

# Delta Q Charger Manual

The QuiQ™ series of high frequency (HF) power factor corrected (PFC) battery chargers has been designed to provide reliable, quality charging for battery systems in electric drive vehicles or industrial machines. Wide range AC input (85 - 265 VAC) allows use of one charger anywhere in the world and eliminates the need to stock and service multiple models. Advanced, switch mode high frequency design allows more efficient (90% typ), faster charging and optimal charging independent of battery type or condition. • Sealed Chassis. IP66 protection allows reliable operation in harsh environments. Convection cooling eliminates the need for a cooling fan, thereby increasing reliability and eliminating the need for fan replacement/service.

Power Factor of  $> 0.99$  minimizes utility surcharges and optimizes the use of AC line power. • Optimized Charge Profiles. Flooded, sealed and lithium battery compatibility.

Select from an extensive list of approved charge algorithms backed with the validation of Delta-Q and many major battery manufacturers. QuiQ chargers store 10 separate algorithms which can be selected to match the specific batteries in use, eliminating the need for multiple models and resulting in lower operating costs. Access charger data & set/add algorithms via QuiQ Programmer. Designed for on- and off-board applications. It's Lightweight and compact size allows on-board use and offers space advantages over ferro-resonant chargers in traditional off-board installations. Extensive safety features such as reverse polarity and short circuit protection ensure safe operation for both the operator and the charger itself. LEDs allow at-a-glance charge status determination.

AC-Power, Ammeter,  $>80\%$  Charge, 100% Charge, fault.

Download 11 Delta-q Battery Charger PDF manuals. User manuals, Delta-q Battery charger Operating guides and Service manuals. Electric Vehicle Battery Charger. Delta-Q configures chargers with the most appro. This manual contains important safety and operating.

So, after all of that work, did it actually fix the problem? [Peugeot Xdp Engine Manual](#). Honestly I'm kind of shocked. Happy, but shocked. For such a simple fix to cause such a complex charger to totally fail is kind of impressive. But I'm not going to look a gift horse in the mouth. Once I hooked the charger back up to the car, I gave it a test. I connected it to my watt meter to see if it was pulling any current, and it was!

As you can see in the video below, it is working perfectly. The LED lights, from right to left are: • Solid = AC Power Good • Solid = Bulk charge complete, battery at 80% • Current output. Moves from level 3 to level 2, indicating less current going to battery.

I've had the charger in operation for a few weeks now, and so far so good. No further problems. Of course, now that winter has set in, I won't have much opportunity to use the car until spring. • • at 23:25 •. To recap, here are the steps as outlined by the instructions I found on the internet: • Remove charger from vehicle, Remove 8 screws on top, • Remove 3 bottom screws that secure the AC panel, • Loosen the AC input panel and rotate 90 degrees to access the PC board, • Locate the current shunt wire located where the PC board meets the LED board, • There is a limited amount of solder on one end of the wire.

Scrape the conformal coating until the wire is shiny and solder with 60/40 resin core, • Reassemble by re-rotating the AC panel and install the bottom center screw until flush then complete the assembly. Okay, sounds easy enough. First things first, removing the charger from the car. On my Zenn, this was a fairly straight-forward process. I would strongly recommend disconnecting the main battery pack and removing the front plastic on the car.

Its about 4 bolts, four plastic clips (which will invariably break when you try to remove them) and the whole operation should swing away from the car by some pivots up by the lights. Komatsu Wr63 Parts Manual [more](#). Unclip from the lights and you can remove it in one piece. You will see the QuiQ on the right. Disconnect the charger and unbolt from the car. The cables are kind of hard to get at, but aren't too bad. Watch the ground screw on the right-hand side.

Once I had the charger disconnected from the car, I brought it inside for the next steps. When I did, I noticed that one of the connectors, what I believe to be the temperature sensor, was broken. In the picture below, it was the black wire on the smaller 2-pin connector. It broke from the pin in the plug.

I'm unsure if this was like this before, or if it was caused when I removed the charger from the car. [92 Fatboy Manual](#). Either way, watch the wires, you don't want to break anything! The connector is what is called a Deutsch plug. These are fairly easy to repair.

[2018 Rm 125 Service Manual](#), [Tek Cfg280 Service Manual](#), [Commercial Insurance Procedure Manual](#), [Marsh 8000 Manual](#)