

**Coleman Air
Diversion Controller
Model C160
Version 2.0**



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Introduction

This diversion controller is the result of our many attempts to use the controllers currently on the market (offered by some of the largest names in the business), to work in conjunction with our wind turbines. None of these diversion controllers did what we needed a diversion controller to do. So we designed our own -- and added all of the features that are truly needed in a diversion controller.

Some of the key features of this controller are:

- **Microprocessor controlled** -- This is very important for both stability and functionality.
- **User changeable settings** -- Several controllers on the market set the dump level, and that's that!
- **High amp rating** - 160 amps with the four preinstalled relays.
- **Battery status LED** - Several controllers do not tell you what's going on - This one does!
- **Push to test.** - Ever wonder if your controller & load are working OK?
- **Steel enclosure** - with two conduit openings.
- **Large terminal blocks** - that can actually terminate large wire
- **Super large heat sink** - Pulling in multiple relays takes energy - which generates heat. This one handles it!
- **Ability to divert the source** from the batteries to the load, or dump both the batteries along with the source.

Some specifics

The microprocessor is the heart of the controller. It is given the battery voltage and the user changeable trip points. This information is analyzed and acted upon by the microprocessor. The battery level is checked and based on that information the Green LED flashes or is illuminated as follows:¹

- 1 - (One) Flash indicates the battery is less low -- less than 12 volts (Double for 24 volt systems.)
- 2 - (Two) Flashes indicates the battery is 12 to 12.3V
- 3 - (Three) Flashes indicates the battery is 12.4 to 12.7v (A fully charged lead acid battery at rest)
- 4 - (Four) Flashes indicate the battery is 12.8 to 13.1V
- 5 - (Five) Flashes indicates the battery is above 13.2V but less than 13.5V

Steady green means the battery is full

Settings are adjustable. Changing the trip point will alter the flashing levels of the green Led.

The red LED is illuminated when the battery is being dumped at 14.5v or the charge source diverted. The dump remains active for a minimum of 5 seconds, at which time it is checked by the microprocessor. If battery voltage drops below the "Dump Cancel " level, the dump is disabled, otherwise the dump is continued and rechecked every 5 seconds.

When you click the "TEST" push-button - the 5 second cycle is started (one time, unless the batteries are within the "Dump start" and "Dump Cancel" zone.)

Settings are user changeable! By simply turning a simple potentiometer with a small screwdriver, you can quickly adjust the trip point.

High amp rating -- 160 Amps as configured! -- This is a big controller.

There is nothing stopping you from adding more relays for nearly an unlimited amount of load capability.

The following precautions must be taken into account if you wish to add more relays.

The internal regulator can handle 12 relays (40 amp automotive type) in a 12 volt system and 4 relays in a 24 volt system. The reason for the smaller number of relays in a 24v system is that the regulator must convert the high battery voltage down to 15 volts for the relay coils, this generates heat. So if you want to add more than 4 (or 12) relays, then simply use one of the relays to switch on the coils of the other relays. This will allow you to pull in as many relays as your wire can handle.

About wire size -- 160 amps is a lot of current! -- The terminal blocks inside the case will handle #6 wire and are better used for switching loads of 60 amps or less. If your system will likely run at the high end, then a better connection is to simply remove the two relay normally open (N/O) contact wires from the internal terminal blocks and terminate them to your larger wire directly via a wire nut or compression lug etc.

¹ This information is for a 12 volt system. It will be double for a 24 volt system, etc.

About load diversion.

The basic operating philosophy of a diversion controller is quite simple. Monitor the battery voltage, and if it should rise to a predetermined level, connect a “Dummy Load”, of sufficient size, to the battery or energy source to prevent the battery voltage from increasing any further. This is a very simple, yet very effective way of preventing battery overcharging. All alternate energy systems should have some form of battery overcharge protection.

Several schools of thought on the subject.

1. The source of power (wind turbine, solar panels etc.) -- should remain connected to the batteries while the dump load controller is actively dumping the excess voltage.
2. The source should be diverted to the load directly and disconnected from the batteries.

We happen to believe that is far better to leave the wind turbine connected to the batteries at all times. Why? When you remove the battery level voltage from a wind turbine and send its power directly to a load, then it sees for all practical purposes a short circuit (depending on the resistance of the load and lead wires.) This may cause the turbine blades to slow dramatically and in some cases bring it to a halt. This braking action can cause heat build up in the stator if it is repeated every few seconds or so (if the battery is just a little over the top). **When you allow the turbine to see the batteries, along with the load, the turbine remains more within its design realm --** always a good thing.

The internal relays are configured to dump the batteries along with the source, but if you desire to disconnect the source from the batteries and send it to the load directly, simply utilize the N/C contacts (white wires) of the relays as well.

Please note: this controller does not include a blocking diode nor an A/C to D/C rectifier, as these are specific to your application. If you are using the controller with a DC turbine or solar panels, you may need to purchase a blocking diode. A/C turbines require rectification from A/C to D/C.

Diversion Load Types:

A diversion load needs to be larger (by at least 20%), than the sum total of all your solar/wind/hydro charge sources combined. When the diversion load is too small, battery voltage may continue to rise, even when the dump is active. It is also important to use a load that is not likely to fail. Light bulbs and similar such loads are not good diversion (dummy) loads, since they will fail and you may be left with no method to dump the excess energy from your batteries. A common dummy load is a standard 120vac, 2000 watt heating element readily available from your local hardware store. Please note, a 2000 watt element will not dissipate 2000 watts at lower voltages, therefore you may need to install multiple elements in parallel to achieve the desired load specifications.

Please use the following chart as a quick guide in using 120 VAC heating elements.

60Vdc dump (48Vdc system) -- 500 Watts -- 8.3 amps
30Vdc dump (24Vdc system) -- 125 Watts -- 4.2 amps
15Vdc dump (12Vdc system) -- 35 Watts -- 2.1 amps
120Vac -- 2000 Watts, at 16.7 amps

Another acceptable diversion load are power resistors. These can be obtained at most electronics resellers and are often available via online auction sites.

Use the following chart values of power resistors to obtain a 500-watt diversion load.

60Vdc dump (48Vdc system) -- (1) 500 watt, 8 ohm resistor (450 watts)
30Vdc dump (24Vdc system) -- (1) 500 watt, 2 ohm resistor (450 watts)
15Vdc dump (12Vdc system) -- (1) 500 watt, .5 (1/2) ohm resistor (450 watts)

The 500 wattage rated resistors in the chart above are an example only, it is perfectly acceptable to use higher wattage power resistors if they can be obtained economically.

Place multiple resistors in parallel for a higher wattage load. When you place same value resistors in parallel, you double the wattage rating, and $\frac{1}{2}$ the resistance. This is a safe method of doubling the wattage/amperage handling capability of your diversion load.

Note, you cannot simply use a lower value resistance without also increasing the wattage rating of your resistor. For instance, attempting to use a single 500 watt power resistor of 2 ohms on a 48 volt battery system (60v dump), will result in the dissipation of 1800 watts, however the resistor is only rated at 500 watts, and will be destroyed.

Please visit our online store for a selection of diversion loads, diodes and rectifiers.

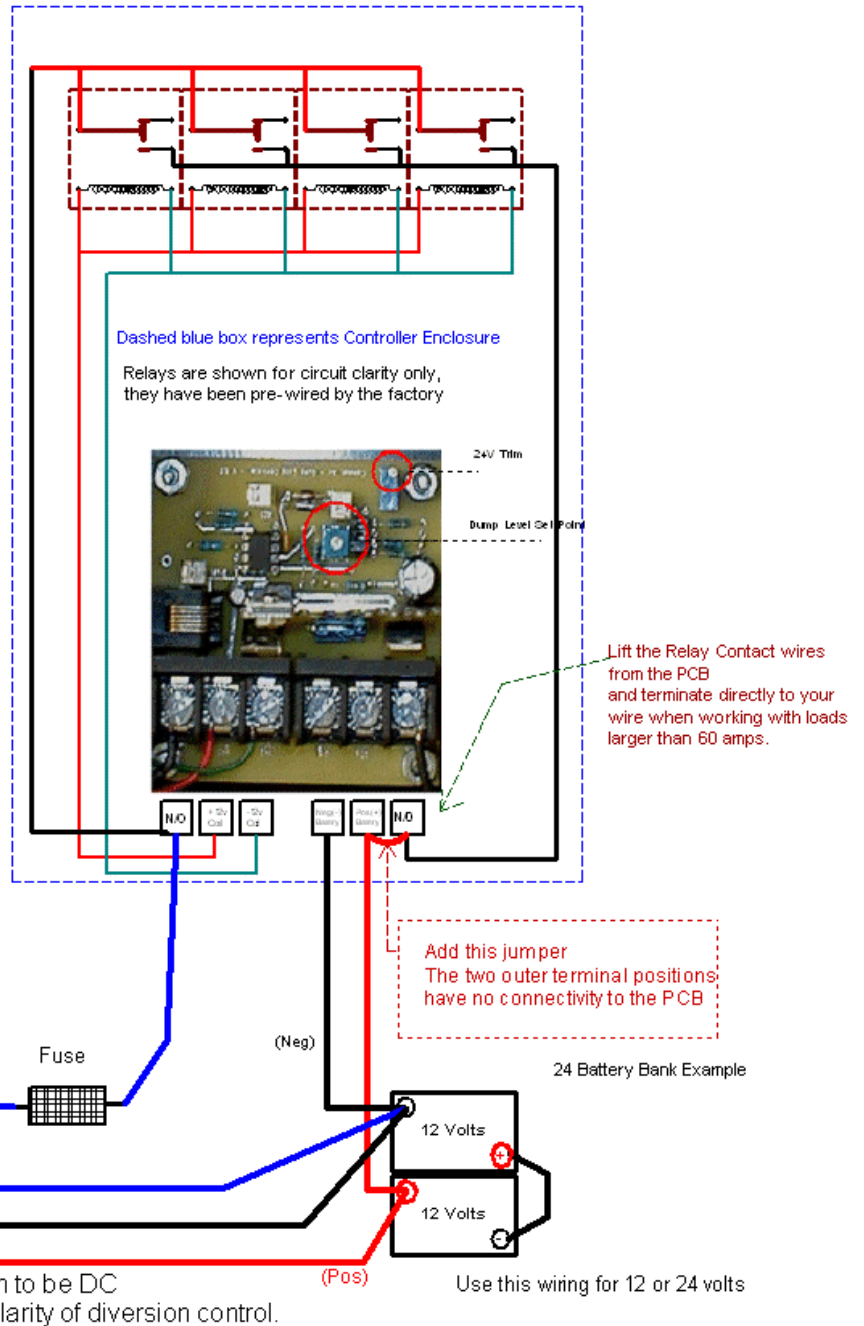
<http://www.ColemanAir.us>

Standard wiring for 12v and 24v battery banks

Standard Diversion Control Wiring Diagram

When the batteries reach the trip point, the relay(s) are energized, closing the N/O circuit, sending excess power to the diversion load, preventing battery overcharge. The diversion remains enabled until the battery level falls back below a specific value.

Wind, Solar or Hydro Energy Source



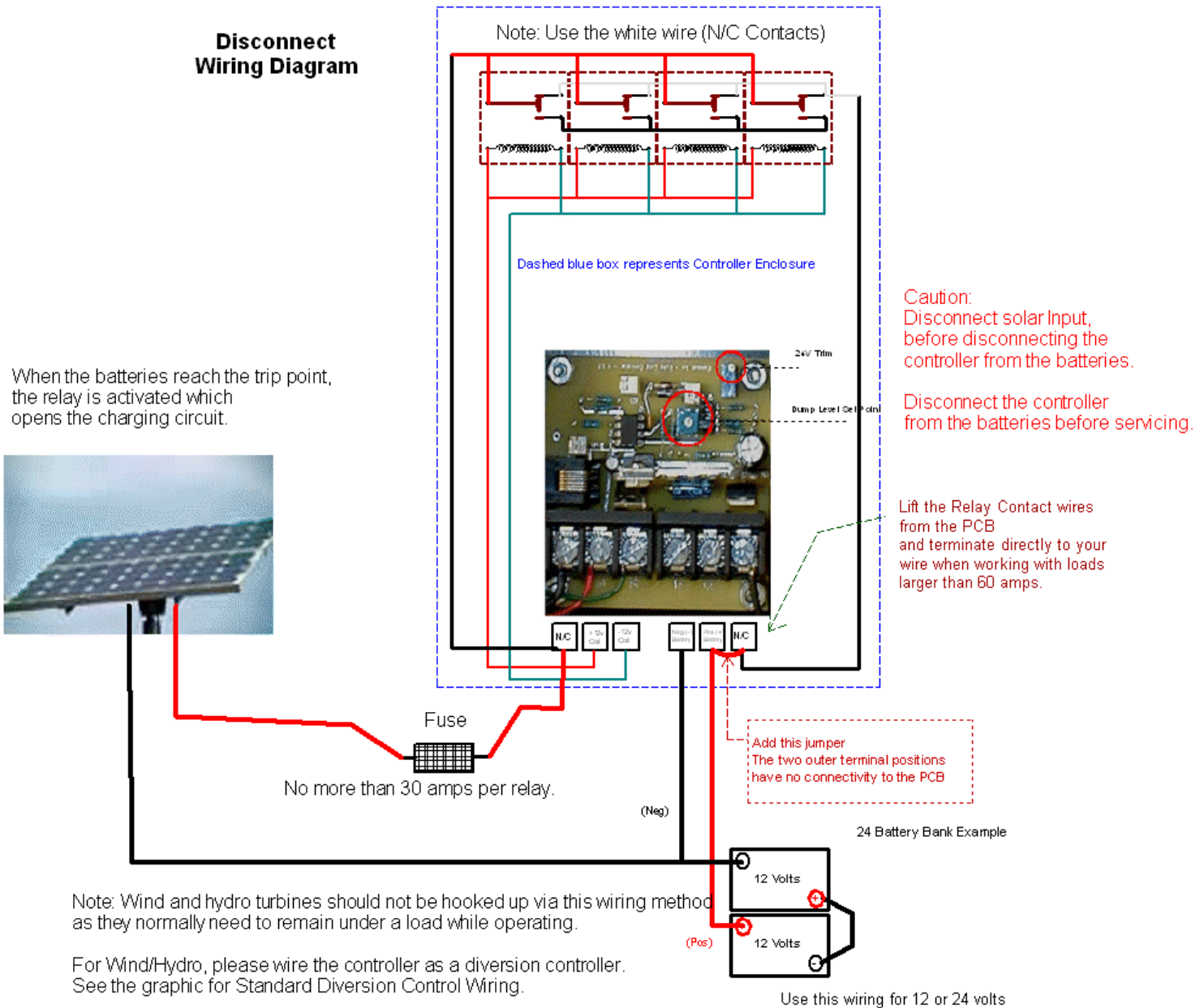
This is the most common wiring for the C160 controller. To use this wiring:

- 1) Install a jumper between the two rightmost terminals (of the controller.)
- 2) Hookup the positive side of your load (and fuse), to the leftmost terminal (of the controller.)
- 3) Hookup the negative side of your load to the negative post of your battery bank.
- 4) Run a wire from the positive post of your battery bank to the positive terminal (2nd from right).
- 5) Run a wire from the negative post of your battery bank to the negative terminal (3rd from right..)
- 6) Hookup your turbine directly to your batteries (via a blocking diode or rectifier if applicable.)

Please note: this controller does not include a blocking diode or an A/C to D/C rectifier, as these are specific to your application. If you are using this controller with a DC turbine or solar panels, you may need to purchase a blocking diode. A/C turbines require rectification from A/C to D/C.

Standard Disconnect Wiring for 12 and 24 volt systems.

Disconnect Wiring Diagram



You will find the white wire tucked up under the other wires at the top of the controller.

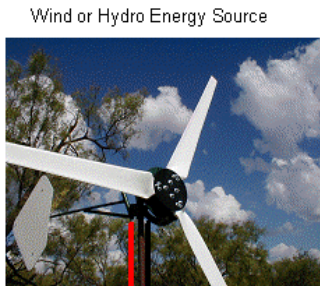
- 1) Disconnect the black wire from the rightmost terminal and untwist it from the 4 black wires it is connected to.
- 2) Tape the end of the 4 black wires and tuck them up under the other wires on the top of the compartment.
- 3) Locate the 4 white wires, strip the ends about 5/8" and twist them together into the wire nut (pigtail) you just removed.
- 4) Terminate this pigtail (connected to the 4 white wires) to the rightmost terminal.
- 5) Place a jumper between the rightmost terminals as shown above.
- 6) Terminate the positive wire from your solar panel (via a fuse) to the leftmost terminal.
- 7) Terminate the negative wire from your panel to the negative post of your battery bank.
- 8) Hookup your battery to the + and - terminals of the controller.

Dual Control for wind (or hydro) and solar.

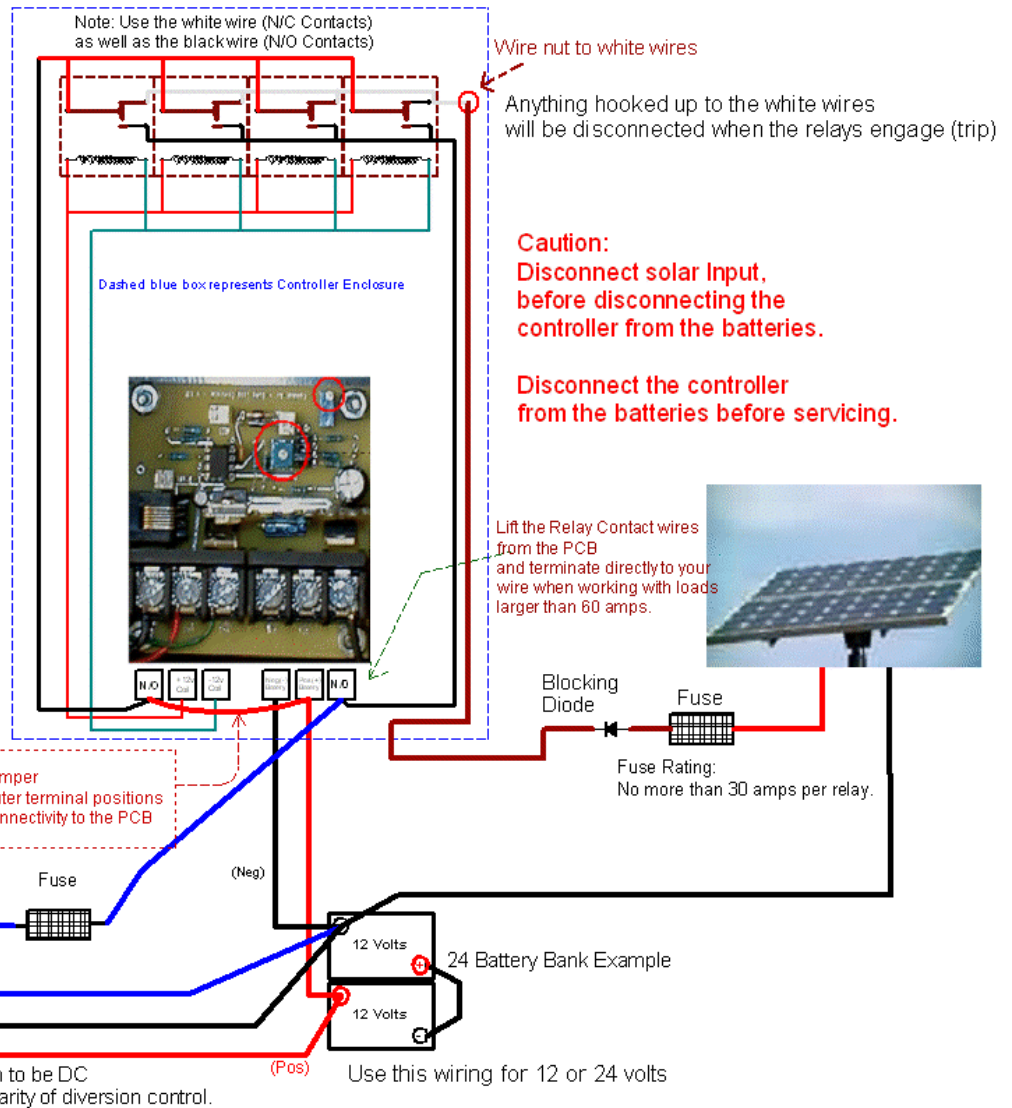
Dual Control Diversion Control for Wind Disconnect Control for Solar Wiring Diagram

When the batteries reach the trip point, the relays are activated which opens the normally closed (N/C) circuit from the solar panels to the batteries.

At this same time, the diversion load is activated, allowing the turbine to remain running without overcharging the batteries.



Wind or Hydro Energy Source



Note: Add a blocking diode if applicable for your turbine.

You will find the white wires tucked up under the other wires at the top of the controller.

- 1) Locate the 4 white wires, strip the ends about 5/8" and twist together with a wire nut to the positive wire from your solar panel. (* 1)
- 2) Place a jumper between the + terminal of the controller (2nd from the right) and the leftmost terminal as shown above.
- 3) Terminate the negative wire from your solar panel to the negative post of your battery bank.
- 4) Hookup the positive side of your load (and fuse), to the rightmost terminal (of the controller.)
- 5) Hookup the negative side of your load to the negative post of your battery bank.
- 6) Run a wire from the positive post of your battery bank to the positive terminal (2nd from right).
- 7) Run a wire from the negative post of your battery bank to the negative terminals (3rd from right..)
- 8) Hookup your turbine directly to your batteries (via a blocking diode or rectifier if applicable.)

*1: Blocking diodes are required for solar panels to prevent discharge at night. They are often installed on the back of the panels. Please review the installation instructions for your solar panels. The drawing above shows a larger blocking diode inline with the wire going to the controller; you may also install the blocking diode in this manner as well. A fuse is recommended for safety. Please use a fuse of no more than 120 amps.

Please note: this controller does not include a blocking diode nor an A/C to D/C rectifier, as these are specific to your application. If you are using the controller with a DC turbine or solar panels, you may need to purchase a blocking diode. A/C turbines require rectification from A/C to D/C.

How to handle battery banks larger than 24 volts?

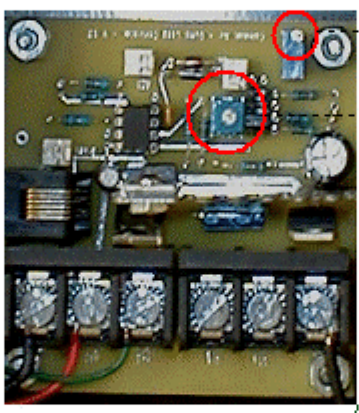
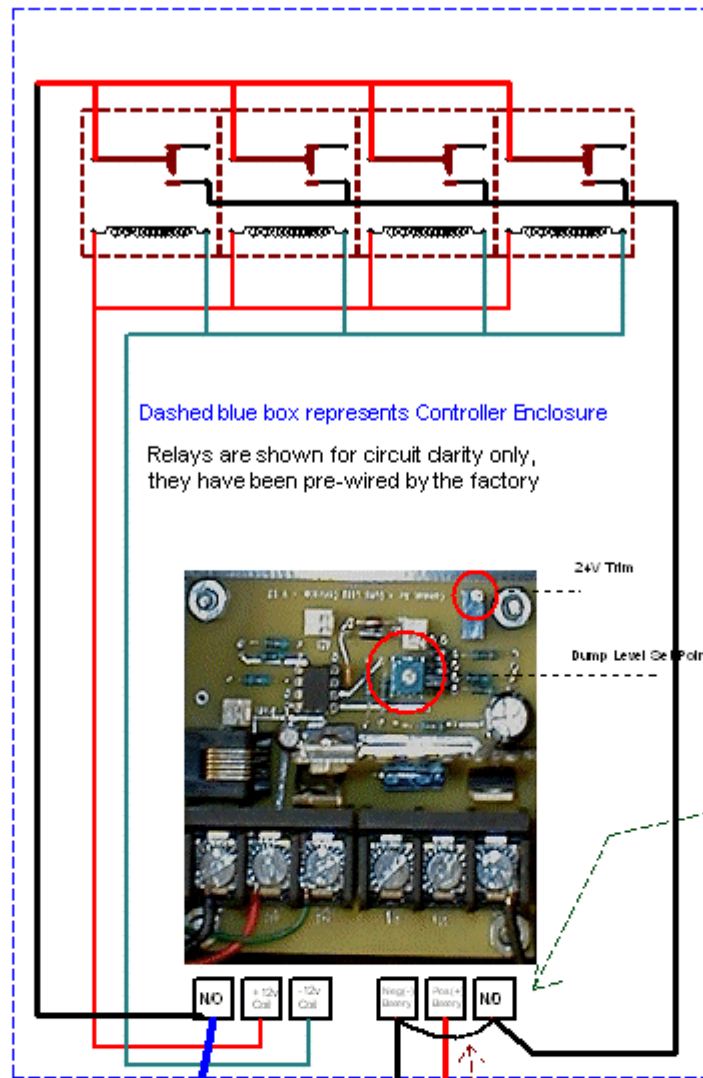
This is really quite simple. Simply connect the controllers battery + and the battery - terminal blocks to any 12v set of batteries within the battery bank. Connect the normally open (N/O) relay terminal to the +48V (positive) leg of the entire battery bank. Connect the other N/O terminal to one side of the load, and lastly the 2nd load wire to the negative leg of the entire battery bank. Basically the controllers internal circuitry will sense and utilize the 12v input for decision making, yet dump the full battery bank. – See image below.

Note: Place the 12v/24v jumper in the 12-volt position.

Important: The relays that are supplied with the unit are designed for **12 and 24** volt systems and **cannot switch high voltage, high amperage** loads, they will be damaged instantly! Please do not attempt to switch more than 5 amps per relay when hooked to 36 volt or higher systems. The best way to handle higher voltage systems is to use the internal relay(s) to switch on a larger contactor rated for the voltage and amperage of your diversion load.

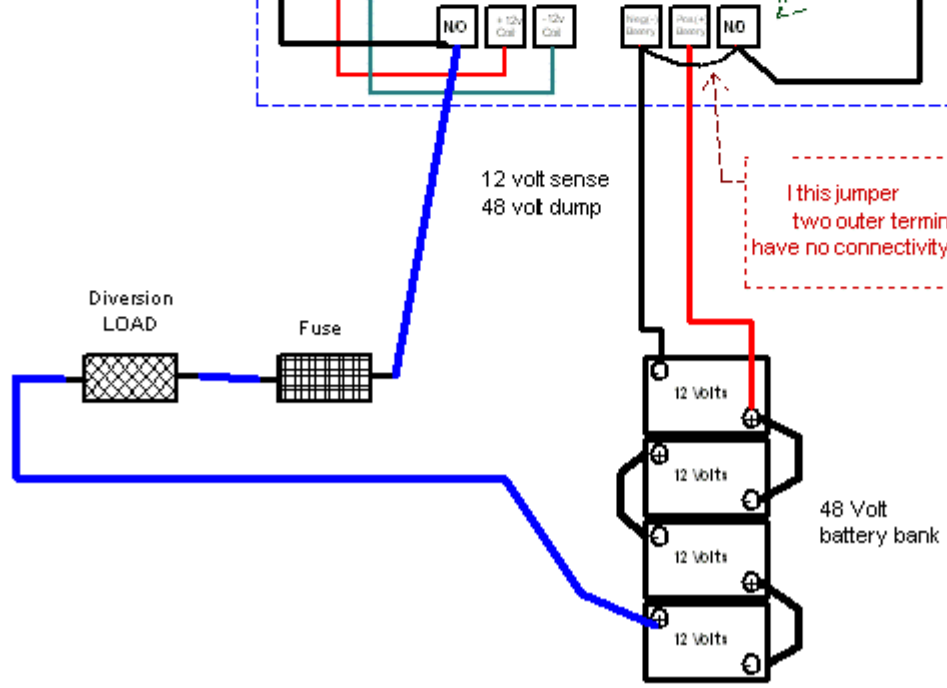
Please note: This unit, like most charge/diversion controllers are not reverse polarity protected. If you reverse the battery leads, the unit will most likely be damaged and require repair.

**36 volt and higher
Diversion Control
Wiring Diagram**



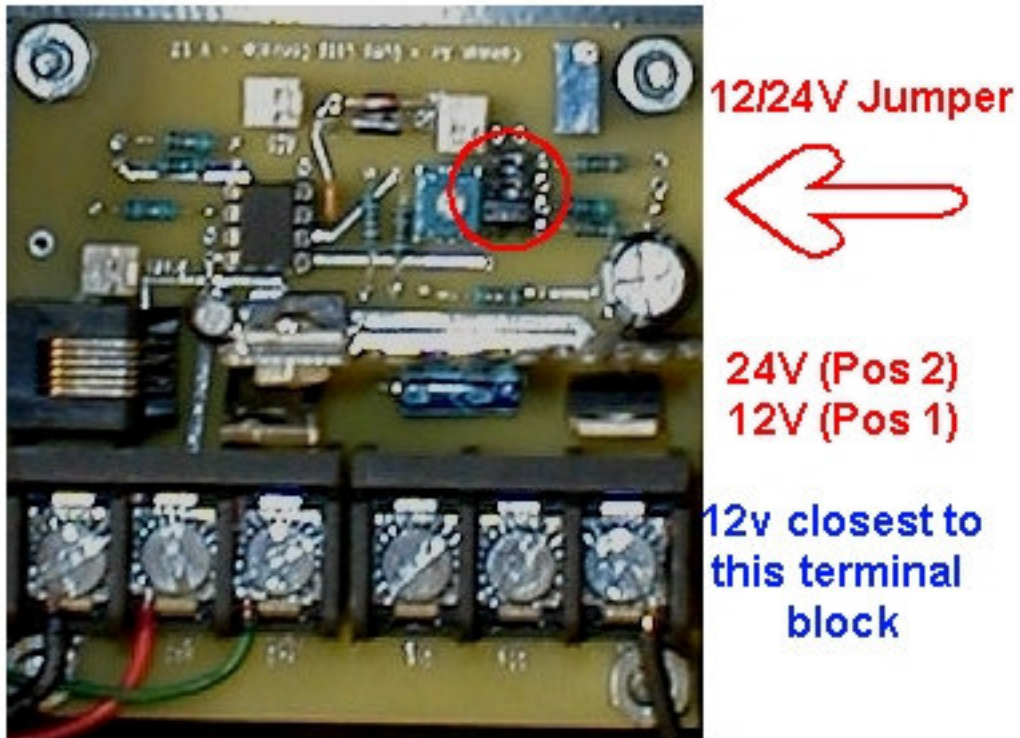
Lift the Relay Contact wires from the PCB and terminate directly to your wire when working with loads larger than 60 amps.

In this jumper two outer terminal positions have no connectivity to the PCB



Changing from 12 volt to 24 volt operation.

To set the controller for use with a 12 volt system (or 48 volt system), place the jumper in the 1st position, closest to the large terminal block.



For a 24 volt battery bank, set the jumper in the 2nd position.

Note: Positions 3 and 4 are not currently used.

Calibrating the Diversion Controller.

If you have purchased the completed controller, (not the kit), then the controller has already been calibrated by the factory using the following settings.

The green led indicates the voltage level of the battery.

- 1 - (One) Flash indicates the battery is less low -- less than 12 volts (Double for 24 volt systems.)
- 2 - (Two) Flashes indicates the battery is 12 to 12.3V
- 3 - (Three) Flashes indicates the battery is 12.4 to 12.7v (A fully charged lead acid battery at rest)
- 4 - (Four) Flashes indicate the battery is 12.8 to 13.1V
- 5 - (Five) Flashes indicates the battery is above 13.2V but less than 13.5V

Steady green means the battery is full

The Red LED is illuminated when the battery has reached a voltage level of 14.5v or higher

Please note: A battery at rest will have a lesser voltage than a battery that is receiving a charge current. A fully charged lead acid battery that is not receiving any charge current, and not running any loads (the battery is at rest) will show 3 flashes. This same fully charged battery receiving a charge current (of at least 13.5 volts) would show a steady green light.

If you have purchased the KIT or would like to change the dump level trip point, please use the following procedure.

If you own a variable voltage power supply, then the following procedure is recommended.

- 1) Turn the dump level potentiometer fully counter clockwise.
- 2) Set the voltage of the power supply to the desired dump level trip point (for instance 14.2 volts)
- 3) Slowly turn the dump level potentiometer clockwise until the green LED is illuminated steady.
- 4) Pause for at least 5 seconds, then slowly continue to turn the dump level potentiometer clockwise until the red LED is illuminated.
- 5) Lower the voltage of the power supply by at least one volt.
- 6) Slowly turn the voltage of the power supply up until the red LED is illuminated, checking to see if you achieved your desired setting. Please note; the input level is only checked once every 5 seconds while the green LED is flashing, and only once every second while the green LED is steady, so you must make very slow adjustments during this procedure. If you feel you have passed your set point, then restart the procedure. Turning off the power supply to force all voltages to be dissipated, can be very helpful.

Please note: Changing your dump level set point will also change the voltage levels for which the green LED flashes.

If you do not own a variable voltage power supply, or would rather set the controller while it is installed, then if you have an inverter that is able to set the float or bulk charge voltage of the battery bank to a particular level, use the inverter as your variable voltage supply.

If you do not have an inverter that is capable of this, then you will need to cause your batteries to be brought to desired dump level trip point via your wind/solar/hydro energy source. Then once they have achieved this set point, turn the dump level set point potentiometer fully counter clockwise. Wait 15 seconds, or until the green LED is flashing no more than 3 times. Then slowly turn the same potentiometer clockwise until the green LED is illuminated steady. Wait 5 seconds, then, slowly turn the same potentiometer until the RED is illuminated.

Note: The 24 volt trim potentiometer is set by the factory in completed controllers to insure both the 12v and 24v settings are the same. This pot does not need to be adjusted by the user due to the fact you are only concerned with the trip point on your specific battery bank, and will not be concerned if it remains correct for other size battery banks.

Please note: This unit, like most charge/diversion controllers are not reverse polarity protected. If you reverse the battery leads, the unit will most likely be damaged and require repair.

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