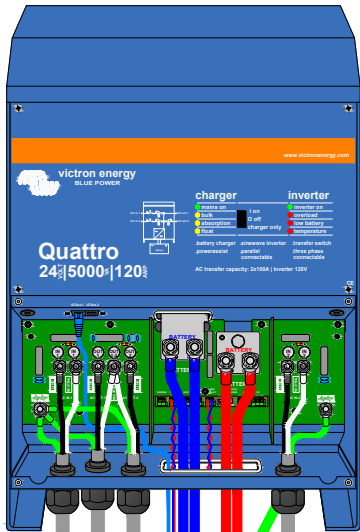
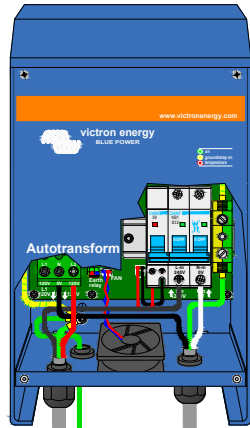


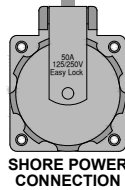
QUATTRO 5KW/24V/120V-60Hz AC INVERTER/CHARGER



AUTOTRANSFORMER 32A STEP UP SETUP 120VAC TO 240VAC



120VAC FROM GENERATOR
120VAC FROM Shore Power
ISOLATION TRANSFORMER OR GALVANIC ISOLATOR SHOULD BE INSERTED HERE IF NEEDED, INCLUDING NECESSARY BREAKERS

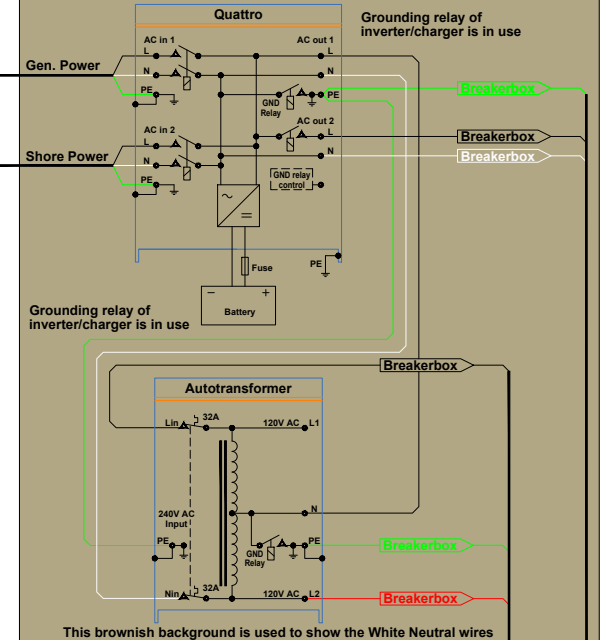


Drawing BJE-262A

IMPORTANT INFORMATION !

When connecting a Multi or a Quattro inverter charger to 240V/60 Hz the proper connecting code is as follows: Line becomes L1 (Black wire) and Neutral becomes L2 (Red wire). The Neutral itself (White) will not be connected inside the inverter charger. The Ground wire will be Green. In case of 120V/60Hz Line becomes L (Black wire) and Neutral becomes N (White wire). The Ground wire will be Green.

BLOCK DIAGRAM QUATTRO WITH AUTOTRANSFORMER



- Grounding relay of inverter/charger is in use
- VE Bus remote control connection-B
- Battery temp sense connection-E
- Battery minus connection-F
- Battery minus connection-F
- Battery positive connection-G
- Battery positive connection-G
- Primary ground connection-L

IMPORTANT INFORMATION !

When operating in inverter mode, the Neutral output of a inverter/charger must be connected to ground to guarantee proper functioning of a GFCI or RCD device. In case of a split phase supply the Neutral also must be grounded. For this purpose a grounding relay is built inside the autotransformer enclosure. The relay is controlled by the Multi or Quattro.

The grounding relay inside the Multi or Quattro must be disabled ! This also depends on the configuration setup between the Autotransformer and the inverter/charger. More info in the manual.

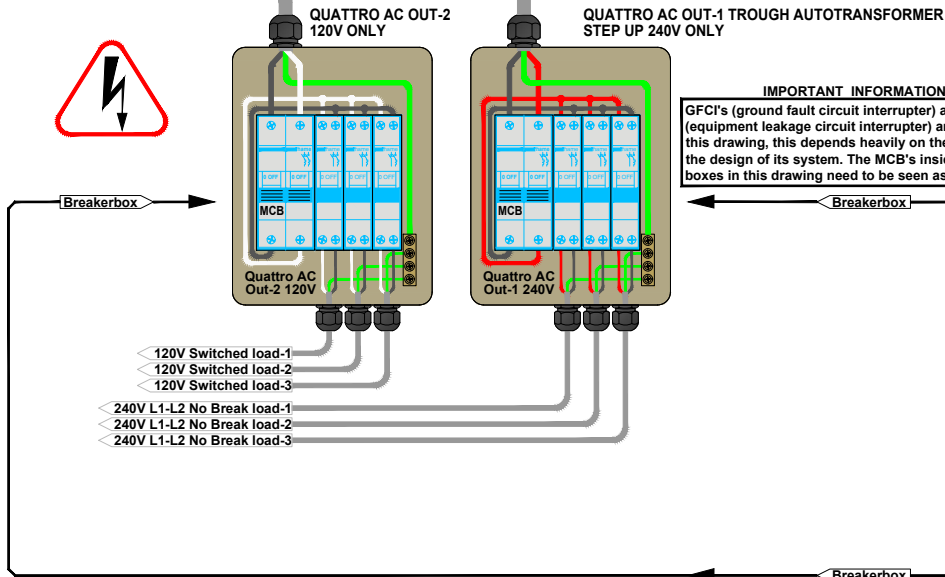
The primary Case ground connections from a inverter charger like a Multi or a Quattro, must be connected to the Central Negative Busbar of the DC system. The primary Case ground connection of the Autotransformer also needs to be connected to the Central Negative Busbar of the DC system.

IMPORTANT INFORMATION !

GFCI's (ground fault circuit interrupter) and/or ELCI's (equipment leakage circuit interrupter) are not visible in this drawing, this depends heavily on the end user and the design of its system. The MCB's inside the breaker boxes in this drawing need to be seen as examples only.

IMPORTANT INFORMATION !

The maximum current for a 32A Autotransformer is 32A trough L1 and L2. In case of a 120V load imbalance between L1 and L2, the maximum Neutral current is 32A max for 30 minutes and 28A continuously.



- 120V Switched load-1
- 120V Switched load-2
- 120V Switched load-3
- 240V L1-L2 No Break load-1
- 240V L1-L2 No Break load-2
- 240V L1-L2 No Break load-3