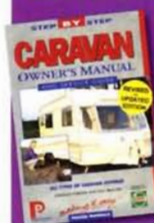




## Lindsay Porter



One of the UK's leading motoring and caravanning technical writers, Lindsay Porter started caravanning with his wife, Shan, some 30 years ago. He has written and published Caravan, Trailer and Motorhome manuals. Visit [PorterPublishing.com](http://PorterPublishing.com)

# Fitting a modern battery charger

The latest in charger technology means they can be left connected and also prolong the life of your liquid or gel-filled battery. Here's how to fit one to your van

### THE JOB

Fitting a modern battery charger is a job you can (mostly) do yourself but you must have a registered electrician make the final connections for you.

### WHY DO THIS JOB?

Standard caravan battery chargers are relatively crude. Left on permanently,

there's a likelihood of over-charging and thus damaging the battery. The CB500 series from CAK have electronic controls to ensure the battery can be kept permanently charged without harming it.

### HOW MUCH WILL IT COST?

CB510 (10 Amp) costs £113.50 and the CB516 (16 Amp) costs £126.66.

## How the new charger is fitted



**1** The 'old' charger (a) is almost always on or next to the battery box. I decided to fit the CAK electronic battery charger to the adjacent bulkhead panel instead.



**2** This shows the 'innards' of the charger with the cover removed. Socket 1 (red and black wires) is used while Socket 2, for motorhomes only, was not used here.



**3** After disconnecting the mains cable and the battery terminals, the charger was unplugged and unscrewed. The 2-pin continental plug was cut off the end of the mains cable on the new charger.



**6** We added a switched fuse so the power could be turned off. The backplate was fitted with double-sided tape and screws after degreasing first with Würth silicone remover.



**7** Our caravan's bulkhead consists of insulation sandwiched by thin sheets - too thin for screws but the charger must be screwed down. Plywood reinforcing was then taped and screwed into place.



**8** The charger's integral brackets were slotted home before refitting the cover. When screwed down, there's an air gap behind the charger and there must be clear space all round it, too.



**CAUTION!**

Fitting a modern battery charger is something you can mainly do yourself, but you must have a registered electrician make the final connections.

**Lindsay says...**

Look at the price of these chargers. Now look at the price of a new, quality leisure battery. Permanently connected, a CB battery charger from CAK could extend the life of your leisure battery by years and so, it'll pay for itself!

The charger has either a 15 Amp (CB510) or 25 Amp (CB516) output, sufficient for also supplying 12V items such as Truma's power-hungry combination water/air heater, or a 12V TV when on site.

The integral cooling fan is an excellent feature, kicking in only when needed. If it annoys you when you're in bed, you can just turn off the charger overnight.

**Useful contact**

**CAK Tanks (Caravan Accessories, Kenilworth)**  
 ☎ 0844 414 2324  
 🌐 caktanks.com



**4** If the caravan's existing 12V plug is the standard type, all you have to do is plug it in to Socket 1. If not, have an electrician fit a new one.



**5** In our case, the 12V cable on the charger wasn't long enough so we extended it, using soldered connections (another electrician's job!) and protected the joint with Würth heat-shrink tubing.



**9** Connecting the mains cables to the switched fuse is an electrician's job. I've never understood why caravan battery chargers aren't always fitted with their very own isolator switches. At least this one is now!



**10** Each CAK CB500 series battery charger has its own built-in switch and a clear indicator light. Each has a four-stage processor (including stand-by) and is both compact and lightweight.