



# Battery Charger

PLN-24CH12 and PRS-48CH12



**BOSCH**

en Installation and Operation manual



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# 1

## Safety

Prior to installing or operating this product, always read the Important Safety Instructions which are available as a separate document (F.01U.120.759). These instructions are supplied together with all equipment that can be connected to the mains supply.

### **Safety precautions**

The battery charger is designed to be connected to the 230 Vac public distribution network. To avoid any risk of electric shock, all interventions must be carried out with disconnected mains supply (upstream two-pole circuit-breaker open) and disconnected battery. Interventions with the equipment switched on are authorized only when it is impossible to switch the equipment off. The operation must only be performed by qualified personnel.

## 2 Short Information

### 2.1 Purpose

The purpose of this Installation and Operation manual is to provide information required for installing, configuring, operating, maintaining and troubleshooting the battery charger.

### 2.2 Digital document

This Installation and Operation manual is also available as a digital document in the Adobe Portable Document Format (PDF).

Refer to the product related information on [www.boschsecuritysystems.com](http://www.boschsecuritysystems.com).

### 2.3 Intended audience

These Installation and Operation instructions are intended for installers and users of the battery charger.

### 2.4 Related documentation

Voice alarm system manual.

### 2.5 Alerts and notice signs

Four types of alerts are used in this manual. The alert type is closely related to the effect that may be caused if it is not observed. These alerts - from least severe effect to most severe effect - are:

**NOTICE!**

Alert containing additional information. Usually, not observing a 'notice' does not result in damage to the equipment or personal injuries.

---

**CAUTION!**

The equipment or the property can be damaged, or persons can be lightly injured if the alert is not observed.

---

**WARNING!**

The equipment or the property can be seriously damaged, or persons can be severely injured if the alert is not observed.

---

**DANGER!**

Not observing the alert can lead to severe injuries or death.

---

## 2.6 Conversion tables

In this manual, SI units are used to express lengths, masses, temperatures etc. These can be converted to non-metric units using the following information.

Imperial	Metric	Metric	Imperial
1 in =	25.4 mm	1 mm =	0.03937 in
1 in =	2.54 cm	1 cm =	0.3937 in
1 ft =	0.3048 m	1 m =	3.281 ft
1 mi =	1.609 km	1 km =	0.622 mi

**Table 2.1** Conversion of units of length

Imperial	Metric	Metric	Imperial
1 lb =	0.4536 kg	1 kg =	2.2046 lb

**Table 2.2** Conversion of units of mass

Imperial	Metric	Metric	Imperial
1 psi =	68.95 hPa	1 hPa =	0.0145 psi

**Table 2.3** Conversion of units of pressure



### NOTICE!

1 hPa = 1mbar.

Fahrenheit	Celsius
$^{\circ}\text{F} = 9/5 (^{\circ}\text{C} + 32)$	$^{\circ}\text{C} = 5/9 (^{\circ}\text{F} - 32)$

**Table 2.4** Conversion of units of temperature

## 3 System Overview

### 3.1 Application

The PLN-24CH12 (24 Vdc) and the PRS-48CH12 (48 Vdc) battery charger is intended for a Voice Alarm System. The battery chargers are microprocessor based devices that have been designed to charge lead-acid batteries (back-up batteries connected to the Voice Alarm System) and, simultaneously, to provide power to auxiliary applications.

### 3.2 Short description

The battery charger, which is fully compliant with EN54-4, offers a maximum charge current of 12 A.

The battery charger is two rack units (2 RU) high, and has to be installed in a 19" rack.

### 3.3 Scope of delivery

The battery charger is packed with the following parts:

- 1x Installation and Operation manual
- 1x Safety instructions
- 1x Mains plug (lockable)
- 6x Main output connector
- 3x Auxiliary output connector
- 1x Contact output connector
- 1x Temperature sensor connector
- 1x Temperature sensor
- 1x Main output fuse (32 A)
- 1x Auxiliary output fuse (5 A)
- 1x Mains fuse (6.3 A for PLN-24CH12) or (8 A for PRS-48CH12)
- 1x Power supply fuse (12.5 A)
- 2x Binding strip (to connect the temperature sensor to the battery cable)
- 4x Screw (for mounting the battery charger into a 19" rack)



### 3.4 Product view

#### 3.4.1 Indicators on the front panel

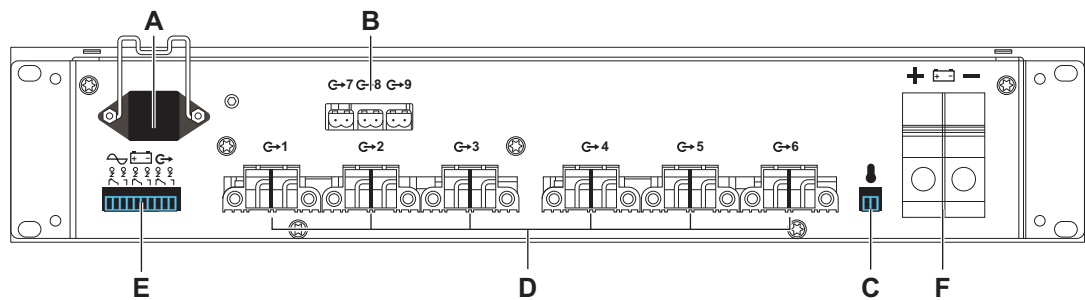


Figure 3.1 Front view of battery charger

	Status LED	Green	Yellow
A	Mains status	OK	<ul style="list-style-type: none"> <li>- Mains voltage threshold &lt;math&gt;&lt;165 \text{ Vac} \pm 5\%&lt;/math&gt; (Auto reconnect at &lt;math&gt;&gt;185 \text{ Vac} \pm 5\%&lt;/math&gt;).</li> <li>- Primary fuse (F1) is blown.</li> <li>- Power supply is broken.</li> <li>- Internal battery charger temperature is too high (&gt;65°C).</li> </ul>
B	Battery status	OK	<ul style="list-style-type: none"> <li>- The battery is not present.</li> <li>- The internal impedance (Ri) is too high (see section 5.1 and 8.1.1 ).</li> <li>- When the mains is present and the battery voltage during normal use is:                      PLN-24CH12: &lt;math&gt;&lt;23.5 \text{ Vdc} \pm 3\%&lt;/math&gt;                      PRS-48CH12: &lt;math&gt;&lt;47,0 \text{ Vdc} \pm 3\%&lt;/math&gt;</li> <li>- When the mains is present and the battery voltage during start-up is:                      PLN-24CH12: &lt;math&gt;V_{\text{bat}} \leq 14 \text{ Vdc}, V_{\text{bat}} \geq 30 \text{ Vdc} (\pm 3\%)&lt;/math&gt;                      PRS-48CH12: &lt;math&gt;V_{\text{bat}} \leq 40 \text{ Vdc}, V_{\text{bat}} \geq 60 \text{ Vdc} (\pm 3\%)&lt;/math&gt;</li> <li>- When battery is connected in reverse when commissioning the system</li> </ul>
C	Output voltage status	OK	<ul style="list-style-type: none"> <li>- No voltage on one or more output.</li> <li>- Fuse (F8) broken.</li> </ul>

Fault signalling occurs with three LEDs at the front side as well as three fail-safe outputs on the rear panel for remote monitoring (refer to section 3.4.2 ).

### 3.4.2 Connections on the rear panel



**Figure 3.2** Rear view of battery charger

A	Mains power socket	Socket for connecting the battery charger to the mains power. The socket has a built-in strain relief.
B	Auxiliary output terminals	Three terminals for connecting auxiliary outputs (5 A max.) to power modules of the Voice Alarm System that do not have mains power inputs. The outputs are protected by a fuse (Faux1 to Faux3).
C	Temperature sensor socket	Socket to connect the temperature sensor (see section 6.6).
D	Main output terminals	Six output terminals to connect to the back-up power terminals of VAS equipment (40 A max.). The outputs are protected by a fuse (F1 to F6).
E	Output contacts	Fail-safe, dry contact, three-pole SPDT switch (C-NC-NO), allowing 1A at 24 Vdc or 0,5 A at 120 Vac: <ul style="list-style-type: none"> <li>- Mains status (5 sec. of delay after mains fault)</li> <li>- Battery status</li> <li>- Output voltage status</li> </ul>
F	Battery terminal	Terminal for connecting the battery leads (150 A max.).

## 4 Planning information

### 4.1 Overview

To find the right power back-up system for your needs, you will need to determine the exact conditions under which you will be utilizing a back-up system. Determining the amount of battery back-up you need for a system is not as simple as some other applications. Public address systems do not draw a constant current. The standard defines a standby time and an evacuation time.

In this case, it is important to pick a battery back-up that can supply the minimum amount of power needed for a set amount of time. Then multiply that by 20 percent to give a good buffer zone and to compensate for aging.

Proceed as follows:

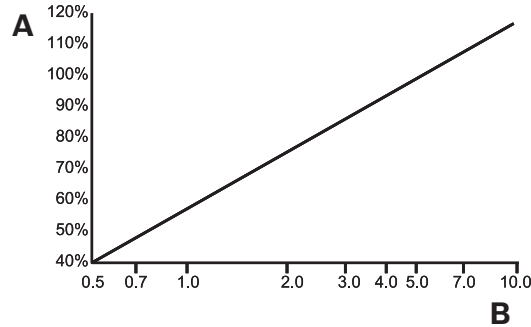
1. Determine the standby current of the system. This information is available in the voice alarm system manual.
2. Multiply the standby current by the standby time that the local standards call for. Typically this is 24 hours.
3. Compare this value to the 24 hour discharge capacity of the battery.
4. Determine the evacuation current of the system. This information is available in the voice alarm system manual.
5. Multiply the evacuation current by the time that the local standards call for. Typically this is one hour or 30 minutes.
6. Compare this value to the 30 minute or 60 minute hour discharge capacity of the battery.

### 4.2 Amp-hour capacity

All batteries are rated in Amp-hours. An Amp-hour is one A for one hour, or 10 A for one tenth of an hour, and so forth. It is **Amps x hours**. If you have something that draws 20 A, and use it for 20 minutes, then the amp-hours used would be 20 (A) x .333 (hours), or 6.67 Ah. The accepted Ah rating time period for batteries used in back-up power systems (and for nearly all deep cycle batteries) is the "20 hour rate". This means that it is discharged down to 10.5 V over a 20 hour period while the total actual amp-hours it supplies is measured.

### 4.3 Effects of discharge rate on battery capacity and battery life

The rate at which a battery is discharged also has a profound effect on its capacity and life. *Figure 4.1* shows the effect of discharge rate on battery capacity. The figure shows that a battery -when discharged at a low rate- will be able to deliver a higher capacity than a battery discharged at a high rate.



**Figure 4.1** Capacity vs discharge rate

A	Battery capacity
B	Discharge time in hours

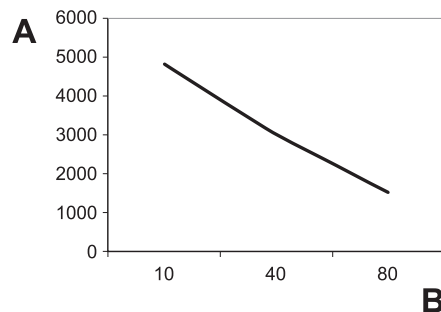
### 4.4 Depth of discharge (DOD)

A battery "cycle" is one complete discharge and recharge cycle. It is usually considered to be discharging from 100% to 20%, and then back to 100%. However, there are often ratings for other depth of discharge cycles, the most common ones are 10%, 20%, and 50%.

Battery life is directly related to how deep the battery is cycled each time. If a battery is discharged to 50% every day, it will last about twice as long as when it is cycled to 80% DOD. If cycled only 10% DOD, it will last about five times as long as when it is cycled to 50%. The most practical number to use is 50% DOD on a regular basis. This does not mean that you can not go to 80% once in a while. It is just that when designing a system when you have some idea of the loads, you should figure on an average DOD of around 50% for the best storage versus cost factor.

Also, there is an upper limit: A battery that is continually cycled 5% or less will usually not last as long as one cycled down 10%. This happens because at very shallow cycles, the lead dioxide tends to build up in clumps on the positive plates rather than in an even film.

*Figure 4.2* shows how the battery life is affected by the depth of discharge.



**Figure 4.2** Battery life based on depth of discharge

A	Number of cycles
B	Daily average depth of discharge in %

Battery manufacturers typically recommend that you never discharge a deep-cycle battery below a certain percentage of its capacity. Usually 50% to 80% is recommended. The  $V_{\text{final}}$  value determines this (see section 8.1.2 )

#### 4.4.1 State of charge

State of charge, or conversely, the depth of discharge can be determined by measuring the voltage and/or the specific gravity of the acid with a hydrometer. This will not tell you how good (capacity in Ah) the battery condition is. Only a sustained load test can do that. Voltage on a fully charged battery will read 2.12 V to 2.15 V per cell. At 50%, the reading will be 2.03 VpC (Volts per Cell), and at 0% the reading will be 1.75 VpC or less. Specific gravity will be about 1.265 for a fully charged cell, and 1.13 or less for a totally discharged cell. This can vary with battery types and brands somewhat. When you buy new batteries you should charge them up and let them sit for a while, then take a reference measurement.

Many batteries are sealed, and hydrometer readings can not be taken. Then you must rely on voltage. Hydrometer readings may not tell the whole story, as it takes a while for the acid to get mixed up in wet cells. If measured right after charging, you might see 1.27 at the top of the cell, even though it is much less at the bottom. This does not apply to gelled or absorbed glass mat (AGM) batteries (see section 4.7.2 ).

#### 4.4.2 False capacity

A battery can meet the voltage tests for being at full charge, yet be much lower than its original capacity. If plates are damaged, sulfated, or partially gone from long use, the battery may give the appearance of being fully charged, but in reality acts like a battery of much smaller size. This same thing can occur in gelled cells if they are overcharged and gaps or bubbles occur in the gel. What is left of the plates may be fully functional, but with only 20% of the plates left.

Batteries usually go bad for other reasons before reaching this point, but it is something to be aware of if your batteries seem to test OK but lack capacity and go dead very quickly under load.

### 4.5 Temperature

Battery life and battery capacity are affected by temperature. Batteries perform best in moderate temperatures. Battery capacity is reduced as temperature goes down, and increased as temperature goes up. (This is why a car battery dies on a cold winter morning, even though it worked fine the previous afternoon). If the batteries are installed in an unheated part of a building, the reduced capacity has to be taken into account when sizing the system batteries. The standard rating for batteries is at room temperature: 25 °C (about 77 °F). At freezing, capacity is reduced by 20%. At approximately -27 °C, battery capacity drops to 50%.

Capacity is increased at higher temperatures; At 50 °C, the battery capacity will be about 12% higher. Even though battery **capacity** at high temperatures is higher, battery **life** is shortened. Battery capacity is reduced by 50% at -27 °C, but battery life increases by about 60%. Battery life is reduced at higher temperatures - for every 10 °C above 25 °C, battery life is cut in half. This holds true for any type of lead-acid battery, whether sealed, gelled, AGM, industrial, etc.

The battery charging voltage also changes with temperature. It will vary from about 2.74 V per cell at -40 °C to 2.3 V per cell at 50 °C. This is why temperature compensation (see section 8.1.4 ) on your battery charger must always be enabled, except for testing, maintenance, etc.

Large battery banks make up a large thermal mass. Thermal mass means that because they have so much mass, they will change internal temperature much slower than the surrounding air temperature. For this reason, the external temperature sensor (see section 6.6 ) should be attached in thermal contact with the battery. The sensor will then read very close to the actual internal battery temperature.

## 4.6 Battery self-discharging

All lead-acid batteries supply about 2.14 V per cell when fully charged. Batteries that are stored for long periods will eventually lose all their charge. This "leakage" or self-discharge varies considerably with battery type, age and temperature (batteries self-discharge faster at higher temperatures). It can range from about 1% to 15% per month. Generally, new AGM batteries have the lowest, and old industrial (lead-antimony plates) have the highest self-discharge.

In systems that are continually connected to some type of charging source, like the Bosch Battery Charger, this is not a problem. However, one of the biggest killers of batteries is sitting stored in a partly discharged state for a few months, like before commissioning. A "float" charge should be maintained on the batteries even if they are not used (or, **especially** if they are not used). Even most "dry charged" batteries (those sold without electrolyte so they can be shipped more easily, with acid added later) will deteriorate over time. The maximum storage life of these batteries is about two to three years.

## 4.7 Batteries

### 4.7.1 Flooded lead-acid batteries

Flooded lead-acid batteries have the longest track record in back-up use and are still used in the majority of back-up systems. They have the longest life and the least cost per capacity. In order to enjoy these advantages, they require regular maintenance in the form of watering, equalizing charges and keeping the top and the terminals clean.

### 4.7.2 Sealed absorbed glass mat (AGM) batteries

AGM batteries are more and more used in back-up systems as their price comes down and as more systems are getting installed that need to be maintenance free. This makes them ideally suited for use as battery back-up. Because they are completely sealed they can not be spilled, do not need periodic watering and emit no corrosive fumes. The electrolyte will not stratify and no equalization charging is required.

AGM batteries are also well suited to systems that get infrequent use as they typically have less than a 2% self-discharge rate during transport and storage. They can also be transported easily and safely by air. They can be mounted on their side or end and are extremely vibration resistant. AGMs come in most popular battery sizes and are available in large 2 V cells for the ultimate in low maintenance large system storage in accordance with EN54-4. When first introduced, because of their high cost, AGMs were mostly used in commercial installations where maintenance was impossible, or more expensive than the price of the batteries.

### 4.7.3

#### **Sealed gel cell**

Gelled lead-acid batteries predate the AGM batteries but are losing to AGM. They have many of the same advantages over flooded lead-acid batteries including ease of transportation, as the AGM type, except the gelled electrolyte in these batteries is highly viscous and recombination of the gases generated while charging, occurs at a much slower rate. This means that these batteries typically have to be charged slower than either flooded lead-acid or AGM batteries.

In an emergency sound system you have a fixed amount of hours to charge the batteries from the EN54-4. If charged at too high a rate, gas pockets form on the plates and force the gelled electrolyte away from the plates, decreasing the capacity until the gas finds its way to the top of the battery and is recombined with the electrolyte. For use in a system where discharge rates are less than severe, gel batteries could be a good choice.

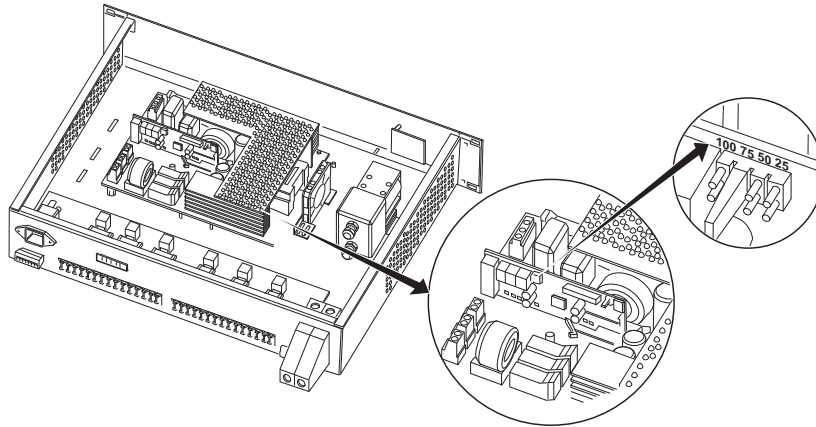
## 5 Installation

Before installing the battery charger into the 19" rack, the battery jumper setting must be carried out.

### 5.1 Battery jumper setting

The battery charger takes every 4 hours a resistance measurement ( $R_i$ ) of the battery including connections and battery fuse if the total output current (main plus auxiliary) is <12 A.

For each battery charger type a jumper is located at the daughter board to set trigger thresholds for the resistance and allowed discharge current.



**Figure 5.1** Location of the battery jumper of the PLN-24CH12 (similar location for the PRS-48CH12)

Jumper setting	Voltage	Threshold ( $R_i$ )	Battery capacity	Max. allowed discharge current
75 (factory default)	24 Vdc	13 m $\Omega$ ±10%	86 to 225 Ah	150 A
	48 Vdc	26m $\Omega$ ±10%	86 to 225 Ah	150 A
50	24 Vdc	20m $\Omega$ ±10%	65 to 225 Ah	100 A
	48 Vdc	40m $\Omega$ ±10%	65 to 225 Ah	100 A

The jumper is set on the '75' position as factory setting. Any other position of the jumper is equal to the '50' position.

Exceeding the  $R_i$  thresholds is signalled as a battery fault (see section 3.4.1 ) and means that the battery charger with its associated battery will not have the required back-up duration in case of mains failure.

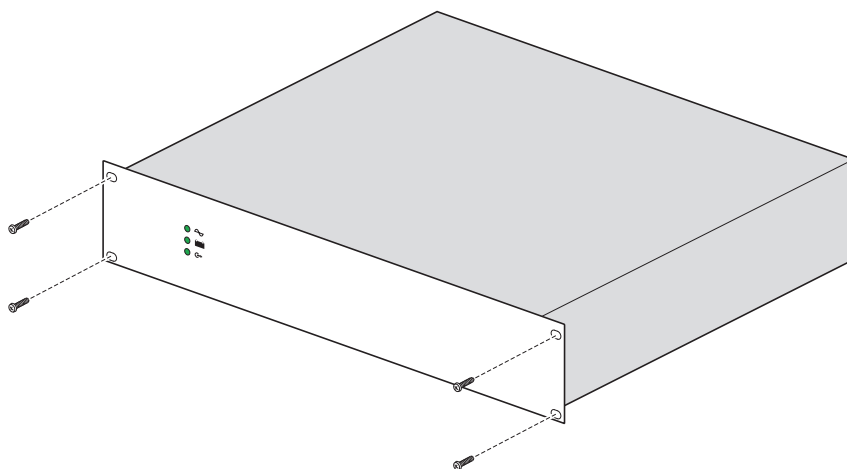
To avoid initiating this fault, take care of the following:

- Use authorized batteries (see *Section 7 Configuration*).
- Use short battery cables with a diameter as large as possible (35 mm<sup>2</sup> max.):
  - For a cross-section of 10 mm<sup>2</sup>, the resistance is 2 m $\Omega$ /m
  - For a cross-section of 16 mm<sup>2</sup>, the resistance is 1.25 m $\Omega$ /m
  - For a cross-section of 25 mm<sup>2</sup>, the resistance is 0.8 m $\Omega$ /m
  - For a cross-section of 35 mm<sup>2</sup>, the resistance is 0.6 m $\Omega$ /m.
- Example: for battery cables (+ and -) 1.5 m in length and with a cross-section of 10 mm<sup>2</sup>, the resistance is 6 m $\Omega$ .
- The connections should be realized properly in order to generate as low resistance as possible.
- An additional battery fuse will add about 1 to 2 m $\Omega$ .



## 5.2 Rack mounting

The battery charger has to be installed in a 19" rack that complies to Class 3k5 of EN60721-3-3:1995 +A2:1997 and IP30 of EN60529:1991+A1:2000. (See *Figure 5.2*).



**Figure 5.2** Rack mounting



### **CAUTION!**

The openings provided in the cabinet must be kept free. Do not create additional openings because this can cause the device to malfunction and voids the warranty.

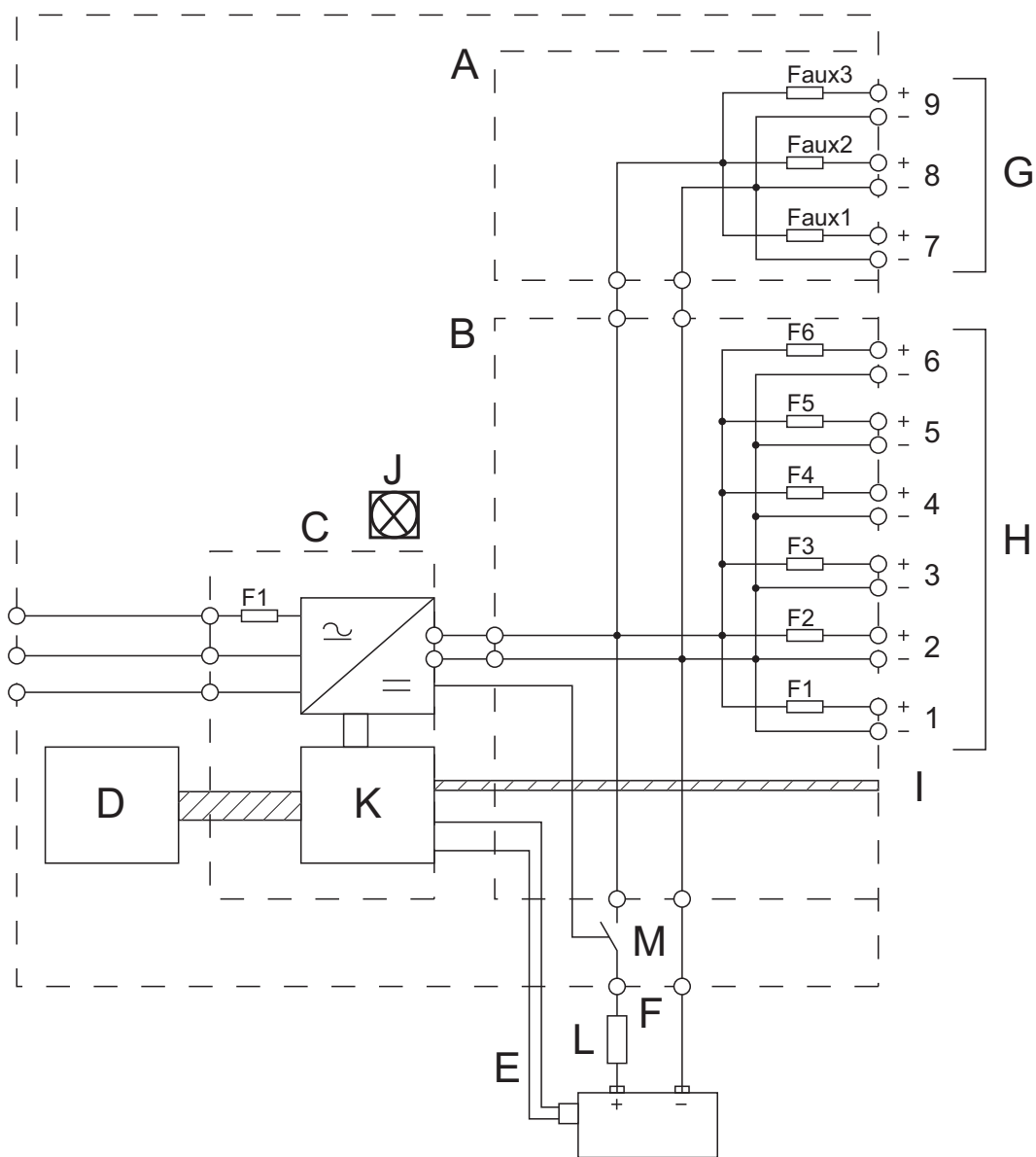
### 5.3

### EN54-4 labeling

Please affix the regarding label clearly visible on the cabinet after installation.



# 6 Connection



**Figure 6.1** Block diagram of the battery charger. Refer to table 6.1.

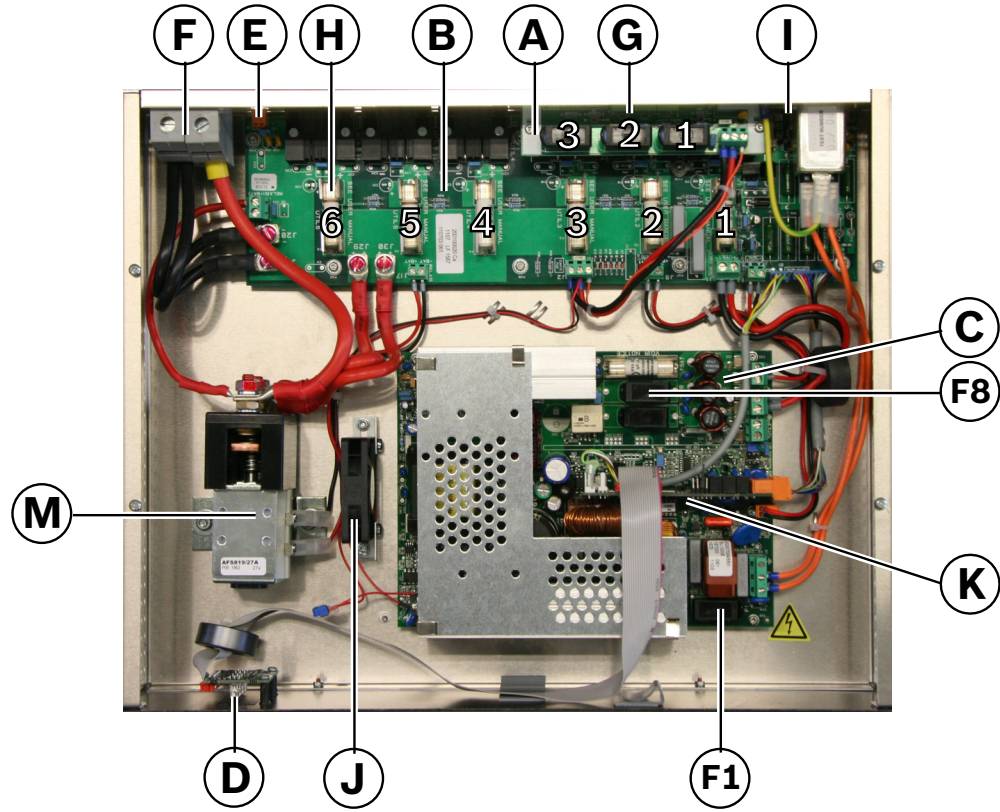


Figure 6.2 Top view PLN-24CH12 (24 Vdc). Refer to table 6.1.

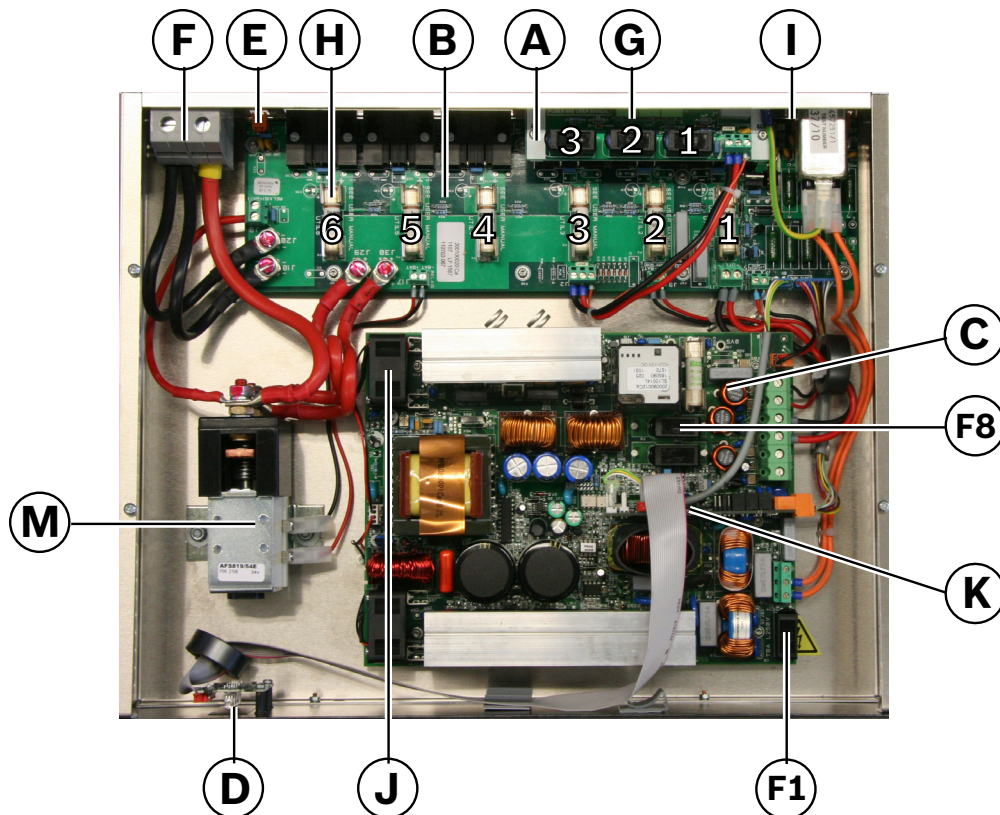


Figure 6.3 Top view PRS-48CH12 (48 Vdc). Refer to table 6.1.

Indication	Description
A	Auxiliary output board
B	Main output board
C	Power and control board
D	Fault status LEDs
E	Temperature sensor / connection
F	Battery connection (+Batt and -Batt)
G	Auxiliary output fuses (Faux1 to Faux3) (5 A)
H	Main output fuses (F1 to F6) (32 A)
I	Output contacts connection (main, battery and output voltage status)
J	Fan
K	Daughter board
L	Battery fuse breaker (Not included. Installed outside the battery charger)
M	Battery relay
F1	Mains fuse (6.3 A for PLN-24CH12) or (8 A for PRS-48CH12)
F8	Power supply fuse (12.5 A)

**Table 6.1** Valid for figure: 6.1, 6.2 and 6.3.

## 6.1 Connecting the battery



### CAUTION!

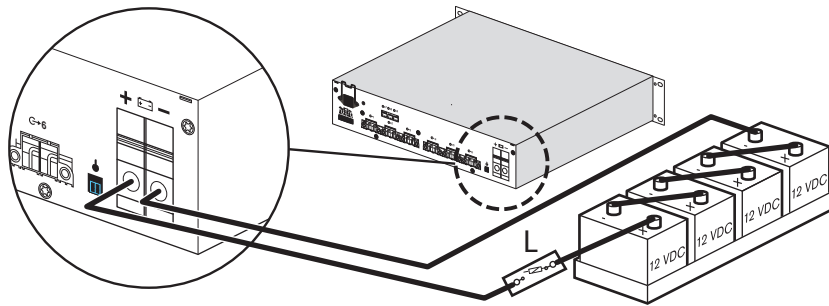
For the PLN-24CH12 Battery Charger, the total sum of the batteries must be equal to 24 Vdc. For the PRS-48CH12 Battery Charger, the total sum of the batteries must be equal to 48 Vdc.

When connecting multiple batteries, observe the following:

- Only use batteries of the same voltage, capacity, type, brand and age.
- Always connect the batteries in series. *Figure 6.4* shows an example of connecting four 12 Vdc batteries to the PRS-48CH12 Battery Charger.
- Always check the relevant standards for details on connecting multiple batteries.
- Always use a battery fuse breaker (L) as close as possible to the battery.

The battery charger has two screw terminals for connecting the battery.

1. Be sure that the battery fuse breaker (L) is in the off position.
2. Connect +Batt to the plus terminal of the battery.
3. Connect -Batt to the minus terminal of the battery.



**Figure 6.4** Connect multiple batteries in series for PLN-48CH12 (48 Vdc) battery charger

## 6.2 Connection specifications

The connectors will accept the following cross sections. Refer to section 3.4.2 .

Mains plug	2.5 mm <sup>2</sup>
Battery terminal	50 mm <sup>2</sup>
Main outputs (F1 to F6))	16 mm <sup>2</sup>
Auxiliary outputs (Faux1 to Faux3)	2.5 mm <sup>2</sup>
Contact outputs	1.5 mm <sup>2</sup>

### 6.3 Connect the back-up power

The battery charger has six (main) screw terminals for connecting to the Voice Alarm System.

1. Connect +Load (main) to the plus terminal of the system components.
2. Connect -Load (main) to the minus terminal of the system components.



**NOTICE!**

Do not use the main outputs to connect remote control panels or volume overrides. For this purpose, use the auxiliary output terminals. Refer to section 6.4 .

### 6.4 Connect the auxiliary power

The battery charger has pluggable Euro-style screw terminals for a 24 Vdc output (PLN-24CH12) or 48 Vdc output (PRS-48CH12) to supply power for e.g.:

- Remote Control Panels (RCP)
- Volume overrides and general purposes

The auxiliary output terminals are protected against short circuits by means of a fuse (Faux1 to Faux3).



**NOTICE!**

The auxiliary outputs are intended to power modules of the Voice Alarm System that do not have their own mains power supply. The current drawn from these auxiliary outputs should be subtracted from the 12 A the charger can use to charge the battery. E.g. if the total auxiliary current is 3 A, the charger should be considered a 9 A charger when calculating back-up requirements.

### 6.5 Connect the output contacts

The battery charger has three fail-safe outputs on the rear panel for remote monitoring. Each output has three terminals: Normally Closed (NC), Common (C) and Normally Open (NO). Connection is done via a 9-pins pluggable screw terminal connector. Refer to *Table 6.2* for contact status. See section 3.4.1 for LED status indicators.

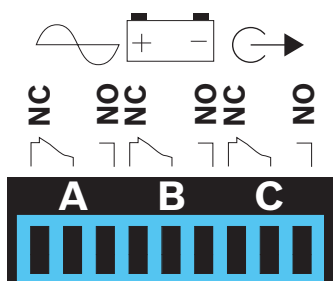


Figure 6.5 Output contacts

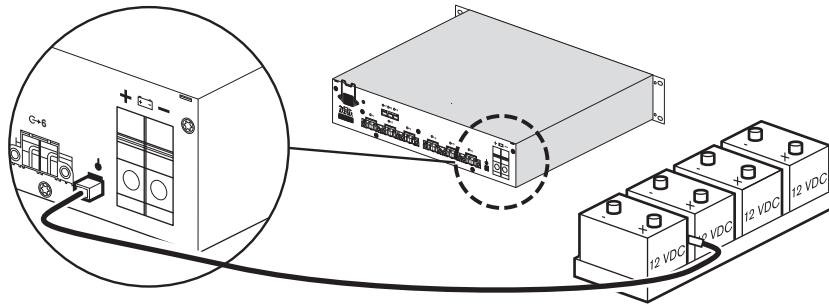
Output contact		Status LED	
		Green	Yellow
A	Mains status	C-NO	C-NC
B	Battery status	C-NO	C-NC
C	Output voltage status	C-NO	C-NC

Table 6.2 Output contact status vs LED indication

## 6.6 Connect the temperature sensor

The battery charger has one socket to connect the temperature sensor (which is packed with the system).

1. Plug the temperature sensor into the temperature sensor socket.
2. Attach the sensor body close to the battery, with good thermal coupling in order to get the correct temperature information. E.g. connect the sensor to the battery tray, or place it between the batteries. See *Figure 6.6*.



**Figure 6.6** Connect the temperature sensor



### CAUTION!

Applied charging voltages and current are temperature dependant. Therefore always use the temperature sensor. If the temperature sensor is not used (or not used correctly), this can damage the battery, or reduce the lifetime of the battery. Refer to section 8.1.4 .



### NOTICE!

If the temperature sensor is not connected, broken or has a short circuit, the voltage is compensated for 25°C. Refer to section 8.1.4 .

## 6.7 Connect the mains

The battery charger is able to connect to 230 Vac +/- 15%.



### NOTICE!

Use a mains circuit breaker to connect or disconnect the battery charger from the mains.

### 6.7.1 Mains power cable

1. Use the supplied lockable mains connector to assemble a locally approved mains cable.
2. Connect the mains cable to the battery charger.

### 6.7.2 Ground connection



### CAUTION!

Make sure that the safety ground is connected to the battery charger via the mains power cable.



### CAUTION!

Do not make a separate ground connection to the battery.



**CAUTION!**

Do not make a separate ground connection to the 24 Vdc or 48 Vdc output terminal.  
The outputs have a common return.

---

## 7 Configuration

### 7.1 Battery charging



#### CAUTION!

If a mains failure occurs either on the battery charger, the connected system or on both (the system turns on 'back-up operating' mode, mains not present condition) an alarm must be generated on the Voice Alarm System.

**In normal operating mode:** the battery charger (re)charges the batteries and maintains them when they are fully charged. The maximum current that can be provided to the main outputs and auxiliary outputs is  $I_{max a}$ .

**In back-up operating mode:** the total operating current is provided by the batteries and battery charger (when mains present) and may not exceed ' $I_{max b}$ '.

$I_{max a}$	Maximum available current which may be drawn continuously while charging the battery: - $I_{max a} = 12 A - I_{charge}$ . - $I_{charge} = C/20$ (C = battery capacity)
$I_{max b}$	Maximum allowed current which may be drawn from the batteries when the mains supply is not available on one or more of the system units: - $I_{max b} = 150 A$ if the jumper is set on '75' - $I_{max b} = 100 A$ if the jumper is set on '50' (see <i>Figure 5.1</i> ).

#### Authorized batteries

If  $I_{max b}$  is greater than 100 A, use batteries with a capacity of **86 Ah** to **225 Ah** and set daughter board jumper on '75' (see *Figure 5.1*).

If  $I_{max b}$  is less than 100 A, use batteries with a capacity of **65 Ah** to **225 Ah**, and set daughter board jumper on '50' (see *Figure 5.1*).

The following batteries are approved:

- Yuasa NPL series
- Powersonic GB series
- ABT TM series
- EnerSys VE series
- Effekta BTL series
- Long GB series.

## 8 Operation

### 8.1 Working principles

#### 8.1.1 Battery test

The battery presence test is performed in the following manner:

The battery presence is tested every 30 seconds until 20 minutes after commissioning and every 15 minutes after. If battery absence is detected a fault is generated (refer to section 3.4.1 ).



**NOTICE!**

If a fault is detected, the test is performed every 30 seconds, until 20 minutes after resolving the fault.

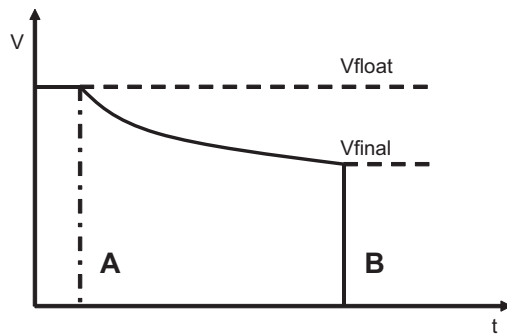
The Ri (internal resistance) is measured every 4 hours if the mains is present on the battery charger and if the output current is < 12A. If the Ri threshold level is exceeded a fault is generated (refer to section 3.4.1 ). Refer to section 5.1 for Ri threshold levels.

#### 8.1.2 Battery undervoltage protection

The voltage threshold  $V_{final}$  is 21.6 Vdc  $\pm$ 3% for PLN-24CH12 or 43.2 Vdc  $\pm$ 3% for PRS-48CH12.

**Discharging when the mains power (Vac) is not present on the battery charger**

When discharging with the battery charger mains power (Vac) not present, the battery charger will discharge the battery until  $V_{final}$ . At  $V_{final}$ , the undervoltage protection becomes active: the battery charger is switched-off (latching behavior) and all outputs are shut down. See Figure 8.1.



**Figure 8.1** Discharge: battery voltage vs discharge time

A	Battery charger mains is off
B	Undervoltage Protection (UVP) active: battery charger is switched-off and all outputs are shut down.

**Discharging when the mains power (Vac) is present**

When discharging with the battery charger mains power (Vac) present the following applies for the main output:

- Below 12 A, the battery charger will supply the output voltage on the main and the auxiliary outputs. The battery is not drained.
- Above 12 A, the battery charger will supply 12 A to the system. The battery supplies the rest, and is drained until  $V_{final}$ . At  $V_{final}$ , the undervoltage protection becomes active: the

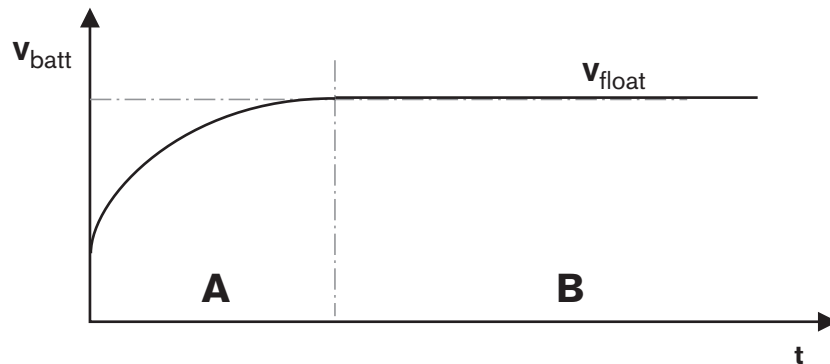
battery charger is switched-off (non-latching behavior) and all outputs are shut down. See Figure 8.1.

- When the load is decreased below 12 A the battery charger is switch-on and connects the battery again to start the charging process.

### 8.1.3

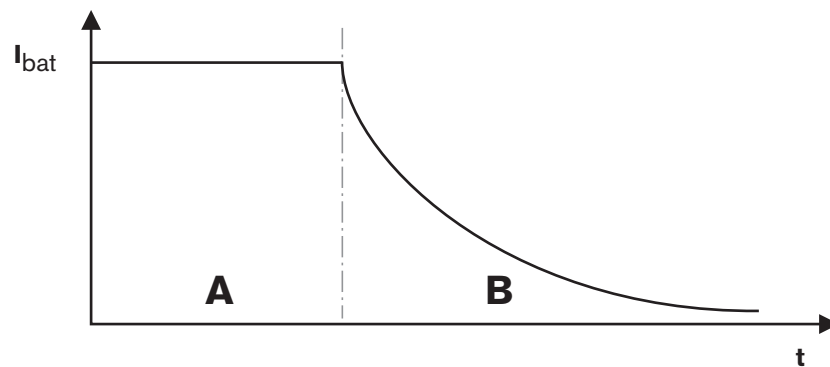
#### Charging

Figure 8.2 and Figure 8.3 show the charger voltage and the charge current versus the time during the charging process.



**Figure 8.2** Charger voltage vs time

A	Bulk mode.
B	Float mode.

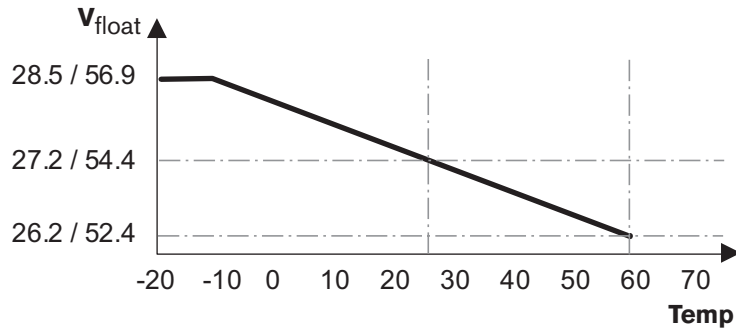


**Figure 8.3** Charge current vs time

A	Bulk mode (in this mode the current is controlled).
B	Float mode.

### 8.1.4 Battery temperature compensation

The battery charger has battery temperature compensation. The temperature is measured by the external temperature sensor (see section 6.6 ).



**Figure 8.4** Temperature compensation for V<sub>float</sub>

The temperature compensation for V<sub>float</sub> is:

For PLN-24CH12: -40 mV / °C @ 25 °C.

For PRS-48CH12: -80 mV / °C @ 25 °C.

## 8.2 Commissioning the system



### NOTICE!

To avoid start-up problems of the battery charger, the main and auxiliary output current should be < 12 A.

Use the following procedure to commission the system:

1. Switch-on the mains circuit breaker (battery fuse breaker is off).
2. Check the output voltage on the main and auxiliary outputs:
  - PLN-24CH12: ≈ 27.3 Vdc
  - PRS-48CH12: ≈ 54.6 Vdc
3. Switch-on the battery fuse breaker L (Refer to table 6.1 ). After approx. 2.5 seconds the battery relay is activated.
4. The battery charger is operating correctly when the 3 LEDs on the front panel are green. If not, refer to the troubleshoot section 9 .

## 9 Troubleshooting

Problem	Cause	Solution
Battery charger does not start-up when the mains is connected (LEDs on battery charger are off).	Mains fuse is broken.	Check / replace fuse F1 (refer to table 6.1 ).
	Load on battery charger outputs is too high (>12 A).	Disconnect load on the main and auxiliary outputs until load is <12 A.
When the battery charger is switched on it doesn't start charging. The battery relay is not switched on. Battery status LED is yellow.	Voltage of the battery is not between 14 V and 30 V for PLN-24CH12 or 40 V and 60 V for PRS-48CH12.	Check voltage on the battery terminal. When the battery voltage is not between the specified values solve the problem.
No back-up power when battery charger mains is connected (Battery status and Output status LED is yellow).	Probably fuse F8 is broken because of a reversed battery connection when battery relay was already switched on.	Disconnect the battery and the mains power from battery charger. Check / replace fuse F8, Main and Auxiliary fuses.
No backup power on one or more outputs (main or auxiliary status LED is yellow).	On or more main or auxiliary output fuses are broken.	Check the voltage of the main and auxiliary outputs. The measured voltage should be equal to the battery terminal voltage. Replace the regarding fuse (refer to table 6.1 ).
Mains status LED remains yellow.	Refer to section 3.4.1 .	
Battery status LED remains yellow.	Refer to section 3.4.1 .	
	Battery is connected in reverse.	Check battery polarity on battery terminals. When connected in reverse solve the problem.
Output voltage status LED remains yellow.	Refer to section 3.4.1 .	
Indicator lights are not illuminated while battery charger is working correctly.	Problem with flat cable inside the battery charger.	Have qualified personnel check the flat cable between the front panel and the controller board. Ensure that the battery charger was handled with care and without heavy bumps during transport.

## 10 Maintenance

The battery charger has been designed to function without problems for a long time with a minimum of maintenance. In order to guarantee trouble-free operation, some cleaning and maintenance activities are required, which are described in this section.

**NOTICE!**

Maintenance should be done by qualified personnel only.

---

**DANGER!**

Before removing and opening the battery charger housing, make sure that:

- Mains power circuit breaker is in the off position
  - Battery fuse breaker is in the off position.
  - All connections are disconnected.
- 

1. Periodically check the batteries. Refer to the specifications and instructions of the battery supplier.
  2. Periodically clean the battery charger with a dry, non-ragged cloth.
  3. Keep the fan and the air inlets free from dust.
- 

**WARNING!**

Replacing the original battery with a battery of incorrect type may result in an explosion hazard.

Used batteries must be disposed of in compliance with recycling requirements.

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# 11 Technical Data

## 11.1 Electrical

### 11.1.1 General

Mains input voltage	195 - 264 Vac, 47/63 Hz
Power consumption at full load (PLN-24CH12 Battery Charger)	380 W
Power consumption at full load (PRS-48CH12 Battery Charger)	760 W
Maximum primary current at 195 V (PLN-24CH12 Battery Charger)	2 A
Maximum primary current at 195 V (PRS-48CH12 Battery Charger)	4 A
IEC protection class	Class I
Neutral and earthing systems	TT, TN, IT
Mains circuit breaker	Two-pole mains circuit breaker (D curve) to be provided upstream
Battery output	24 Vdc output, 150 A battery screw terminals. 48 Vdc output, 150 A battery screw terminals.
Maximum charge current	12 A
Main outputs	6 main outputs with a maximum current of 40 A.
Auxiliary outputs	3 auxiliary outputs with a maximum current of 5 A.
Total output current (main and auxiliary)	150 A max.
Rated output current of battery charger	12 A (this is the max. current that can be sourced from the output without draining the batteries).
MTBF	200000 hours with external ambient temperature of 25°C, nominal mains voltage, 48 hours full charging (12 A / year) and for the rest of the time load of 3 A.

### 11.1.2 Fuses

Location	Rating	Type	Breaking capacity	Size
F1 mother board (mains)	6.3 A for 24 Vdc Battery charger 8 A for 48 Vdc Battery charger	T	1500 A	5x20
F1 to F6 main output board (6 outputs)	32 A	gG		10x38
Faux1 to Faux3 auxiliary output board (3 outputs)	5 A	F		5x20
External battery fuse breaker (not fitted with battery charger)	Recommended fuse 100 A. Please check local standards for max. fuse rating.	gG		



## 11.2 Mechanical

Dimensions (h x w x d)	44.5 x 483 x 310 mm (19" wide, 2RU high)
Weight	approx. 6 kg

## 11.3 Environmental conditions

Operating temperature range	-5 to +45 °C
Storage temperature range	-25 to +85 °C
Altitude	Under 76 kPa, the max operating temperature decreases of 5°C every 10 kPa. Cooling operates transversely.
Relative humidity (Operating and non Operating)	20 - 95% without condensation Make sure that the battery charger is not exposed to sources of water or to water splashes.

## 11.4 Approvals and compliance with standards

This product is compliant with LV and EMC directives (immunity and emission).

### 11.4.1 Safety approvals

- C-Tick (Australia)
- CE (Europe)

### 11.4.2 EMC approvals

- EN50130-4: 1995 +A1: 1998, A2:2003 Alarm systems (Immunity requirements for components of fire, intruder and social alarm systems).
- EN60950-1 (2006), EN61000-6-1 (2007), EN61000-6-2 (2006), EN61000-6-3 (2007), EN61000-6-4 (2007), and EN 55022 class B (2007).

### 11.4.3 Voice Alarm System related approvals

- EN54-4: 1997 and amendment A2 (February 2006): Fire detection and fire alarm systems (Part 4: Power supply equipment).
- CE CPD Numbers are: 0333-CPD-075381-1 (PLN-24CH12) and 0333-CPD-075383-1 (PRS-48CH12). They have been affixed in 2011.
- EN 12101-10 class A (January 2006): Smoke and heat control systems. Part 10: power supplies.



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