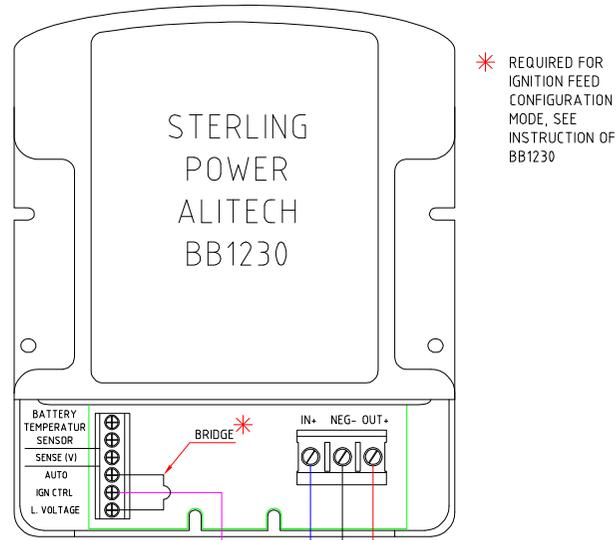


# DS300 Modification For Vehicles With 'Smart' Alternators

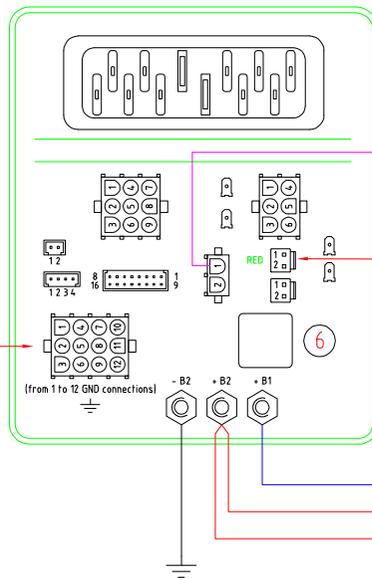
This wiring diagram shows how to disable the on-board voltage-sensing split charge function within the DS300 unit. It also shows how a separate battery-to-battery (DC-DC) charger may be fitted in its place (a DC-DC charger is required for vehicles with 'smart' alternators).

A Sterling Power BB1230 charger is shown for illustrative purposes but the connection scheme is likely to be the same for most DC-DC chargers, with the IGN control signal being taken from within the DS300 unit. If the DC-DC charger requires a D+ connection it is recommend to make this directly at the alternator.



NB: in the case of installation of equipment that needs permanent exclusion of the battery parallel relay (ref. 6), you must remove the R37 resistor (ref. 5). The resistor can be removed using a wire cutter, being careful not to damage the PCB traces below.

DS300-UK (CBE 209018)  
For vehicles equipped with SMART ALTERNATOR.  
Only for DS300-UK manufactured since September 2019



CONNECTOR JST "VHR-2N" 2 WAY

pin 2 - INPUT IGNITION FEED (POSITIVE) - ORIGINAL SIGNALS COMING FROM CHASSIS CAB  
pin 1 - INPUT D+ SIGNAL (NEGATIVE) "NORMALLY CLOSED" - ORIGINAL SIGNALS COMING FROM CHASSIS CAB

Removing resistor R37 disables the voltage sensing split charge function within the DS300

## IMPORTANT - DISCLAIMER

This diagram is provided by CBE as guidance only and has not been tested for functionality/safety by 12 Volt Planet. It is the responsibility of the installer to check that any 3rd party equipment connected to the CBE system is compatible and will not cause damage.

