running.
- Equipped with temperature sensor to compensate charge voltage for hot or cold conditions and to protect battery by switching off the charging if service battery temperature rises too high.
- Possibility to connect a remote 24V indicator lamp for monitoring the charger status.
- Totally silent operation due to a cooling system without fans or other moving parts.
- Minimal installation time and cost.
- Durable design that is splash and dust proof (IP65)
- Fully compatible with SMARTPASS 120T for the ultimate power management solution up to 130A.
- 2-year warranty
- SUITABLE FOR: Truck, Heavy Vehicles, Boats, Recreational vehicles, Busses, Transport trucks and all other systems with a 24V battery

CTEK

D250T



TECHNICAL DATA

INPUT	25.8–32 V, 10-15 A
OUTPUT	28.8 V, 10 A
BATTERY TYPES	24 V: WET, MF, Ca/Ca, AGM, EFB, GEL
BATTERY CAPACITY	28–200 Ah
BACK CURRENT DRAIN*	Corresponding to less than 1 Ah/month
RIPPLE**	Less than 4 %
POWER SOURCE	24 V -> 24 V
BATTERY VOLTAGE	24 V
AMBIENT OPERATING TEMPERATURE	-20 °C to +50 °C (- 4 °F to +122 °F)
BATTERY CHEMISTRY	Lead acid
DEGREE OF PROTECTION	IP65
DIMENSIONS (L X W X H)	192 x 110 x 65 mm
NET WEIGHT (UNIT WITH CABLES)	0.7 kg
GROSS WEIGHT (UNIT IN BOX)	0.9 kg
WARRANTY	2 years

*) Back current drain is the current that drains the battery if the charger is not connected to the mains. CTEK chargers have a very low back current.

**) The quality of the charging voltage and charging current is very important. A high current ripple heats up the battery which has an aging effect on the positive electrode. High voltage ripple could harm other equipment that is connected to the battery. CTEK battery chargers produce very clean voltage and current with low ripple.

GUARANTEED QUALITY WITH CTEK

CTEK customer support is available to answer any questions related to charging and CTEK chargers. Safety, simplicity and flexibility characterizes all products and solutions developed and sold by CTEK. CTEK supply chargers to more than 70 countries throughout the world. CTEK is also a reliable OEM supplier to many of the world's most prestigious car and motorcycle manufacturers.

For more information visit WWW.CTEK.COM

SMARTPASS 120T + D250T, THE PERFECT COMBINATION FOR DUAL BATTERY SYSTEMS

This installation will give a system that both can manage large parallel loads and in the same time charge and perform maintenance of the service battery with the optimum voltage for a 24 V dual battery system.

The battery charging will be more efficient and shorter as we are getting access to a higher current initially and that the parallel consumers will be powered directly from alternator.