

PROBLEM: Charging an Auxiliary Battery with a Standard Variable Voltage Alternator

Charging/Voltage Operating Modes

Start-up: High voltage/amperage
Fuel economy: Low Voltage/amperage
High Load: Medium voltage/amperage
Brake: Very high voltage/amperage

PRO:

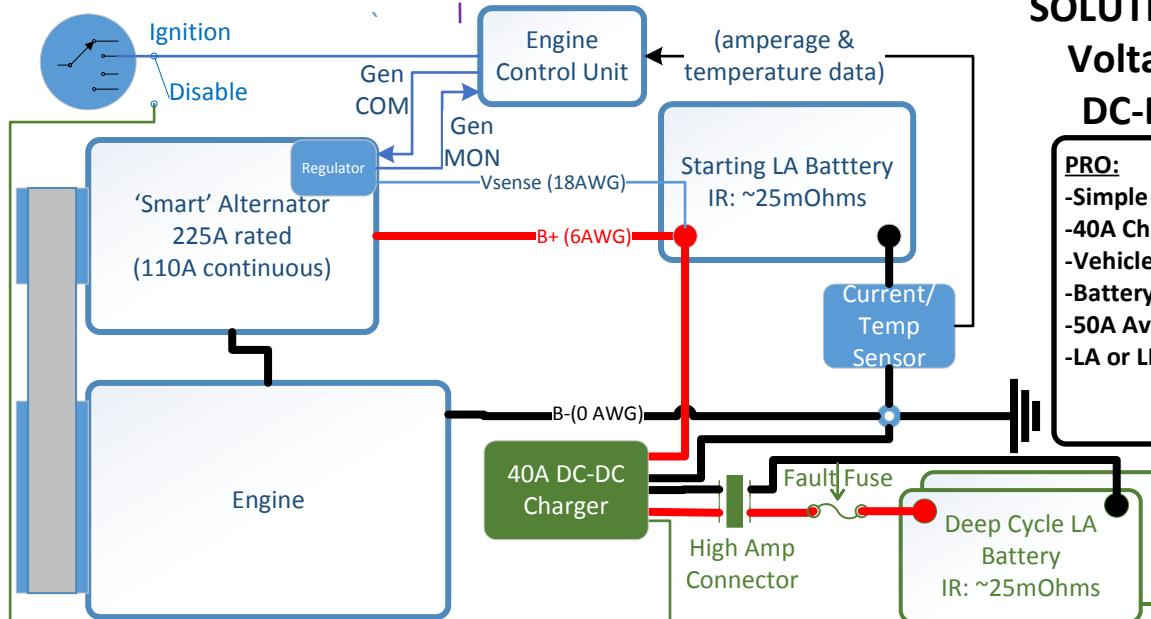
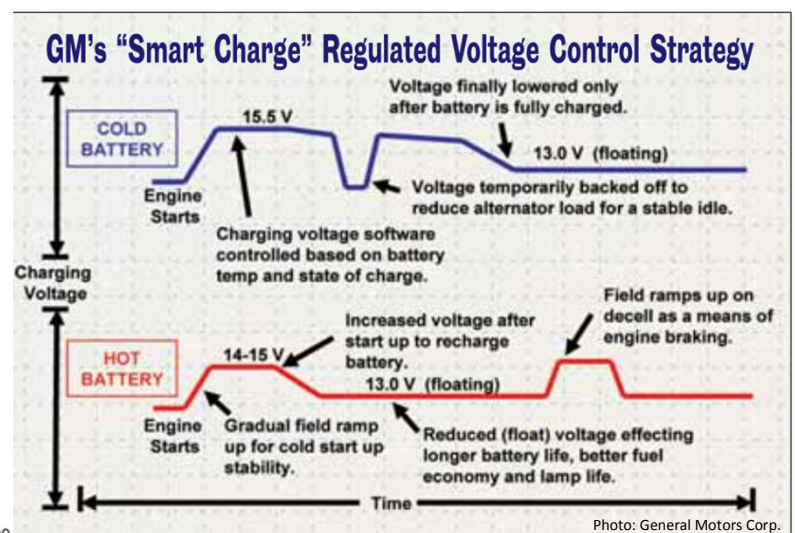
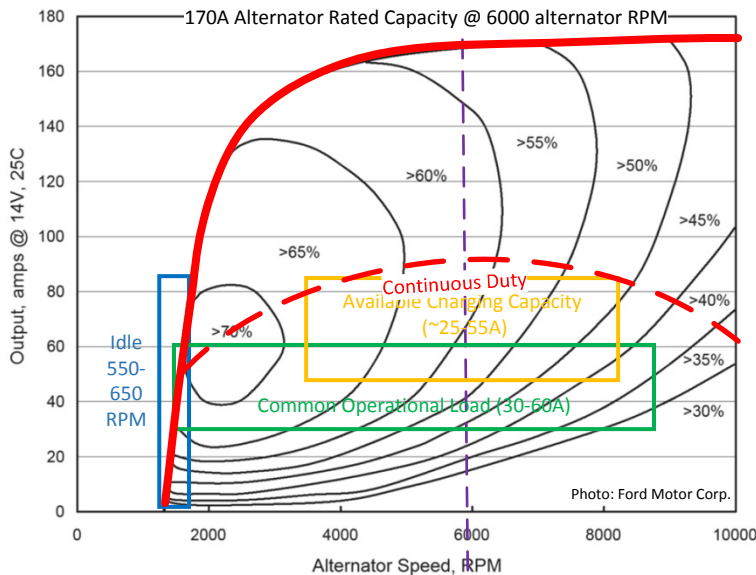
- Simple
- Low cost
- Vehicle unaffected
- Jump starting

CON:

- Low charging
- No control
- Poor Aux. Health
- ~25A Available
- ~10A Charge (LA)
- ~100A Charge (LFP)

Stock Vehicle System

Camper System/Added



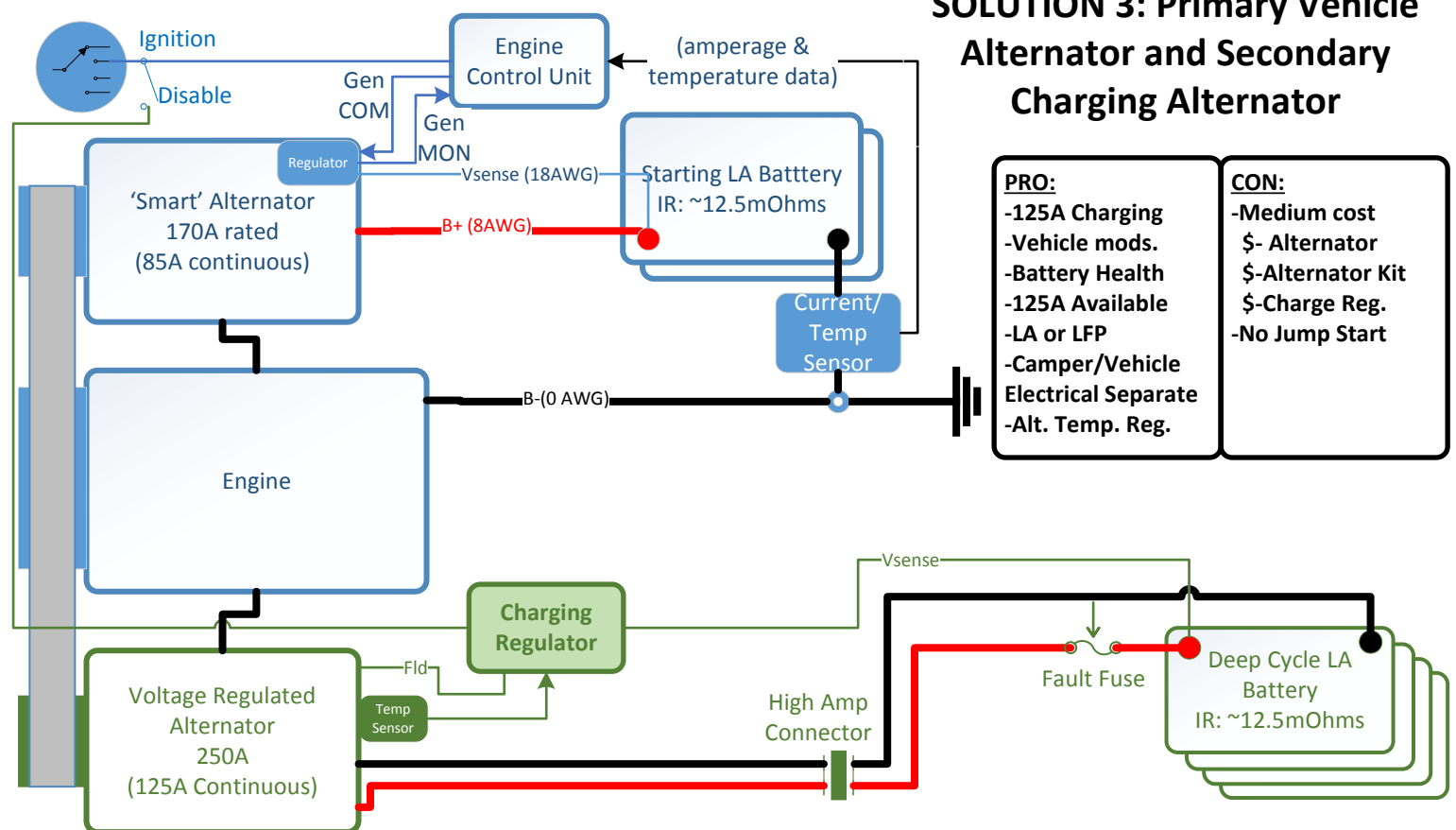
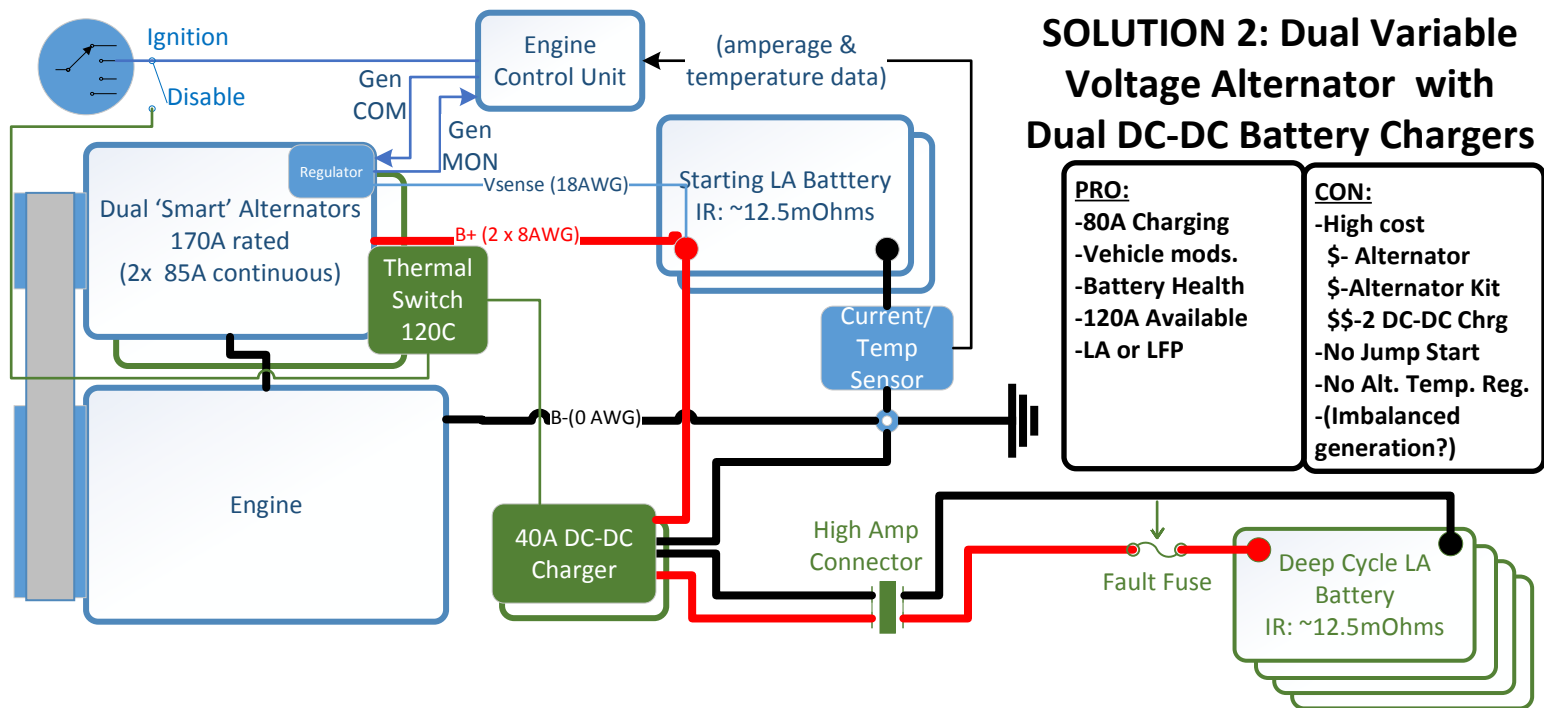
SOLUTION 1: Larger Variable Voltage Alternator with DC-DC Battery Charger

PRO:

- Simple
- 40A Charging
- Vehicle unaffected
- Battery Health
- 50A Available
- LA or LFP

CON:

- Medium cost
- \$- Lg. Alternator
- \$- DC-DC Charger
- No Jump Start
- No Alternator Temperature Regulation



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