

### 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 <sup>2</sup>	6 mm <sup>2</sup>
2 m	10 mm <sup>2</sup>	10 mm <sup>2</sup>
3 m	16 mm <sup>2</sup>	16 mm <sup>2</sup>
4 m	25 mm <sup>2</sup>	25 mm <sup>2</sup>
5 m	35 mm <sup>2</sup>	35 mm <sup>2</sup>
6 m	50 mm <sup>2</sup>	50 mm <sup>2</sup>

### 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

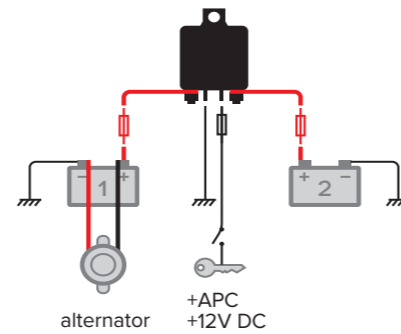
Period	2 years	2 years
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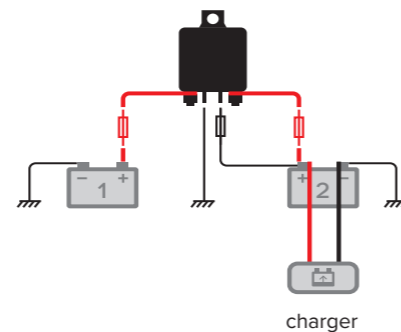
**Isolator/ combiner fuse protection kit**  
Protects your installation and your battery against malfunctions (short circuit, battery fault, overcurrent ...).  
Included: fuse and fuse holder (150A x2 + 5A x1)  
Ref 1313



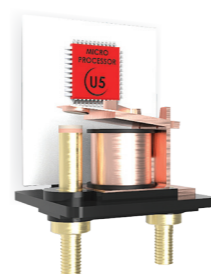
### USE WITH VEHICLE WITH ALTERNATOR



### 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/separator 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).

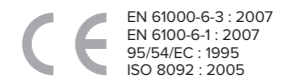
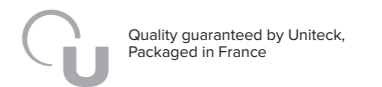


### Standards

	Euro 1 - 5 (Vehicle < 15 sept 2015)	Euro 6 + (Vehicle < 15 sept 2015)
<b>Operation Alternator</b>	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
<b>Alternator charging voltage alternator</b>	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
<b>Uniteck combiner compatibility</b>	UNISPLIT 160.12	<b>UNISPLIT 160.12 EURO 6</b>



- Controlled by microprocessor for a smart coupling
- High power monobloc relay Resin electronic board
- Broad range of operating temperature (-40/+85°C)
- Operates with an alternator and/or charger



NEW