



Instruction Manual
isl 6-Series

for software version 8.41

Microprocessor controlled

Quick Charger

Discharger

Capacity Tester

Battery Conditioner

for

Sealed Ni-Cd batteries

Ni-MH batteries

Lead-Acid and VRLA batteries

Lithium-Iron-Phosphate batteries

Lithium-Ionen batteries and Lithium-Polymer batteries

- optional: Data Transfer Interface for Personal Computer (PC)





Congratulations

With the **isl 6** you have purchased a top of the line product made in Germany. Reliable SMD technology, outstanding performance and flexibility and last but not least their easy handling have made the previous models very popular.

The functionality of the battery 1 charge-/discharge output is improved in comparison to the predecessor version 7 software - and for this reason the operation changed.

If you are switching from an earlier software to the latest software (version 8) please take particular note of Chapter 6 (Operation).

Softwareversion 8 enables you to charge all battery types used by modellers to charge with high currnts and high cell counts. Version 8 software supports sealed Ni-Cd Cells, Ni-MH batteries, Lead-Acid or VRLA batteries, Lithium-Iron-Phosphate batteries (better known as Saphion-cells) Lithium-Ion batteries and Lithium-(Ion-) Polymer batteries.

The **isl 6** provides best operating comfort and maximum reliability. Using the automatic charging option (Auto C, available for Ni-Cd and Ni-MH batteries), you will notice that the **isl 6** microprocessor will charge your batteries as fast as possible, yet as carefully as necessary.

Additionally you can discharge your batteries, measure their capacity and condition them.

All two outputs may be in use at the same time.

In any case it makes sense to inform yourself about the characteristics of the various battery types and the best method of storing them (Chapter 4).

Incorrect storage methods results in “lazy” batteries (i.e. higher internal resistance) and a reduction in capacity.

The **isl 6** requires no maintenance, but needs to be protected against dust and moisture. Openings in the housing are essential for cooling and must not be blocked!

When the optional serial RS232 port is installed (must be installed in the Schulze factory), you can monitor the behaviour of your batteries over long time periode, using the stored data of earlier charge and discharge cycles of your personal computer.

However, if you wish to be able to exploit all the characteristics of your new battery charger to the full, and to note the extra information in the highlighted fields, we strongly recommend that you read the following description. Despite the length of the text there is valuable information in every sentence.



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1 Warnings

Injury hazard! Beware of sharp-edged parts (heat-sink, terminal clips) when handling the charger.

The CE symbol does not entitle you to be careless when using or handling the charger, the power supply and the batteries.

Before you connect the charger to a 12 V car battery ensure that the vehicle's engine is stopped. The charger may only be operated with the vehicle stationary and the engine stopped.

The charger must be used with the original cables in unmodified form. The only permissible change is to use 4 mm gold-contact connectors. Never use wander plugs!

Avoid short-circuiting the charge outputs to the car bodywork, as the **isl 6** is not protected against this. In the interests of safety always place the charger on the ground.

The charge leads and/or charge outputs must not be inter-connected or short-circuited in any way, as the result would be damage to the charger and/or the battery. To avoid shorts between the banana plugs on the charge lead please be sure to connect the charge cable to the charger first, and only then to the battery to be charged. Reverse the sequence when disconnecting. We recommend our safety charge lead which features no exposed banana plug contacts, as they are protected by a spring-loaded insulating sleeve.

To meet the CE standards the length of the charge leads must not exceed 20 cm.

There is always a danger of explosion when handling rapid-charge Nickel batteries - as well as Lithium batteries which are not charged with the fitting charge program. To avoid problems never leave the charger unsupervised whilst charging is in progress.

Before using the charger place the unit and the batteries to be charged on a non-flammable, heat-resistant and electrically non-conductive surface.

Keep inflammable objects and volatile materials well away from the charging station.

When you wish to charge batteries, remove them from the model or electrical device.

When charging transmitter batteries it is essential to keep within the maximum charge current permitted for the transmitter circuit board by setting the charge current manually (0.5 - 2 A, see manufacturer's specification).

Never connect the **isl 6** to a car battery which is simultaneously being charged by a car battery charger.

Protect the **isl 6** from moisture, water, shock and pressure.

The unit must not be used if it exhibits any fault or is displaying an error message.

Charging fewer than 4 cells at output 1:

The special 16-bit A/D converter is outstanding accurate, but we cannot guarantee that the charger will work correctly in this situation. The charge termination may occur too early, too late, not at all, or even perfectly correctly, and the charge current will not approach the maximum rate. The reason for this is that the "kink" (peak) in the voltage curve of fully charged high-capacity cells at low currents is very slight (low).

The following types of battery / pack / cell must **not** be connected to the charger:

- packs consisting of different types of cell
- mixtures of old and new cells, or cells of different make
- non-rechargeable batteries (dry cells)
- batteries which are not expressly stated by the manufacturer to be suitable for the high charge currents which this charger can supply.
- individual faulty or damaged cells
- **batteries which are already fully charged or hot (especially when Ni-MH cells with automatic charging or with combination programs (...CD) are used)**
- batteries fitted with integral charge devices or charge termination circuits
- batteries which are installed in a device, or are also connected electrically to other components.



2 How to obtain reliable, trouble-free operation

It is essential to protect the charger from direct sunshine, dust, damp and rain. If the unit gets wet, dry it out thoroughly and have it checked and cleaned before re-use.

The openings in the case must never be covered or sealed.

The unit produces considerable heat in use. Allow excess heat to dissipate, and let the charger cool down after each rapid-charge process.

Check the unit regularly for damage to the case and screen, and poor contact between cables and connectors.

Keep the charge cables as short as possible. Cables longer than 20 cm cannot be used if you wish to conform to CE regulations. The internal battery wiring must also be as short as possible. Cable cross-section should be 2.5 mm² (even for a receiver battery!).

The charge cable should be fitted with high-quality gold-contact connectors at both ends, and fitted with one of the ferrite tubes (CE tubes) supplied. The tubes are required to satisfy CE requirements (see Chapter 3).

Twist charge leads together to minimise interference radiation.

Take care not to break the ferrite core in the power supply cable, as it prevents the cable acting as an aerial and radiating converter and processor pulse frequency signals.

Using the charger with a stabilised mains power supply unit (PSU) is possible in theory, but in fact cannot be generally recommended. The high charge power of the unit, inadequate output capacitance, residual voltage and other factors relating to the PSU may cause long-term and even terminal damage to the charger and/or the power supply.

If you insist on using the unit in this way you will have to carry out your own tests and checks to ensure that your combination of charger - power supply works correctly.

In general terms we have to say that none of the laboratory mains PSUs currently available is suitable for use with the *isl 6* without modification.

Many transmitters are fitted with a protective diode which has to be by-passed if the battery is to be rapid-charged. Read your RC system instructions before you attempt to do this.

Make it part of your standard procedure to check that the charge quantity indicated by the charger corresponds to the expected charge quantity when the unit has switched off after detecting the "battery full" condition. This is the only reliable means of recognising when the charger has terminated the charge prematurely. The most likely reason for premature charge termination is a deep-discharged pack and/or a pack with few cells (carry out test charges), or a particular type of cell. Caution: this can result in a crash if you fly a model with a part-charged battery.

The sequence of letters "a", "b"... to indicate the probability of a full battery does not always show that a pack is fully charged. Often the sequence of letters will appear at the start of the charge if the cells are deep-discharged.

Individual cells to be charged must be soldered together, otherwise the fully automatic programs may not work properly. Do not use battery boxes with spring contacts.

The *isl 6* only sets the charge current calculated for a particular pack if that current does not cause any of the charger's parameters to be exceeded.

The information and charging currents stated by the battery manufacturer must be observed at all times. Charge up only such batteries which are expressly stated to be suitable for high charge currents.

The charger makes a lot of things fully automatically. At manually current selection you have to know the basics about your batteries - this knowledge is also important for storing the cells. Please pay attention to chapter 4 about batteries and its maintenance. Note that all mentioned quick charging currents have to be observed absolutely, otherwise the charge-current cut-off circuit can fail.

If the voltage at output 2 is <0.5V the charger assumes that the pack is connected with reverse polarity.



3 Commonly used Terms

Final charge voltage: the voltage at which the battery's charge limit (capacity limit) is reached. The charge process switches from a high current to a low maintenance rate (trickle charge) at this point. From this point on further high current charging would cause overheating and eventual terminal damage to the pack.

Final discharge voltage: the voltage at which the battery's discharge limit is reached. The chemical composition of the batteries determines the level of this voltage. Below this voltage the battery enters the deep discharge zone. Individual cells within the pack may become reverse-polarised in this condition, and this can cause permanent damage.

Memory effect: The real memory effect has been recorded by Nasa, caused by repeated charge / discharge cycles. Nasa has found that full capacity can be regained by overcharging the cells. In modelling applications different effects are responsible for the reduction in cell capacity. The problem can be cured by balancing the cells (see below), and prevented by the measures described in Chapter 4.1.3.

Balancing: a method of regaining full (nominal) capacity by alternately charging and discharging the pack, sometimes several times. This process is especially useful after a long period of non-usage (e.g. after purchase, or after several weeks without flying), and is also used to disperse the memory effect (see below). The effect of balancing is to break down the coarse crystalline structure (low capacity) inside the cell and convert it into a fine crystalline one (high capacity).

Power-On (- reset): the status of the *isl 6* after it has been connected to the car battery.

Ready message: charger ready to run the program you have just selected (batteries not connected). The display shows #GO#.

C: Coulomb or capacity: Unit of measurement relating to the quantity of charged energy. In conjunction with charge current data this unit is used to determine the recommended / prescribed charge current of a battery of a given capacity. Example: if the charge or discharge current of a 500 mAh battery is 50 mA, we refer to this as a charge or discharge at one tenth C (C/10 or 1/10 C).

A, mA: unit of measurement relating to charge or dis-charge current.
1000 mA = 1 A (A=Ampere, mA=Milliampere)

Ah, mAh: unit of measurement for the capacity of a battery (Amperes x time unit; h = hour). If a pack is charged for one hour at a current of 2 A, it has been fed 2 Ah of energy. It receives the same quantity of charge (2 Ah) if it is charged for 4 hours at 0.5 A, or 15 minutes (=1/4 h) at 8 A.

4 Useful information about batteries and maintenance

4.1.1 General information

Do not charge below 0°C, optimum is 10...30°C.

A cold cell is not capable of accepting as much current as a warm one. For this reason you must expect differences in charge characteristics if you use fully automatic charge current calculation (in Winter the charging properties will be worse than in Summer). The best **working temperature for a Ni-MH cell is 40 ... 60°C**. At lower temperatures the cell can not supply higher currents. Caution when using those cells as a receiver battery in a helicopter in the wintertime.

The lower the internal resistance of the battery, the higher the charger can increase the charge current for that battery. **For a battery charger which sets the current automatically the resistance of the cable is added to the internal resistance. For this reason: use heavy cable (large cross-section), even for receiver batteries, and keep them short. Do not charge via a switch or switch harness!**

If you wish to measure battery capacity accurately a suitable discharge current is usually 1/10 C.

4.1.2 Reflex charging

Charging processes which include a brief discharge pulse definitely have the effect that the battery is several degrees cooler at the end of the process. However, from the point of view of the competition operator this is an undesirable effect, as the cell chemistry can only supply high currents if its temperature is raised to a certain extent.

All these effects, whether they actually occur or are simply heard, have no practical significance if batteries are correctly handled in the first place. When a battery is full, you can't fill it any fuller!

4.1.3 Memory effect of Ni-Cd & Ni-MH cells

If cells are repeatedly stored partially discharged, or are recharged from a half-discharged state, what is known as the memory effect sets in. The cells note that their full capacity is not required, and react by refusing to make it available.

One aspect of this is that the crystalline chemical structure inside the cell changes; the cell's resistance rises and its voltage collapses under load, with the result that "full capacity" can no longer be exploited at normal discharge currents.

Even if reflex charging were to eliminate the memory effect, there is no denying the necessity to store your cells in the discharged state; this applies to Ni-Cd cells and also to Ni-MH cells.

A characteristic fact of these cells is that they self-discharge - and the rate of self-discharge is different for each individual cell in a battery pack! If a fully charged pack is left for a considerable time, it will eventually consist of cells of widely varying states of charge.

If at this point you ...

a) ... give the pack a full charge: the cell with the highest charge will be overcharged, heat up and be ruined, while the cell with the least charge will still not be full after the same period of charging.

b) ... discharge the pack: the cell with the least charge will be completely flat first, then reverse polarity and often suffer an internal short-circuit. At the point when this happens, the cell with the most charge is still not yet completely discharged.

This is a reliable method of wrecking your most valuable packs - and rest assured that reflex charging will make absolutely no difference. However, there is one method of avoiding the problem: discharge cells after use, and recharge them just before use!

4.2 Nickel-Cadmium-batteries (Ni-Cd)

Nominal voltage level: 1.2 V / cells.

Selecting the fast charge current (manual setting):

Charge current = 2 C (never less!) (C=nominal battery capacity)

Maximum continuous discharge current:

Currents of 10 C to 30 C are possible, depending on cell type.

Long time storage:

Empty i.e. discharged to the discharge voltage cut off level (see maintenance), at low temperature (-20°C to +10°C).

Maintenance: Charging: The automatic current setting circuitry (patent applied for) provides optimum protection to your Ni-Cd batteries during charging. The reduced current towards the end of the charge ensures a completely full pack combined with only a slight temperature rise, as you will easily see in comparison with conventional constant current techniques.

Do not use the automatic charge current calculation of the Ni-Cd batteries when charging Ni-MH batteries!

Discharging: To prevent your cells from memory effect and to keep the full capacity you have to discharge it after use, even when you store it over night (select Auto-D program to discharge down to 0.85V / cell).

If a battery is brand-new or used irregularly it is often only possible to balance it completely by carrying out several discharge - charge cycles. Amongst model car operators it is standard practice to erase any memory effect by completely discharging each cell individually via a resistor (approx. 68 Ohm). This deliberately "unbalances" the pack, but it can cause the automatic charge termination circuitry to switch off the current prematurely during the charge process.

For receiver batteries special types such as the Sanyo KR500AAEC / N500AC (lower resistance) are a good choice.

Warning: The reduced charge current with 1-6 cells makes the voltage peak in the charge curve very slight, especially with batteries of high nominal capacity. In this situation the charger is sometimes unable to detect the "full" condition due to the ill-defined peak.



4.3 Nickel-Metal-Hydride batteries (NiMH)

--> Please read also chapter 4.1.1 - 4.1.3 carefully.

Voltage level: 1.2 V / cell.

Selecting the fast charge current manually (not automatically):

Charge current typical 1 C (never less!) (set a fixed current of, for example, 1.2 A with 1100 mAh batteries, or 3 A with 3 Ah cells). Some modern high-current Ni-MH cells made by particular manufacturers can safely be charged at a higher rate of up to 1.6 C (Panasonic 3000: 3,5 - 4A, GP 3000/3300: 3 A, Saft 3000: 3 A (not if battery is charged inside a transmitter!), Sanyo 3000/3300: 4 - 5A).

Maximum continuous discharge current:

Currents of 5 C to 15 C are possible, depending on cell type.

Long time storage:

Empty, i.e. discharged to the discharge voltage cut off level (see maintenance), at low temperature (-20°C to +10°C).

Maintenance: To protect your Ni-MH batteries from the memory effect and keep the full capacity, discharge the cells after use down to the discharge voltage limit even when you store it over night. Never discharge by car bulbs or the drive motor (premature charge termination!), but use only the **Auto-D** program when the battery type **Ni-MH** is selected. The cut off voltage is 1 volt / cell. This eliminates the danger of deep discharge termination and polarity reversal (over-discharge).

Amongst model car operators it is standard practice to erase any memory effect by discharging each cell individually via a resistor of approx. 10 Ohms in series to a 1 amp epitaxial diode (0.7 volt) plus a schottky diode (0.3 volt).

It is important that you take the trouble to give **Ni-MH** cells when storing at **+10...30°C** a charge / discharge cycle around every four weeks, otherwise they become tired, and have to be pampered to restore them to full vigour. This involves going through the tiresome business of many repeated charge / discharge cycles.

The automatic current setting circuitry (patent applied for) provides optimum protection to your Ni-MH batteries during charging. Do not use the Ni-Cd automatic current selection for Ni-MH batteries!

Warning: Never charge fully charged Ni-MH batteries with the Auto C (or ..CD programs): Over-heating and danger of explosion! The cut off automatic is disabled for about the first 5 minutes of charging - this could lead to a minimum charge time of about 10 minutes!

Warning: At lower cell counts (1-6) and low charge currents (below 2 C) the battery makes only a very low voltage peak when fully charged. Under those conditions the cut off automatic works less reliable than with higher currents and/or higher number of cells.

Hint: The most Ni-MH high capacity cells in size AA (Mignon) have a very high resistance. For this reason the **isl 6** does not calculate „quick“ charge currents. If you really want to use these cells in an expensive model (instead of using it in mobile phones, cameras, portable radios/cassette decks etc.) use the charge output 1 with fixed current settings (with the fast charge current recommendation of the manufacturer) - and be sure that this current is about 1 C or more that the cut off automatic is able to switch off the charge current reliable.

Typical for Sanyo Twicell industrial types with flat top (pos. pole) and RC3000H cells:

High maximum load capacity and voltage level.

Typical for Panasonic P3000NiMH cells:

High maximum charge capacity and voltage level.

Typical for GP GT3000 / 3300 cells:

Extremely high charge capacity, good voltage level.

Can be discharged with medium currents (about 40...45 A).

4.3 Lead-acid batteries (Pb)

and VRLA (valve regulated lead-acid) batteries

Nominal voltage level: 2.0 V / cell.

Charge voltage level: 2.3 V / cell; 2.42 V / cell for 3 hours.

Min. discharge voltage: 1.7 V / cell (this reduces lifetime).

Number of cells to be selected on the **isl 6**:

Nominal voltage of the battery to be charged divided by the nominal voltage level of lead-acid battery cells = cell count.

Example: 12 V-Lead acid battery divided by 2,0 V => 6 cells.

Selecting the fast charge current:

Charge current = 0.4 C (C = nominal battery capacity)

Maximum continuous discharge current:

Typically 0,2 C, short time load up to 1 C.

Long time storage:

Full at low temperature, more precise:

at +10°C up to 12 month, at +10...20° max. 9 month, at +20...30°C max 6 month, at +30...40°C 3 month.

Charge again after this period.

Maintenance: In contrast to Ni-Cd/Ni-MH batteries, lead-acid batteries must be fully recharged after use in order to maintain full capacity.

The nominal capacity can be reduced very quickly by incorrect handling (overloading, repeated 100% discharges, and especially deep-discharges). Please observe the battery manufacturer's recommendations.

Typical: The characteristics of lead-acid batteries are quite different to those of the Ni-Cd sealed cell packs which are used as the power source in model aircraft, cars and hydro-boats. They can only tolerate relatively low currents relative to their capacity if their full capacity is to be exploited, and/or the voltage is not to collapse too far.

Used as single-cell glowplug energiser batteries and power source in some scale boats.

Very low self-discharge rate.

4.5 Lithium-Iron-Phosphate batteries (Li-Fe)

Nominal voltage level: 3.2 V / cell.

Maximum charge voltage level: 3.65 V / cell.

Minimum discharge voltage level: 2.0 V / cell.

Selecting the fast charge current: Up to 2 C.

Maximum continuous discharge current: Up to 15 C.

Long time storage: The manufacturer recommends that 30% to 50% state of charge at 23 °C is best for a maximum time of 6 month. It offers a compromise between impedance creep and storage safety.

Then discharge and charge to 50% capacity (use "quantity cutoff").

Typical: These cells are not even recommended as receiver batteries (2 cells have about the same voltage as 4 fully charged Nickel-cells), but also recommended for feeding a motor.

Hint: The most common form of this battery type is the „Saphion“ cell.

4.6 Lithium-Ion batteries (Li-Io & Li-Po)

Nominal voltage Lilo: 3.6 V / cell (SAFT)

Nominal voltage Lilo/LiPo: 3.7 V / cell (SANYO, KOKAM)

Max. charge voltage Lilo **isl 6**: 4.1 V +-40mV / cell (SAFT)

(absolute limit 4.3 V / cell) **LiPo isl 6**: 4.2 V +-50mV / cell (MoliCel)

Min. discharge voltage Lilo **isl 6**: 2.5 V/c.(MoliCel), **2,7V/c.**(SANYO)

(absolute limit 2.3 V / cell) **LiPo isl 6**: 3.0 V / cell (KOKAM)

Number of cells to be selected on the **isl 6**:

Nominal voltage of LiPo-pack div. by nominal cell-voltage = cell count.

--> 11,1 V LiPo-pack divided by 3.7 V => select 3 cells!

If you would select more, the pack would explode during charging!

Example: The ThunderPower TP8200 3s4p pack consists of 12 cells.

4 of 2050mAh are connected parallel (4p) -> 4 * 2,05 Ah = 8200mAh.

3 of the paralleled cells are connected in series (3s)-> 3*3,7V= 11,1 V.

Selecting the fitting cell type:

Select that battery type from the **isl 6** menu which characteristics match best with the data sheet of the battery manufacturer.

Selecting the fast charge current:

Charge current = 1 C (SANYO / KOKAM) or less (0,7 C PANASONIC) (C = nominal battery capacity).

Maximum continuous discharge current:

Up to 4 C (very new types more), depending on cell type.

Long time storage:

Empty, i.e. discharged to the discharge voltage cut off level (see maintenance), at low temperature (-20°C bis +10°C).

Maintenance: Discharge with up to 1 C down to above listed discharge voltages. Always store these cells in the discharged state, if stored fully charged, the result can be a permanent reduction in capacity.

When stored at +40°C or more charge additional every two months.

Typical: They are very popular as power supplies for sail winches (2 cells). Their limited ability to supply high currents means that they are only suitable as flight packs with more than 20 minutes flight time (slow flyers, Piccolo, Hornet, Logo10). Very good energy : weight ratio.

Hint: Many manufacturers direct how many cells are allowed to use in series and/or parallel use.

The exact technical term of a **Li-Po** cell is Lithium-Ion-Polymer battery, the "true" Lithium-Polymer cells work only with higher temperatures of more than 60°C.

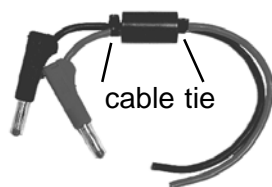


5 Fitting the CE tube

Requirements:

- The charge cable cross-section should be 2.5 mm².
 - One wire should be coloured red (positive terminal +), the other black (negative -).
 - To meet CE requirements the charge lead should be no longer than 20 cm (minus the length of cable attached to the battery!).
1. Solder a banana plug to each wire. To avoid short-circuits we recommend the use of safety banana plugs fitted with a sliding insulator.
 2. Wrap one of the cable ties (supplied) round the two wires about 4 cm from the banana plugs to hold the wires together.
 3. Slip the EMF tube onto the free end of the charge lead.
 4. Wrap a second cable tie round the two wires immediately adjacent to the tube (see illustration)
 5. Twist the wires together and/or fit heat-shrink tubing to keep them tidy.
 6. Now solder the battery connector to the free ends of the charge lead. Don't forget to fit the pieces of heat-shrink sleeve required to insulate the soldered joints.

A ready-made charge cable fitted with safety banana plugs and the CE tube is available from us under **CE-kab-i6** (see illustration).



CE-kab-i6
charging cable

6 Connecting the charger, selecting the program



Please read Chapter 1, "Warnings" and Chapter 2 "How to obtain reliable and trouble-free operation", as they contain important information which you must know before you connect and use the charger.

Um Ihre teuren Akkus beim Laden, Betrieb und Lagerung nicht zu gefährden, sollten Sie dringend auch das Kapitel 4 über Akkupflege lesen!

6.1 Before you connect the charger

Remove the *isl 6* from its carton for charging to ensure adequate air circulation.

Do **not** yet connect the unit to the battery or batteries to be charged.

Ensure that the power supply (12V car battery, mains PSU) is stable and is not producing or suffering from problems.

Ensure that the connections between the power supply and the terminal clamps of the *isl 6* are making perfect contact. This is the reason why we cannot recommend wander plugs and car cigar lighter connectors.

6.2 Switch on the power supply

If you are connecting the unit to a car battery installed in a car:

- Switch off the car engine.

If you are using a suitable mains PSU:

- Switch on the mains PSU first.

6.3 Connect the *isl 6* to the power supply

Connect the terminal clamps to the power supply contacts quickly and confidently, taking care to maintain correct polarity.

Once connected correctly the charger's screen shows the following "ready" message:



6.3.1 Ready display (isl 6-330d)

(isl 6-430d, -530d, -636+ see Chapter 6.3.2)

(a) "(c) schulze gmbh"

after one second

(b) "isl 6-330d v8.40"

after a further two seconds

(c) "_0NiMH#GO#Auto C"

i.e. the screen first displays the manufacturer (a), then the device type and software version number (b). After this you will see the Ready display for the Battery 1 output: "#GO#" (c). The cursor is at the far left end of the screen, indicating that the Battery 2 charge output is ready.

If these messages do not appear:

Immediately disconnect the terminal clamps, because damage can occur if an undefined state is allowed to persist. Wait 5 seconds and repeat step 6.3.1.

6.4.1 Status display (isl 6-330d)

You can call up more status information about the set battery parameters by holding both buttons pressed in continuously:

(a) "2■2LiPo.3A■00mAh" (example)

after two seconds

(b) "1: 0NiMH 100mAh" (example)

after a further two seconds

(c) "ChaQuan-+BattPar", back to (a)

Meaning:

of (a) "2■2LiPo.3A":

Battery 2; 2 cells; battery type Li-Po; set charge current 0.3A (= 332 mA).

The black squares are intended to make it easier to understand the information on the single-line screen. They make it obvious that these parameters are different to those which apply to the Battery 1 output.

For Battery 2 it is essential to enter the cell count before the start of the charge process (even for the Ni-Cd and Ni-MH program), in addition to the cell type and charge current. The charger does not calculate the cell count automatically, as with Nickel programs and Battery 1.

of (a) "■00mAh":

Current charge quantity, battery 2.

This will always be zero after you connect the charger to the car battery, but is updated when you charge a battery. The value remains on the screen for checking

purposes after you disconnect the battery, and is retained until the next battery is connected.

of (b)"1: 0NiMH":

Battery 1; 0 cells, set battery type Ni-MH. With Ni-Cd and Ni-MH packs the cell count without a battery connected is always zero; the cell count is only displayed after the start of the charge / discharge process. In contrast, the cell count for lead-acid and lithium batteries must be entered before starting the charge or discharge process (Chapter 6.6.1).

of (b)"100mAh":

Software Version 8 allows you to monitor the charged-in capacity. The configured maximum limit value (not the current charged-in value) is displayed at the end of the line. If this limit value is exceeded during the charge, the **isl 6** interrupts the charge (even in the combi-programs!), and the message "**quant**" appears on the right of the screen (instead of "**full**" or "**empty**").

of (c) "ChaQuan-+BattPar":

This brings us to two additional central functions of isl 6 battery chargers:

Entering parameters for Battery 1, which should be checked before the start of every charge / discharge process (see Chapter 6.6.1) and

6.5.1 Charge-/discharge quantity display, battery1 (isl 6-330d)

The charge quantity display is activated by simultaneously pressing both buttons followed by releasing the Plus button (i.e. roll your finger off the buttons to the left). This function is also activated if the User Info line "ChaQuan-+BattPar" is not displayed. In the case of DC (discharge/charge) programs the first line shows all the discharge values, the second line all the charge values. For CD (charge/discharge) programs the opposite applies.

(a) "-99mAh68mAh, . . . , " after 3 seconds

(b) "+.12Ah, . . . , . . . , "

The example shows a Aut3DC (3 times Discharge/Charge) program in which a fully charged 110 mAh battery has been connected, and is currently undergoing the third phase (second discharging).

If no battery has been connected, the screen contains no information.

Holding the Minus button pressed in extends the length of time that line (b) is displayed.



isl 6-330d - single-line LCD

6.6.1 Setting the Battery 1 operating parameters (isl 6-330d).

This is an extremely important part of the set-up procedure. If batteries are charged using incorrect type, cell count or current settings, there is a danger that the battery could explode!

The Parameter Setup menu is activated by pressing both buttons, followed by releasing the Minus button (roll your finger off the buttons to the right). This function is also activated if the User Info line "ChaQuan+BattPar" is not displayed!

6.6.1.1 Setting the battery type

Holding your right finger on the Plus button for several seconds calls up the user information menu

"????selectBatTyp"

The four question marks indicate the position on the screen which can be altered after you release the Plus button. Release the Plus button now, and one of the following six menus will appear:

- (a) "NiCd <- - + next "
- (b) "NiMH <- - + next "
- (c) "Lead <- - + next "
- (d) "LiFe <- - + next "
- (e) "LiIo <- - + next "
- (f) "LiPo <- - + next " (back to (a))

Pressing the + button ("next") switches to the next battery type; pressing the Minus button selects the indicated battery type.

IMPORTANT note: it is no longer necessary to set the sensitivity and delay as required by earlier software versions; selecting the battery type eliminates this.

However, it is important that you, the user, should be aware that, if you select Ni-MH Auto C or one the combi-programs (...CD), the automatic charge termination only becomes active after about 5 minutes, and the battery is charged with increased current in these first few minutes.



This means: NEVER connect full Ni-MH cells for charging. Overcharging / overheating / explosion hazard!

6.6.1.2 Setting the cell count

Holding the Minus button pressed in for several seconds (when you confirm the battery type) calls up the user information menu

"?? selectCellCnt".

The two question marks indicate the position on the screen which can be altered after you release the Minus button.

Now release the Minus button. The following menu appears:

" 0 <- - + next "

In this case "0" is the cell count for Ni-Cd and Ni-MH programs; this can only be altered when a battery is connected. Simply press the - button to confirm.

In contrast, the exact number of cells must be entered when you are using one of the lead-acid or lithium battery programs. The permissible range is from 1 (one) cell to the following maxima:

- 19 cells for lead-acid batteries,**
- 12 cells for Li-Fe batteries,**
- 11 cells for Li-Ion batteries,**
- 11 cells for Li-Polymer batteries.**

The last stored cell count is displayed instead of the "0" - if this is permissible for the selected battery type - otherwise a "1".

Note: with Ni-Cd and Ni-MH programs the cell count is detected automatically, and can only be corrected during a discharge or combi-program, i.e. in a program where the approximate cell count is required. The range of correction is +/- 4 cells (repeats possible).

Pressing the + button ("next") increases the cell count. After the highest value a triple beep sounds before the cell count reverts to 1 cell. Pressing the Minus button selects the displayed cell count.

6.6.1.3 Setting the max. charge quantity

(Hint: Limit not used at charge current selection I=0.25A)

Note: Charge quantity monitoring is a safety function and can serve as an "emergency brake" if the automatic charge termination circuit fails to detect the peak voltage when charging Nickel packs, or if you make a mistake with lead-acid and lithium batteries such as accidentally setting the cell count too high. "99999" means no charge quantity monitoring (e.g. if you wish to charge a battery whose capacity is greater than about 11 Ah).

The selection of the charge quantity is very easy: Simply add 10% ... 20% to the expected charge amount of your battery and select this value.

Example: The charge amount of/into an empty 1700mAh battery is nearly 2 Ah. Select the next



higher table value (= 2300 mAh, see below).

However: This parameter can only save your battery if the selected capacity limit is not too far from the charge quantity required for a full battery (e.g. difference between present charge amount of a partly discharged battery to the full battery), and if the charge current is not excessive for the battery connected to the unit.

Display: When the charge program is aborted by the charge quantity limiter the display does not show "full" or "empty" but "quant".

Selection: Holding the Minus button pressed in for several seconds (when you confirm the cell count) calls up the user information menu "?????maxChaQuant"

The five question marks indicate the position on the screen which can be altered after you release the Minus button.

Now release the Minus button. The following menu appears:

" 100 mAh- +next "

In this example "100 mAh" is the display of the maximum charge quantity which can be charged in for each charge process (i.e. in combi-programs for each charge phase separately; not the sum of all charge processes).

You can select from the following 16 values:

100, 200, 400, 650, 900, 1200, 1500, 1800, 2300, 2650, 3200, 3700, 5000, 7500, 11500, 9999 mAh.

Pressing the + button ("**next**") displays the next charge quantity limit value. After the highest value the display reverts to "99999" (no monitoring). Pressing the Minus button selects the displayed charge quantity limit value.

The isl 6-330d then indicates that it is "ready" again: "...#GO#..."

Now we reach the point where you select a charge or discharge program.

6.7.1 Setting the desired charge program (isl 6-330d)

The procedure for selecting the program and the charge or discharge current is the same as with earlier software versions. However, the screen does look different until you connect the battery, as it now shows the selected battery type. An extra combi maintenance program (Auto3CD) has also been added; when concluded this program leaves the pack in the correct state for storage.

In detail the following settings are available for all battery types:

a) 8 fixed discharge currents: D-25 mA ... D-1.0A,

b) 17 fixed charge currents: I=250 mA ... I=5.5 A.

The following programs are also provided for Ni-Cd and Ni-MH batteries only:

c) one program with automatic discharge current selection: **Auto-D**,

d) one program with automatic charge current selection: **Auto C**,

e) plus four combination programs which call up the Auto-D and Auto C program alternately:

AutoDC, Aut3DC, Aut3CD, AutoCD.

Please read Chapters 7 and 8 for a detailed description of these programs and their method of working.

The programs for the Battery 1 output are selected from the program table printed below by pressing the Plus or Minus button briefly or continuously.

The program for Battery 2 can only be changed directly when you connect the charger to the car battery (see Chapter 9.2).

The fixed current discharge programs are accessed by pressing the Minus button; the fixed current charge programs by pressing the Plus button. The Automatic and Combi- programs are located between the two fixed current programs.

Program table: D-25mA ... D-1.0A, **Auto-D***, **AutoDC***, **Aut3DC***, **Aut3CD***, **AutoCD***, **AutoC***, I=D.1A*, I=.25A ... I=5.5A

[*] Nickel programs only.

When you first press a button the

"...#GO#..." display switches to the

"... -> ..." display.

A further button-press only results in a program change if the arrow symbol is displayed on the screen. The arrow then points to one of the programs from the program table listed above. The program to which the arrow points is carried out when you connect the battery to the charger.

6.8.1 Connecting the battery (after selecting the program)

Please check once more that the values for battery type and cell count you have selected (for lead and lithium programs) actually match the battery to be connected, and then connect the battery to the Battery 1 charge sockets, taking care to maintain correct polarity.

A brief beep indicates the start of the program, and the screen switches to the operating display.

Example: You wish to charge a 3000 mAh Ni-MH battery using the charge program with automatic charge current setting.



isl 6-330d - single-line LCD

You have ensured that the battery is discharged, or at least can be charged for a minimum of 15 minutes until the "full" detect circuit will trip. To prepare for the charge process you have already carried out the following settings:

Chapter 6.4.1: Status display (+ & - buttons pressed):

"1: 0NiMH 3200mAh"

Chapter 6.3.1, Ready display:

" 0NiMH#GO#Auto C"

Now the battery is connected. The following displays now alternate on the screen at one-second intervals:

(charge) time, battery voltage, (charge) current
(1a) "00:10 5.63V0.30A" and

(charge) quantity, battery voltage, car battery voltage

(1b) "01mAh 5.63V13.8V"

6.8.1.1

Checking the settings for charge or discharge operations

The screen now no longer shows which program you have selected (for example), as the charge current and car battery voltage are now displayed alternately at this point on the screen.

6.8.1.1.1

Checking program, cell count and battery type

A short press on the Plus OR Minus button calls up the desired information onto the screen (caution: a long press, or several button presses will change the program, as the arrow "->" will be visible).

" 9NiMH -> Auto C"

The cell count detection has (in this example) detected a slightly lower number of cells (9 instead of 10), as the connected pack was completely flat. As already mentioned, this information is of absolutely no importance for the Ni-MH charge program and is not used.

6.8.1.1.2

a) Checking program and battery type

b) Displaying the charge quantity menu

Holding the Plus AND Minus buttons pressed in calls up the first desired information (a) onto the screen.

Battery 1, cell count, battery type, max. charge quantity

"1: 9NiMH 3200mAh"

To display the charge quantity menu (b), which is of interest in the combi-programs, release first the Plus button, then the Minus button.

The screen now displays the information which is already familiar from Chapter 6.5.1.

(1a) "+05mAh,," and after 3 sec.

(1b) "-,,"

after about a further 3 seconds the normal charge display reappears:

(1a) "00:24 13.7V 3.1A" and

(1b) "14mAh 13.7V13.8V"

6.8.1.1.3

a) Checking program and battery type

b) Correcting the max.charge quantity

Initial procedure as under 6.8.1.3:

Holding the Plus AND Minus buttons continuously calls up the first desired information (a) on the screen.

Battery 1, cell count, battery type, max. charge quantity

"1: 9NiMH 3200mAh"

To correct the battery parameters - the selected Auto C program only allows the correction of the maximum charge quantity (b) - first release the Minus button, then the Plus button.

The screen displays the menu which will be familiar from Chapter 6.6.1.3.

"?????maxCharQuan"

as long as the + button is held pressed, then

" 3200 mAh- +next"

If you have connected a pack of 3300 mAh cells, press the + button once at this point to enter a maximum of 3700 mAh. However, if you have found your way to this menu by mistake, simply press the Minus button to confirm the indicated value.

You will see the normal charge display again:

(1a) "00:24 13.7V 3.1A" and

(1b) "14mAh 13.7V13.8V"

You can now (for example) leave the charger to charge the pack completely, or disconnect it after this "introductory.



6.3.2 Ready display *isl 6-430d, -530d, -636+* (*isl 6-330d* see chapter 6.3.1)

- (1) "**(c) schulze gmbh**"
 (2) "**isl 6-636+ v8.40**"

the first line of the screen displays the manufacturer (1), then the device type and software version number (2).

If this messages does not appear:

Immediately disconnect the terminal clamps, because damage can occur if an undefined state is allowed to persist. Wait 5 seconds and repeat step 6.3.2.

After this you will see the Ready display for the Battery 1 output: "**#GO#**" (1).

- (1) "**0NiMH#GO#Auto C**" (example)
 (2) "**2: 2LiPo.5A 13.8**" (example)

6.4.2 Status display (*isl 6-430d*)

You can call up more status information about the set battery parameters by holding both buttons pressed in **continuously**:

- (1) "**1: 0NiMH 100mAh**" (example)
 (2) "**2: 2LiPo 00mAh**" (example)
 after two seconds

(1b) "**ChaQuan-+BattPar**", back to (1)

Meaning:

of (1) "**1: 0NiMH**":

Battery 1; 0 cells, set battery type Ni-MH. With Ni-Cd and Ni-MH packs the cell count without a battery connected is always zero; the cell count is only displayed after the start of the charge / discharge process. In contrast, the cell count for lead-acid and lithium batteries must be entered before starting the charge or discharge process (Chapter 6.6.2).

of (1) "**100mAh**":

Software Version 8 allows you to monitor the charged-in capacity. The configured maximum limit value (not the current charged-in value) is displayed at the end of the line. If this limit value is exceeded during the charge, the **isl 6** interrupts the charge (even in the combi-programs!), and the message "**quant**" (instead of "**full**" or "**empty**") appears on the right of the screen.

of (2) "**2: 2LiPo**":

Battery 2; 2 cells; battery type Li-Po.

For Battery 2 it is essential to enter the cell count before the start of the charge process (even for the Ni-Cd and Ni-MH program), in addition to the cell type and charge current. The charger does not calculate the cell count automatically, as with Nickel programs and Battery 1 output.

of (2) "**00mAh**":

Charge quantity of battery last connected to outp. 2.

(V8.00: of (2) "**500mA** ":

Selected charge current, battery 2.)

This will always be zero after you connect the charger to the car battery, but is updated when you charge a battery. The value remains on the screen for checking purposes after you disconnect the battery, and is retained until the next battery is connected.

of (1b) "**ChaQuan-+BattPar**":

This brings us to two additional central functions of isl 6 battery chargers:

Entering parameters for Battery 1, which should be checked before the start of every charge / discharge process (see Chapter 6.6.2) and

6.5.2 Charge-/discharge quantity display, battery1 (*isl 6-430d...*)

The charge quantity display is activated by simultaneously pressing both buttons followed by releasing the Plus button (i.e. roll your finger off the buttons to the left). This function is also activated if the User Info line (1b) "**ChaQuan-+BattPar**" is not displayed.

In the case of DC (discharge/charge) programs the first line shows all the discharge values, the second line all the charge values. For CD (charge/discharge) programs the opposite applies.

(1) "**-99mAh68mAh, . . . , "**

(2) "**+ .12Ah, . . . , . . . , "**

The example shows the Aut3DC (three times discharge/charge) program in which a fully charged 110 mAh battery has been connected, and is currently undergoing the third phase (discharging the second time).

If no battery has been connected, the screen contains no information.

Holding the Minus button pressed in extends the length of time that information is displayed.



isl 6-430d, isl 6-530d, isl 6-636+

6.6.2 Setting the Battery 1 operating parameters (isl 6-430d...).

This is an extremely important part of the set-up procedure. If batteries are charged using incorrect type, cell count or current settings, there is a danger that the battery could explode!

The Parameter Setup menu is activated by pressing both buttons, followed by releasing the Minus button (roll your finger off the buttons to the right). This function is also activated if the User Info line "ChaQuan-+BattPar" is not displayed!

6.6.2.1 Setting the battery type

One of the six following display screens will appear.

The four "^" (accent circonflexe) indicate the position on the screen which can be altered after you release the Plus button.

- (1a) "NiCd <- - + next"
- (1b) "NiMH <- - + next"
- (1c) "Lead <- - + next"
- (1d) "LiFe <- - + next"
- (1e) "LiIo <- - + next"
- (1f) "LiPo <- - + next" (back to (1a))
- (2) "^^^selectBatTyp"

Pressing the + button ("**next**") switches to the next battery type; pressing the Minus button selects the indicated battery type.

IMPORTANT note: it is no longer necessary to set the sensitivity and delay of the cut off automatic as required by earlier software versions; selecting the battery type eliminates this.

However, it is important that you, the user, should be aware that, if you select Ni-MH Auto C or one the combi-programs (e.g. AutoCD), the automatic charge termination only becomes active after about 5 minutes, and the battery is charged with increased current in these first few minutes.



This means: NEVER connect full Ni-MH cells for charging. Overcharging / overheating / explosion hazard!

6.6.1.2 Setting the cell count

Holding the Minus button pressed in for several seconds (when you confirm the battery type) calls up the user information menu

"?? selectCellCnt".

The two question marks indicate the position on the screen which can be altered after you release the Minus button.

Now release the Minus button. The following menu appears:

" 0 <- - + next"

In this case "0" is the cell count for Ni-Cd and Ni-MH programs; this can only be altered when a battery is connected. Simply press the - button to confirm.

In contrast, the exact number of cells must be entered when you are using one of the lead-acid or lithium battery programs. The permissible range is from 1 (one) cell to the following maxima:

- 19 (23) cells for lead-acid batteries,**
- 12 (15) cells for Li-Fe batteries,**
- 11 (13) cells for Li-Ion batteries,**
- 11 (13) cells for Li-Polymer batteries.**

(Values in parenthesis = isl 6-636+)

The last stored cell count is displayed instead of the "0" - if this is permissible for the selected battery type - otherwise a "1".

Note: with Ni-Cd and Ni-MH programs the cell count is detected automatically, and can only be corrected during a discharge or combi-program, i.e. in a program where the approximate cell count is required. The range of correction is +/- 4 cells (repeats possible).

Pressing the + button ("**next**") increases the cell count. After the highest value a triple beep sounds before the cell count reverts to 1 cell. Pressing the Minus button selects the displayed cell count.

6.6.1.3 Setting the max. charge quantity

(Hint: Limit not used at charge current selection I=0.25A)

Note: Charge quantity monitoring is a safety function and can serve as an "emergency brake" if the automatic charge termination circuit fails to detect the peak voltage when charging Nickel packs, or if you make a mistake with lead-acid and lithium batteries such as accidentally setting the cell count too high. "99999" means no charge quantity monitoring (e.g. if you wish to charge a battery whose capacity is greater than about 11 Ah).

The selection of the charge quantity is very easy: Simply add 10% ... 20% to the expected charge amount of your battery and select this value.

Example: The charge amount of/into an empty 1700mAh battery is nearly 2 Ah. Select the next



higher table value (= 2300 mAh, see below).

However: This parameter can only save your battery if the selected capacity limit is not too far from the charge quantity required for a full battery (e.g. the difference between present charge amount of a partly discharged battery to the full battery), and if the charge current is not excessive for the battery connected to the unit.

Display: When the charge program is aborted by the charge quantity limiter the display does not show "full" or "empty" but "quant".

Selection: The following display screen will appear:

```
(1) " 100 mAh- +next "
(2) "^^^^^maxChaQuant "
```

The four "^" (accent circonflexe) indicate the position on the screen which can be altered.

In this example "100 mAh" is the display of the maximum charge quantity which can be charged in for each charge process (i.e. in combi-programs for each charge phase separately; not the sum of all charge processes).

You can select from the following 16 values:
100, 200, 400, 650, 900, 1200, 1500, 1800, 2300, 2650, 3200, 3700, 5000, 7500, 11500, 99999 mAh.

Pressing the + button ("**next**") displays the next charge quantity limit value. After the highest value the display reverts to "99999" (no monitoring). Pressing the Minus button selects the displayed charge quantity limit value.

The **isl 6** then indicates that it is "ready" again:

```
(1) "...#GO#..."
```

Now we reach the point where you select a charge or discharge program.

6.7.2 Setting the desired charge program (isl 6-430d ...)

The procedure for selecting the program and the charge or discharge current is the same as with earlier software versions. However, the screen does look different until you connect the battery, as it now shows the selected battery type. An extra combi maintenance program (Auto3CD) has also been added; when concluded this program leaves the pack in the correct state for storage.

In detail the following settings are available for all battery types:

- a)** 8 fixed discharge currents: D-25 mA ... D-1.0A,
 - b)** fixed charge currents: I=250 mA ... I=5 ... 8 A.
- The following programs are also provided for **Ni-Cd and Ni-MH batteries only**:
- c)** one program with automatic discharge current selection: **Auto-D**,

- d)** one program with automatic charge current selection: **Auto C**,

- e)** plus four combination programs which call up the Auto-D and Auto C program alternately:

AutoDC, Aut3DC, Aut3CD, AutoCD.

Please read Chapters 7 and 8 for a detailed description of these programs and their method of working.

The programs for the Battery 1 output are selected from the program table printed below by pressing the Plus or Minus button briefly or continuously.

Hint: The program for Battery 2 can only be changed directly when you connect the charger to the car battery (see Chapter 9.2).

The fixed current discharge programs are accessed by pressing the Minus button; the fixed current charge programs by pressing the Plus button. The Automatic and Combi-programs are located between the two fixed current programs.

Program table: D-25mA ... D-1.0A, **Auto-D***, **AutoDC***, **Aut3DC***, **Aut3CD***, **AutoCD***, **AutoC***, I=D.1A*, I=.25A ... I=5.0 ... 8.0 A

[*] Nickel programs only.

When you first press a button the

(1a) "...#GO#..." display switches to the (1b) "... -> ..." display.

A further button-press only results in a program change if the arrow symbol is displayed on the screen. The arrow then points to one of the programs from the program table listed above. The program to which the arrow points is carried out when you connect the battery to the charger.

6.8.2 Connecting the battery

(after selecting the program)

Please check once more that the values for battery type and cell count you have selected (for lead and lithium programs) actually match the battery to be connected, and then connect the battery to the Battery 1 charge sockets, taking care to maintain correct polarity.

A brief beep indicates the start of the program, and the screen switches to the operating display.

Example: You wish to charge a 3000 mAh Ni-MH battery using the charge program with automatic charge current setting.

You have ensured that the battery is discharged, or at least can be charged for a minimum of 15 minutes until the "full" detect circuit will trip. To prepare for the charge process you have already carried out the following settings:



isl 6-430d, isl 6-530d, isl 6-636+

Status display (+ & - buttons pressed, chapter 6.4.2):

(1) "1: 0NiMH 3200mAh"

Ready display (see chapter 6.3.2):

(1) " 0NiMH#GO#Auto C"

Now the battery is connected. The following displays now alternate on the screen at one-second intervals:

(charge) time, battery voltage, (charge) current

(1a) "00:10 5.63V0.30A" and

(charge) quantity, battery voltage, (charge) current

(1b) "01mAh 5.63V0.30A"

6.8.2.1

Checking the settings for charge or discharge operations

When the battery is connected the screen now no longer shows which program you have selected but time, voltage and current values.

6.8.2.2

Checking program, cell count and battery type

A short press on the Plus OR Minus button calls up the desired information onto the screen (caution: a long press, or several button presses will change the program, as the arrow "->" will be visible).

(1) " 9NiMH -> Auto C"

The cell count detection has (in this example) detected a slightly lower number of cells (9 instead of 10), as the connected pack was completely flat. As already mentioned, this information is of absolutely no importance for the Ni-MH charge program and is not used.

6.8.2.3

a) Checking program and battery type b) Displaying the charge quantity menu

Holding the Plus AND Minus buttons pressed in calls up the first desired information (a) onto the screen.

Battery 1, cell count, battery type, max. charge quantity

(1) "1: 9NiMH 3200mAh"

To display the charge quantity menu (b), which is of main interest in the combi-programs, release first the Plus button, then the Minus button.

The screen now displays the information which is already familiar from Chapter 6.5.2.

(1) "+05mAh,"

(2) "-,"

after about a further 3 seconds the normal charge display reappears - except you did not release the minus button.

(1a) "00:24 13.7V 3.1A" and

(1b) "14mAh 13.7V 13.8"

6.8.2.4

a) Checking program and battery type b) Correcting the max.charge quantity

Initial procedure as under 6.8.2.3:

Holding the Plus AND Minus buttons continuously calls up the first desired information (a) on the screen.

Battery 1, cell count, battery type, max. charge quantity

(1) "1: 9NiMH 3200mAh"

To correct the battery parameters - the selected Auto C program only allows the correction of the maximum charge quantity (b) - first release the Minus button, then the Plus button.

The screen displays the menu which will be familiar from Chapter 6.6.1.3.

(1) " 3200 mAh- +next "

(2) "^^^^^maxChaQuant "

If you have connected a pack of 3300 mAh cells, press the + button once at this point to enter a maximum of 3700 mAh. However, if you have found your way to this menu by mistake, simply press the Minus button to confirm the indicated value.

You will see the normal charge display again:

(1a) "00:24 13.7V 3.1A" and

(1b) "14mAh 13.7V 13.8"

You can now (for example) leave the charger to charge the pack completely, or disconnect it after this "introductory".



7 Overview Akku/battery 1 and Akku/battery 2 socket programs

7.1 Akku 1/ battery 1 socket programs

| | Type of program | Hint | Usage |
|----------------|---|--|---|
| Group 1 | Fixed current discharging programs f. Ni-Cd, Ni-MH, Lead-, Li-Fe, Li-Io, Li-Po batteries | | |
| D-50mA | discharging | precise cap. measurement ... | for 500mAh Akkus (I=1/10C) |
| ... | or | normal discharge ... | ... for 50mAh Akkus (I=1C) |
| D-0,2A | discharging | fast discharge ... | ... for 50mAh Akkus (I=4C) |
| ... | discharging | measuring the last bits... | e.g. for receiver battery with |
| D-1,0A | discharging | ...of energy (capacity) | real currents |
| Group 2 | Combination programs, Ni-Cd and Ni-MH only | | |
| Auto-D | discharging | | discharging thoroughly for storage |
| Auto-DC | discharging/charging | | ...deleting memory effect, then full battery |
| Aut3DC | discharging/charging, 3 times | | formatting new batteries, maintenance and use |
| Aut3CD | charging/discharging, 3 times | | formatting new batteries, preparing to store |
| AutoCD | charging/discharging | | battery capacity test |
| Auto C | charging, <u>standard-programm</u> | | optimized charging, 2.5mm ² charging leads essential |
| Group 3 | Fixed current charging programs f. Ni-Cd, Ni-MH, Lead-, Li-Fe, Li-Io, Li-Po batteries | | |
| I=C.1A | Ni... charging | I=0,4A pulsed=0,1A averaged | continous charge (only Ni-Cd & Ni-MH) |
| | | no time-, no charge amount-, no peak cut off | long duration formatting |
| I=.25A | charging | <u>no time limit monitoring.</u> | |
| | | <u>no monitoring max. charge amount.</u> | |
| | | <u>but peak voltage cut off active</u> | |
| I=0.3A | charging | current I = 2*C... | ...for 110-150 mAh Ni-Cd batt. |
| I=0.3A | charging | current I = 1*C... | ...for 300 mAh Ni-MH batteries |
| ... | | | |
| I=1.0A | charging | e.g.: I = 1 C ... | ...for Li-Po batteries with 1 Ah, |
| ... | | | |
| I=3.0A | charging | e.g.: I = 1 C ... 1,5 C... | ...for Ni-MH batteries with 3 Ah, or Li-Po batteries with 3 Ah |
| I=3.0A | charging | I = 2 C ... 3 C... | ...for Ni-Cd batteries with 1...1,5 Ah |
| ... | | common charging of elder batteries, when automatic current calculation does not... | |
| | | ...calculate normal currents. batteries are used-up. | |
| I=5.5A | charging | charge current setting for all battery types which stand highest currents | |
| I=8.0A | isl 6-636+ only | charge current setting for all battery types which stand highest currents | |

7.2 Akku 2/ battery 2 socket programs for Ni-Cd, Ni-MH, Lead-Acid, Li-Fe, Li-Io, Li-Po batteries

- 1) Charging of 1 - 6* Nickel Cadmium batteries 1.2 - 7.2 V Currents: 100, 200, 332, 500** mA
- 2) Charging of 1 - 6* Nickel Metallhydrid batteries 1.2 - 7.2 V Currents: 100, 200, 332, 500** mA
- 3) Charging of 1 - 4* Lead/Acid or Lead/Gel batt. 2.0 - 8.0 V Currents: 100, 200, 332, 500** mA
- 4) Charging of 1 - 3* Lithium-Iron-Phosphate batt. 3.2 - 9.6 V Currents: 100, 200, 332, 500** mA
- 5) Charging of 1 - 3* Lithium Ion./Li.-Polymer batt. 3.6-10.8 V Currents: 100, 200, 332, 500** mA
- 6) Charging of 1 - 3* Lithium Ion./Li.-Polymer batt. 3.7-11.1 V Currents: 100, 200, 332, 500** mA

[*] maximum cell count with a supply voltage of 13,8 V only, available on soft- & hardware from V 7.03

[**] 500 mA not available on *isl 6-330d*



8.1.1 Battery output 1, charge program(s) fixed C for Ni-Cd, Ni-MH, Lead, Li-Fe, with manual charge current selection ($I=x.xx$) Li-Io, Li-Po batteries

| | |
|--|--|
| Purpose | If you know the permissible charge currents for your batteries, you can use a matching charge program with a fixed defined current. The current can be used for balance-charging, standard and rapid charging (low, medium and high currents) with the charge periods calculated according to the state of charge of the battery. It is the preferred method to charge Ni-Cd and Ni-MH batteries when you only use 1...3 cells or you use thin charge cable diameters and also if you charge your transmitter batteries inadmissibly built in in your transmitter. |
| Cell type / No. | isl 6-330d to -530d / isl 6-636+ and -636e: 1-30/1-36 cells Ni-Cd and Ni-MH 1-19/23 cells lead acid batteries, 1-12/15 cells Li-Fe (Lithium-Iron) batteries, 1-11/13 cells Li-Ion batteries, 1-11/13 cells Li-Polymer batteries. |
| Description | The selected program starts charging immediately using the current you have selected. This current is maintained at Ni-Cd or Ni-MH batteries until the charger detects "battery full". The charge rate is only reduced if the selected current threatens to overheat / overload the charger as voltage rises. Selectable currents: 0.1, 0.25, 0.3, 0.4, 0.5, 0.6, 0.8, 1.0, 1.2, 1.5, ... in 0.5A increments Maximum currents: -330d = 5.5 A, -430d = 5.0 A, -530d = 6.0 A, -636_ = 8.0 A |
| Special features | - charging 1-3 Ni-Cd cells: to suppress low-voltage messages first select the I=C.1A program and then connect the battery. Now select your desired program using the + and - buttons. See also the warnings relating to this in Chapters 1 and 2. - a charge lasting longer than 3 hours (Ni-Cd) / 4 hours (Ni-MH) without any "full" detection halts the charge process without showing the charge period except in the following programs: - C.1A and 0.25A programs have no time limit and no monitoring max. charge amount - C.1A program (= 0.1A continuous charge): no automatic charge termination - C.1A program uses pulsed current (pulse - pause ratio 1 : 3) |
| Settings | for Power-On: Call up the Power-On reset program you wish to use (see Chapter 9.3.1) |
| Program selection | 1. Disconnect any battery from Output 1. 2. Press the "+" or "-" button repeatedly or constantly to select the program you wish to use ($I=x.xx$, $x.x$ = time statement). - Display while button is pressed: " CcBtype -> I=x.xx " 3. Release the button. The charge program on the screen is now selected. If you change to a discharge program (without disconnecting the battery if you ignore point 1.), the charge quantity is resetted. |
| Connect battery | 4. Now connect the battery to be charged to the Akku 1 output, maintaining correct polarity. The unit beeps to indicate the start of the charging process. |
| <u>Displays while charging</u> | |
| Line1 | - Current charge time, current charge voltage, current charge current |
| alternating with: | - Current charge quantity, voltage, current/car battery voltage (on isl 6-330d) - Probability of full charge by series of letters "a" -> "b"... (buttons inactive) - !" : measuring for charge current and automatic charge termination (buttons inactive) - ** : charge current automatically reduced to guard against overheating - Various warnings and error messages in plain text, with error number - Pressing +&-buttons simultan.: state ; after release: charge quantity resp. parameter menu |
| <u>Displays after program end</u> | |
| Line1 | - Total charge time, final charge voltage, "full" e.g. " 38:47 31.8V full " |
| alternating with: | - Total charged capacity, final charge voltage, "full" e.g. " 2.6Ah 31.8V full " - "battery full" display by: brief buzz , LCD shows inverted "f" - Inverted "t" : short pulses of current, widely spaced, to maintain charged state (Ni-Cd) - Various warnings and error messages in plain text, with error number - Pressing +&-buttons simultaneously: state ; after release: charged capacity |



8.1.2 Battery output 1, Ni-Cd/Ni-MH charge program Auto C with automatic charge current selection

| | |
|--------------------------|---|
| Purpose | In most cases the "Auto C" fully automatic charge program is the right choice, as it provides optimum rapid-charging of Ni-Cd / Ni-MH batteries, charging fully but gently. Within the permissible capacity range of 100 mAh to 4 Ah you do not need to have accurate knowledge about the type of Ni-Cd sintered cell you are using. The only pre-conditions are: adequate cross-section of the charge cable (2.5 mm ²), high-quality connectors and a pack consisting of soldered cells. |
| Cell type / No. | Ni-Cd/Ni-MH, 1-30 cells (-330d ... -530d), 1-36 cells (-636+ and -636e). |
| Description | The <i>isl 6</i> automatically calculates the charge current most appropriate to the battery to be charged. It does this by measuring the battery continuously, and adjusting the charge current repeatedly to match the pack's ability to absorb charge and/or to the maximum capacity of the <i>isl 6</i> . Initially the charge current is low for a brief period, then the current rises and is adapted from time to time to the current battery state. The program continues charging until it detects "battery full". It then switches to a maintenance (trickle) charge (Ni-Cd only). - The calculated charge current is reduced if there is any danger of the charger overheating or being overloaded. - Maximum current: -330d = 5.5 A, -430d = 5.0 A, -530d = 6.0 A, -636_ = 8.0 A |
| Special features | - charging 1-3 Ni-Cd cells: to suppress low-voltage messages first select the I=C.1A program and then connect the battery. Now select your desired program using the + and - buttons. See also the warnings relating to this in Chapters 1 and 2. - a charge lasting longer than 3 hours (Ni-Cd) / 4 hours (Ni-MH) without any "full" detection halts the charge progress without showing the charge period. |
| Settings | for Power-On: Call up the Power-On reset program you wish to use (see Chapter 9.3.1) |
| Program selection | 1. Disconnect any battery from Output 1. 2. Press the "+" or "-" button repeatedly or constantly to select program (Auto C). - Display while the button is pressed: "CcBtype -> Auto C". 3. Release the button. The automatic charge program on the screen is now selected. If you change to a discharge program (without disconnecting the battery if you ignore point 1.), the charge quantity is resetted. |
| Connect battery | 4. Now connect the battery to be charged to the Akku 1 output, maintaining correct polarity. Never connect fully charged Ni-MH batteries! The unit beeps to indicate the start of the charging process. |

Displays while charging

| | |
|-------------------|--|
| Line1 | - Current charge time, current charge voltage, current charge current |
| alternating with: | Current charge quantity, voltage, current/car battery voltage (on isl 6-330d) - Probability of full charge by series of letters "a" -> "b"... (buttons inactive) - "!" : measuring for charge current and automatic charge termination (buttons inactive) - "*" : charge current automatically reduced to guard against overheating - Various warnings and error messages in plain text, with error number - Pressing +&-buttons simultan.: state ; after release: charge quantity resp. parameter menu |

Displays after program end

| | |
|-------------------|---|
| Line1 | - Total charge time, final charge voltage, "full" e.g. "38:47 31.8v full" |
| alternating with: | - Total charged capacity, final charge voltage, "full" e.g. "2.6Ah 31.8v full" - "battery full" display by: brief buzz , LCD shows inverted "f" - Inverted "t" : short pulses of current, widely spaced, to maintain charged state (Ni-Cd only) - Various warnings and error messages in plain text, with error number - Pressing +&-buttons simultaneously: state ; after release: charged capacity |



8.1.3 Battery 1, Ni-Cd/Ni-MH capacity measuring prog. AutoCD & Aut3CD with automatic charge / discharge current selection (not *isl 6-636e*)

- Purpose** Maintenance program for measuring, formatting and storing. Erasing the memory effect. This program allows you to examine individual battery packs for changes, and helps you draw conclusions about their further usefulness based on variations in measured capacity data.
- Cell type / No.** Ni-Cd / Ni-MH, 2-30 cells (-330d ... -530d), 2-36 cells (-636+).
- Description** The battery connected to the charger is charged up using the **Auto C** program and then discharged using the **Auto-D** program. The **Aut3CD** programm repeats the AutoCD program 3 times in a row. **Hint:** Do not use the **Aut3CD** at battery types which need a pause to rest (minimum 2 hours) between the charge-/discharge cycles to increase the capacity.
- The *isl 6* automatically and repeatedly calculates the charge current to match the battery. The calculated charge current is reduced if there is a danger of the unit overheating or being overloaded. The program charges until it detects "battery full".
 - The battery is then discharged down to the final discharge voltage. The initial value of the discharge current is calculated according to the maximum power dissipation and/or the unit's maximum permissible discharge current.
 - **Final discharge voltage:** about 0,85V/Ni-Cd cell, about 1V/Ni-MH cell, resp. minimum 1.3V.
 - **Max. charge current:** -330d = 5.5 A, -430d = 5.0 A, -530d = 6.0 A, -636_ = 8.0 A
 - **Max. discharge current:** 2,0 A, *isl 6-330d* = 1,0 A
 - **Max. discharge power:** 16 W, *isl 6-330d* = 10 W
- Special features**
- The *isl 6* is not designed for discharging 1 Ni-Cd/Ni-MH cell. Reverse polarity guard diodes and the types of transistor used allow the charger to discharge below 2 Volts only at reduced currents; discharging below about 1 Volt is virtually impossible. The *isl 6* shows "empty" at 1.3 volts, do not try to discharge only 1 cell!
 - The *isl 6* detects the number of cells with sufficient accuracy and can be changed if required.
 - **a charge lasting longer than 3 hours (Ni-Cd) / 4 hours (Ni-MH) without any "full" detection** halts the charge progress without showing the charge period.
- Settings** **for Power-On:** Call up the Power-On reset program you wish to use (see Chapter 9.3.1).
- Program selection**
1. Disconnect any battery from Output 1.
 2. Press the "+" or "-" button repeatedly or constantly to select the program you wish to use (**AutoCD** resp. **Aut3CD**).
 3. Release the button. The automatic combi-program on the screen is now selected.
- If you change to a discharge program (without disconnecting the battery if you ignore point 1.), the charge quantity is resetted.
- Connect battery**
4. Now connect the battery to be charged to the Akku 1 output, maintaining correct polarity. **Never connect fully charged Ni-MH batteries!**
- The unit beeps to indicate the start of the charging process.

Displays while charging/discharging

- Line1 - **Current discharge/charge time, current discharge/charge voltage, current discharge/charge current**
- alternating with: **Current discharge or charge capacity, voltage, current/car battery voltage** (on *isl 6-330d*)
- **Probability of full charge** by series of letters "a" -> "b"... (buttons inactive) - during charge phase
 - "!" : measuring for charge current and auto. charge termination (buttons inactive) - while charging
 - "*" : charge/discharge current automatically reduced to guard against overheating
 - **Various warnings and error messages** in plain text, with error number
 - Pressing +&-buttons simult.: **state**; after release: **(dis-)charge quantity** resp. **parameter menu**

Displays after program end

- Line1 - **Total discharge time, final discharge voltage, "empty"** e.g. "65:09 8.51Vempty"
- alternating with: - **Total discharge capacity, final discharge voltage, "empty"** e.g. "1.9Ah 8.51Vempty"
- "battery empty" display by: **brief buzz**, LCD shows **inverted "e"**
 - **Various warnings and error messages** in plain text, with error number
 - Pressing +&-buttons simultaneously: **state**; after release: **charged/discharged capacities**



8.1.4 Battery output 1, Ni-Cd/Ni-MH maintenance programs AutoDC and Aut3DC with automatic discharge & charge current selection (not isl 6-636e)

| | |
|--------------------------|---|
| Purpose | Maintenance program for measuring, formatting and using directly after finishing the program. Erasing the memory effect. The two battery maintenance programs (DC, 3DC) balance the state of your batteries in order to erase any existing memory effect. In particular, batteries which are only slightly discharged in use (e.g. transmitter packs) need to be discharged completely and recharged at regular intervals. Irregularly maintained and brand-new batteries often need this procedure to be carried out three times in a row. Hint: Do not use the Aut3DC at battery types which need a pause to rest (minimum 2 hours) between the charge-/discharge cycles to increase the capacity. |
| Cell type / No. | Ni-Cd / Ni-MH, 2-30 cells (-330d ... -530d), 2-36 cells (-636+). |
| Description | Using the Auto-D program the battery is discharged down to the final discharge voltage and then recharged using the Auto C program (three times if you select the Aut3DC program). The program charges until the charger detects "battery full", then switches to a maintenance (trickle) charge (Ni-CD only). <ul style="list-style-type: none"> - The initial value of the discharge current is calculated from the maximum discharge power dissipation and/or the charger's maximum permissible discharge current. - Once the final disch. voltage is reached, the disch. current is reduced in stages to a low value (Ni-Cd only). - Continuous charge current adjustment to suit the battery's ability to absorb charge. - The calculated charge current is reduced if there is a danger of the unit overheating or being overloaded. - Final discharge voltage: about 0,85V/Ni-Cd cell, about 1V/Ni-MH cell, resp. minimum 1.3V. - Max. charge current: -330d = 5.5 A, -430d = 5.0 A, -530d = 6.0 A, -636_ = 8.0 A - Max. discharge current: 2,0 A, <i>isl 6-330d</i> = 1,0 A - Max. discharge power: 16 W, <i>isl 6-330d</i> = 10 W |
| Special features | <ul style="list-style-type: none"> - The <i>isl 6</i> is <u>not</u> designed for discharging 1 Ni-Cd/Ni-MH cell. Reverse polarity guard diodes and the types of transistor used allow the charger to discharge below 2 Volts only at reduced currents; discharging below about 1 Volt is virtually impossible. The <i>isl 6</i> shows "empty" at 1.3 volts, do not try to discharge only 1 cell! - The <i>isl 6</i> detects the number of cells with sufficient accuracy and can be changed if required. - a charge lasting longer than 3 hours (Ni-Cd) / 4 hours (Ni-MH) without any "full" detection halts the charge progress without showing the charge period. |
| Settings | for Power-On: Call up the Power-On reset program you wish to use (see Chapter 9.3.1). |
| Program selection | <ol style="list-style-type: none"> 1. Disconnect any battery from Output 1. 2. Press the "+" or "-" button repeatedly or constantly to select the program you wish to use (AutoDC resp. Aut3DC). <ul style="list-style-type: none"> - Display, button pressed: "CcBtype -> AutoDC" resp. "CcBtype -> Aut3DC" 3. Release the button. The automatic combi-program on the screen is now selected. If you change to a discharge program (without disconnecting the battery if you ignore point 1.), the charge quantity is resetted. |
| Connect battery | <ol style="list-style-type: none"> 4. Now connect the battery to be charged to the Akku 1 output, maintaining correct polarity. The unit beeps to indicate the start of the charging process. |

Displays while discharging/charging

| | |
|----------------------------|--|
| Line1 alternating with: | <ul style="list-style-type: none"> - Current discharge/charge time, current discharge/charge voltage, current discharge/charge current - Current discharge or charge capacity, voltage, current/car battery voltage (on <i>isl 6-330d</i>) - Probability of full charge by series of letters "a" -> "b"... (buttons inactive) - during charge phase - "!" : measuring for charge current and charge termination (buttons inactive) - while charging - "*" : charge/discharge current automatically reduced to guard against overheating - Various warnings and error messages in plain text, with error number. - Pressing +&-buttons simult.: state; after release: (dis-)charge quantity resp. parameter menu |
|----------------------------|--|

Displays after program end

| | |
|----------------------------|---|
| Line1 alternating with: | <ul style="list-style-type: none"> - Total charge time, final charge voltage, "full" e.g. "33:12 15.9V fu11" - Total charged quantity, final charge voltage, "full" e.g. "2.6Ah 15.9V fu11" - "battery full" display by: brief buzz, LCD shows inverted "f" - Inverted "t": short pulses of current, widely spaced, to maintain charged state (Ni-Cd only) - Various warnings and error messages in plain text, with error number - Pressing +&-buttons simultaneously: state; after release: discharge/charge quantities |
|----------------------------|---|



8.1.5 Battery output 1, Ni-Cd / Ni-MH discharge program Auto-D with automatic discharge current selection (not *isl 6-636e*)

- Purpose** This discharge program discharges the pack as quickly and thoroughly as possible, and is therefore ideal for preparing cells for storage, and also for balancing and refreshing cells.
- Cell type / No.** Ni-Cd, Ni-MH, 2-30 cells (-330d ... -530d), 2-36 cells (-636+).
- Description** The battery connected to the unit is discharged down to the final discharge voltage.
- The initial value of the discharge current is calculated from the maximum discharge power dissipation and/or the charger's maximum permissible discharge current.
- Once the final discharge voltage is reached, the discharge current is reduced in stages to a low value (Ni-Cd only).
- **Final discharge voltage:** about 0,85V/Ni-Cd cell, about 1V/Ni-MH cell, resp. minimum 1.3V.
- **Max. discharge current:** 2,0 A, *isl 6-330d* = 1,0 A
- **Max. discharge power:** 16 W, *isl 6-330d* = 10 W
- Special features** - The *isl 6* is not designed for discharging 1 Ni-Cd/Ni-MH cell. Reverse polarity guard diodes and the types of transistor used allow the charger to discharge below 2 Volts only at reduced currents; discharging below about 1 Volt is virtually impossible. The *isl 6* shows "empty" at 1.3 volts, do not try to discharge only 1 cell!
- The *isl 6* detects the number of cells with sufficient accuracy and can be changed if required.
- Settings** **for Power-On: Call up** the Power-On reset program you wish to use (see Chapter 9.3.1)
- Program selection** 1. Disconnect any battery from Output 1.
2. Press the "+" or "-" button repeatedly or constantly to select program (**Auto-D**).
- **Display** while the button is pressed: "**CcBtype -> Auto-D**".
3. Release the button. The automatic discharge program on the screen is now selected. If you change to a discharge program (without disconnecting the battery if you ignore point 1.), the charge quantity is resetted.
- Connect battery** 4. Now connect the battery to be charged to the Akku 1 output, maintaining correct polarity. The unit beeps to indicate the start of the discharging process.

Displays while discharging

- Line1 - **Current discharge time, current discharge voltage, current discharge current**
alternating with: **Current discharge capacity, voltage, current/car battery voltage** (on *isl 6-330d*)
- "*" alternating with "-": discharge current automatically reduced to guard against overload.
- **Various warnings and error messages** in plain text, with error number
- Pressing +&-buttons simultaneously: **state**;
after release: **discharge quantity** resp. **parameter menu**

Displays after program end

- Line1 - **Total discharge time, final discharge voltage, "empty"** e.g. "**65:09 8.51Vempty**"
alternating with: **Total discharge capacity, final discharge voltage, "empty"** "**1.9Ah 8.51Vempty**"
- "battery empty" display by: **brief buzz**, LCD shows **inverted "e"**
- **Various warnings and error messages** in plain text, with error number
- Pressing +&-buttons simultaneously: **state**; after release: **discharged capacity**



8.1.6 Battery output 1, discharge program(s) fixed-D - all battery types with manual discharge current selection (I-x.xxA) (not *isl 6-636e*)

| | |
|--------------------------|---|
| Purpose | After partially discharging a battery in use it can be interesting to know what an afternoon's flying, a particular driving style or a new power system has cost or saved you in terms of energy. This discharge program supplies that information. |
| Cell type / No. | isl 6-330d to -530d / isl 6-636+ and -636e: 1-30/1-36 cells Ni-Cd and Ni-MH 1-19/23 cells lead acid batteries, 1-12/15 cells Li-Fe batteries, 1-11/13 cells Li-Ion batteries, 1-11/13 cells Li-Polymer batteries. |
| Description | <p>The selected program starts discharging immediately with the selected constant current. The discharge current is maintained down to the final discharge voltage.</p> <ul style="list-style-type: none"> - The discharge current is automatically reduced if the current you have set threatens to overheat the charger (max. power dissipation 16W). - Selectable currents: 25 mA, 50 mA, 0.1, 0.2, 0.3, 0.5, 0.8, 1.0, 1.2, 1.5, 2.0 A - Exception: if cells up to the number set for the Akku 2 charge section are connected, the <u>charge current</u> value for Akku 2 is set as the <u>discharge</u> current. - The unit is able to detect the number of cells connected with sufficient accuracy. - A useful discharge current for an accurate measurement of battery capacity is usually one tenth of nominal capacity (1/10 C) - Final discharge voltage per cell: Caused by hardware about 1.3 V (=volts) minimum. Levels about: 0.9V/Ni-Cd, 1.0V/Ni-MH, 1.7V/Lead, 2.12V/Li-Fe, 2.5V/Li-Io, 3.0V/Li-Po. - Max. discharge current: 2.0 A(=amps). - Max. discharge power: 16 W(=watts). |
| Special features | <ul style="list-style-type: none"> - The <i>isl 6</i> is <u>not</u> designed for discharging 1 Ni-Cd/Ni-MH cell. Reverse polarity guard diodes and the types of transistor used allow the charger to discharge below 2 Volts only at reduced currents; discharging below about 1 Volt is virtually impossible. The <i>isl 6</i> shows "empty" at 1.3 volts, do not try to discharge only 1 cell! - The isl 6 detects the number of cells with sufficient accuracy and can be changed if required. |
| Settings | for Power-On: Call up the Power-On reset program you wish to use (see Chapter 9.3.1) |
| Program selection | <ol style="list-style-type: none"> 1. Disconnect any battery from Output 1. 2. Press the "+" or "-" button repeatedly or constantly to select program (Auto-D). - Display while the button is pressed: "CcBtype -> Auto-D". 3. Release the button. The automatic discharge program on the screen is now selected. If you change to a discharge program (without disconnecting the battery if you ignore point 1.), the charge quantity is resetted. |
| Connect battery | 4. Now connect the battery to be charged to the Akku 1 output, maintaining correct polarity. The unit beeps to indicate the start of the discharging process. |

Displays while discharging

| | |
|-------------------|---|
| Line1 | - Current discharge time, current discharge voltage, current discharge current |
| alternating with: | Current discharge capacity, voltage, current/car battery voltage (on isl 6-330d) - "*" alternating with "-": discharge current automatically reduced to guard against overload. - Various warnings and error messages in plain text, with error number - Pressing +&-buttons simultaneously: state ; after release: discharge quantity resp. parameter menue |

Displays after program end

| | |
|-------------------|---|
| Line1 | - Total discharge time, final discharge voltage, "empty" e.g. " 65:09 8.51Vempty " |
| alternating with: | Total discharge capacity, final discharge voltage, "empty" " 1.9Ah 8.51Vempty " - "battery empty" display by: brief buzz , LCD shows inverted "e" - Various warnings and error messages in plain text, with error number - Pressing +&-buttons simultaneously: state ; after release: discharged capacity |



8.2.1 Battery output 2, charge program for 1 to 6*- cell Ni-Cd batteries

- Purpose** e.g. for charging receiver batteries down to 50 mAh or e.g. 6 cell transmitter batteries of high capacity.
- Cell type** Set the cell type to NiCd batteries as explained in Section 9.2
- Cell count** Set the number of cells as explained in Section 9.2
- Charge current** Set the charge current as explained in Section 9.2
- Description** The charge program starts charging with the pre-selected current and the set number of cells. At fixed intervals and after reaching the prescribed charge voltage limit the **isl 6** switches to a pulsed charge process. The better the battery maintains its voltage in the pauses, the longer the pauses become and the shorter the charge pulses become.
- The current and the number of cells are determined by a special initialisation process which runs when the charger is first connected to the car battery (Section 9.2)
- Please note** If the voltage at the battery output is excessive, the charger may fail to detect the presence of a battery.
- Settings at Power-On**
- cell type to be connected (see Section 9.2)
- number of cells to be connected (see Section 9.2)
- charge current (see Section 9.2)
- Connect battery** Connect the battery to be charged to the battery 2 output, taking care to maintain correct polarity.
- The charger beeps once to indicate the start of the charge process.

Displays if output 2 is "ready"

- Line 2 - **setting of battery output 2, car battery voltage**, e.g. "2: 4NiCd.1A 13.6"
- press both buttons simultaneously to display
parameters & last capacity, e.g. "2: 4NiCd 49mAh"
- dto. **isl 6-330d** If the cursor (under the battery 1 data) is at "ready" (i.e. at the far left of the screen) and if you press both buttons simultaneously, the screen shows after some seconds:
- "b2", **setting of battery output 2 and last capacity** e.g. "2■4NiCd.1A■49mAh"

Displays while output 2 is charging

- Line 2 - **current charge time, current charge voltage, car battery voltage** "07:23 5.63V 13.6"
alternating on line 2, with alternating with
- **current charge quantity, current voltage, current current** e.g. "12mAh 5.63V 0.10A"
When both buttons are pressed simultaneously:
- **setting of battery output 2 and current charge quantity** e.g. "2: 4NiCd 12mAh".
- dto. **isl 6-330d**
- if battery 1 is not in use, the screen display is as above
- if battery 1 is in use, the cursor under the battery 1 data indicates the approximate state of charge.
If you press both buttons simultaneously, the screen shows
- "b2", **cell count, cell type, charge current, current capacity**, e.g. "2■4NiCd.1A■12mAh"

Displays after output 2 program end

- Line 2 - **time of "full" termination, cut off voltage,, car battery voltage** "34:12 6.36V 13.6"
alternating on line 2, with alternating with
- **charged capacity, cut off voltage, "full"** e.g. "53mAh 6.36V full"
- "full" indication: **brief buzz** and inverted "f" on LCD screen
- dto. **isl 6-330d**
- if battery 1 is not in use, the screen display is as shown above
- if battery 1 is in use, the cursor under the battery 1 data indicates "full", i.e. the cursor is at the far right of the screen.
If you press both buttons simultaneously, the screen shows
- "b2", **cell count, cell type, charge current, charged capacity**, e.g. "2■4NiCd.1A■53mAh"

[*] Maximum cell count only at supply voltage of 13.8 V; available from software & hardware V 7.03



8.2.2 Battery output 2, charge program for 1 to 6*- cell Ni-MH batteries

- Purpose** For charging receiver batteries down to 100 mAh and 6 cell transmitter batteries.
- Cell type** Set the cell type to NiMH batteries as explained in Section 9.2
- Cell count** Set the number of cells as explained in Section 9.2
- Charge current** Set the charge current as explained in Section 9.2
- Description** The charge program starts charging with the pre-selected current and the set number of cells. At fixed intervals and after reaching the prescribed charge voltage limit the *isl 6* switches to a pulsed charge process. The better the battery maintains its voltage in the pauses, the longer the pauses become and the shorter the charge pulses become.
- The current and the number of cells are determined by a special initialisation process which runs when the charger is first connected to the car battery (Section 9.2)
- Please note** If the voltage at the battery output is excessive, the charger may fail to detect the presence of a battery.
- Settings at Power-On**
- cell type to be connected (see Section 9.2)
- number of cells to be connected (see Section 9.2)
- maximum charge current (see Section 9.2)
- Connect battery** Connect the battery to be charged to the battery 2 output, taking care to maintain correct polarity.
- The charger beeps once to indicate the start of the charge process.

Displays if output 2 is "ready"

- Line 2 - **setting of battery output 2, car battery voltage**, e.g. "2: 4NiMH.3A 13.5"
- press both buttons simultaneously to display
parameters & last capacity, e.g. (V8.00:"2: 4NiMH 332mA ") "2: 4NiMH 81mAh"
- dto. *isl 6-330d* If the cursor (under the battery 1 data) is at "ready" (i.e. at the far left of the screen) and if you press both buttons simultaneously, the screen shows:
- "b2", **setting of battery output 2 and last capacity** e.g. "2■4NiMH.3A■.81Ah"

Displays while output 2 is charging

- Line 2 - **current charge time, current charge voltage, car battery voltage** "27:12 5.63V 13.5"
alternating on line 2, with alternating with
- **current charge quantity, current voltage, current current** e.g. "14mAh 5.63V0.33A"
When both buttons are pressed simultaneously:
- **setting of battery output 2 and current charge quantity** e.g. "2: 4NiMH 14mAh"
- dto. *isl 6-330d* - if battery 1 is not in use, the screen display is as above
- if battery 1 is in use, the cursor under the battery 1 data indicates the approximate state of charge.
If you press both buttons simultaneously, the screen shows
- "b2", **cell count, cell type, charge current, current capacity**, e.g. "2■4NiMH.3A■14mAh"

Displays after output 2 program end

- Line 2 - **time of "full" termination, cut off voltage, car battery voltage** "27:12 6.25V 13.5"
alternating on line 2, with alternating with
- **charged capacity, cut off voltage, "full"** e.g. ".75Ah 6.25V full"
- "full" indication: **brief buzz** and inverted "f" on LCD screen
- dto. *isl 6-330d* - if battery 1 is not in use, the screen display is as shown above
- if battery 1 is in use, the cursor under the battery 1 data indicates "full", i.e. the cursor is at the far right of the screen.
If you press both buttons simultaneously, the screen shows
- "b2", **cell count, cell type, current set, charged capacity**, e.g. "2■4NiMH.3A■.75Ah"

[*] Maximum cell count only at supply voltage of 13.8 V; available from software & hardware V 7.03



8.2.3 Battery output 2, charge program for 1 to 4*- cell

Lead-Acid batteries

- Purpose** Typically to charge single-cell glowplug energiser batteries and lead-gel and lead-acid batteries.
- Cell type** Set the cell type to Lead batteries as explained in Section 9.2
- Cell count** Set the number of cells as explained in Section 9.2
- Charge current** Set the charge current as explained in Section 9.2
- Description** The charge program initially charges at a very low current, and slowly increases the rate until the pre-selected value is reached - unless the maximum voltage typical of these cells is reached before this. Towards the end of the process the charge current is again reduced significantly, and under certain circumstances it may even fall to zero.
- The current and the number of cells are determined by a special initialisation process which runs when the charger is first connected to the car battery (Section 9.2)
- Please note** If the voltage at the battery output is excessive, the charger may fail to detect the presence of a battery.
- Settings at Power-On**
- cell type to be connected (see Section 9.2)
- number of cells to be connected (see Section 9.2)
- maximum charge current (see Section 9.2)
- Connect battery** Connect the battery to be charged to the battery 2 output, taking care to maintain correct polarity.
- The charger beeps once to indicate the start of the charge process.

Displays if output 2 is "ready"

- Line 2 - **setting of battery output 2, car battery voltage**, e.g. "2: 1Lead.5A 13.8"
- press both buttons simultaneously to display
parameters & last capacity, e.g. "2: 1Lead 1.4Ah"
- dto. *isl 6-330d* If the cursor (under the battery 1 data) is at "ready" (i.e. at the far left of the screen) and if you press both buttons simultaneously, the screen shows (332 mA max. with *i6-330d*):
- "b2", **setting of battery output 2 and last capacity** e.g. "2█1Lead.3A█1.4Ah"

Displays while output 2 is charging

- Line 2 - **current charge time, current charge voltage, car battery voltage** "19:12 2.13V 13.8"
alternating on line 2, with alternating with
- **current charge quantity, current voltage, current current** e.g. ".11Ah 2.13V 0.50A"
When both buttons are pressed simultaneously:
- **setting of battery output 2 and current charge quantity** e.g. "2: 1Lead .11Ah"
- dto. *isl 6-330d*
- if battery 1 is not in use, the screen display is as above
- if battery 1 is in use, the cursor under the battery 1 data indicates the approximate state of charge.
If you press both buttons simultaneously, the screen shows (332 mA max. with *i6-330d*):
- "b2", **cell count, cell type, charge current, current capacity**, e.g. "2█1Lead.3A█.11Ah"

Displays after output 2 program end

- Line 2 - **time of "full" termination, current voltage, car battery voltage** "18h12 2.27V 13.8"
(18 hours, 12 minutes) alternating on line 2, with alternating with
- **current charged capacity, current battery voltage, "full"** e.g. "4.5Ah 2.27V full"
- "full" indication: **brief buzz** and inverted "f" on LCD screen
- dto. *isl 6-330d*
- if battery 1 is not in use, the screen display is as shown above
- if battery 1 is in use, the cursor under the battery 1 data indicates "full", i.e. the cursor is at the far right of the screen.
If you press both buttons simultaneously, the screen shows (332 mA max. with *i6-330d*):
- "b2", **cell count, cell type, current set, charged capacity**, e.g. "2█1Lead.3A█4.5Ah"

[*] Maximum cell count only at supply voltage of 13.8 V; available from software & hardware V 7.03



8.2.4 Battery output 2, charge program for 1 to 3*- cell Lithium-Iron-Phosphate batteries (Saphion)

| | |
|------------------------|---|
| Purpose | Typically to charge 2-cell lightweight high-capacity receiver batteries |
| Cell type | Set the cell type to <u>LiFe</u> batteries as explained in Section 9.2 |
| Cell count | Set the number of cells as explained in Section 9.2 |
| Charge current | Set the charge current as explained in Section 9.2 |
| Description | The charge program initially charges at a very low current, and slowly increases the rate until the pre-selected value is reached - unless the maximum voltage typical of these cells is reached before this. Towards the end of the process the charge current is again reduced significantly, and under certain circumstances it may even fall to zero. - The current and the number of cells are determined by a special initialisation process which runs when the charger is first connected to the car battery (Section 9.2) |
| Please note | If the voltage at the battery output is excessive, the charger may fail to detect the presence of a battery. |
| Settings | - cell type to be connected (see Section 9.2) |
| <u>at Power-On</u> | - number of cells to be connected (see Section 9.2) - maximum charge current (see Section 9.2) |
| Connect battery | Connect the battery to be charged to the battery 2 output, taking care to maintain correct polarity. - The charger beeps once to indicate the start of the charge process. |

Displays if output 2 is "ready"

| | |
|------------------------|--|
| Line 2 | - setting of battery output 2, car battery voltage , e.g. "2: 2LiFe.2A 13.7" |
| | - press both buttons simultaneously to display |
| | parameters & last capacity , e.g. "2: 2LiFe .73Ah" |
| dto. <i>isl 6-330d</i> | If <u>the cursor</u> (under the battery 1 data) is at "ready" (i.e. at the far left of the screen) and if you press both buttons simultaneously, the screen shows: - "b2", setting of battery output 2 and last capacity e.g. "2■2LiFe.2A■.73Ah" |

Displays while output 2 is charging

| | |
|------------------------|--|
| Line 2 | - current charge time, current charge voltage, car battery voltage "19:13 5.43V 13.7" |
| | <u>alternating on line 2, with</u> alternating with |
| | - current charge quantity, current voltage, current current e.g. ".11Ah 5.43V0.20A" |
| | When both buttons are pressed simultaneously: |
| | - setting of battery output 2 and current charge quantity e.g. "2: 2LiFe .11Ah" |
| dto. <i>isl 6-330d</i> | - if battery 1 is not in use, the screen display is <u>as above</u> - if battery 1 is in use, <u>the cursor</u> under the battery 1 data indicates the approximate state of charge. If you press both buttons simultaneously, the screen shows: - "b2", cell count, cell type, charge current, current capacity , e.g. "2■2LiFe.2A■.11Ah" |

Displays after output 2 program end

| | |
|------------------------|--|
| Line 2 | - time of "full" termination, current voltage, car battery voltage "03h38 6.70V 13.7" |
| | (3 hours, 38 minutes) <u>alternating on line 2, with</u> alternating with |
| | - current charged capacity, current battery voltage, "full" e.g. ".61Ah 6.70V full" |
| | - "full" indication: brief buzz and inverted "f" on LCD screen |
| dto. <i>isl 6-330d</i> | - if battery 1 is not in use, the screen display is <u>as shown above</u> - if battery 1 is in use, <u>the cursor</u> under the battery 1 data indicates "full", i.e. the cursor is at the far right of the screen. If you press both buttons simultaneously, the screen shows: - "b2", cell count, cell type, current set, charged capacity , e.g. "2■2LiFe.2A■.61Ah" |

[*] Maximum cell count only at supply voltage of 13.8 V; available from software & hardware V 7.03



8.2.5 Battery output 2, charge program for 1 to 3*- cell Lithium-Ion and Lithium-Polymer batteries

- Purpose** Typically to charge 2 or 3-cell lightweight high-capacity power batteries for slowflyers.
- Cell type** Set the cell type to LiIo or LiPo batteries as explained in Section 9.2
- Cell count** Set the number of cells as explained in Section 9.2
- Charge current** Set the charge current as explained in Section 9.2
- Description** The charge program initially charges at a very low current, and slowly increases the rate until the pre-selected value is reached - unless the maximum voltage typical of these cells is reached before this. Towards the end of the process the charge current is again reduced significantly, and under certain circumstances it may even fall to zero.
- The current and the number of cells are determined by a special initialisation process which runs when the charger is first connected to the car battery (Section 9.2)
- Please note** If the voltage at the battery output is excessive, the charger may fail to detect the presence of a battery.
- Settings at Power-On**
- cell type to be connected (see Section 9.2)
- number of cells to be connected (see Section 9.2)
- maximum charge current (see Section 9.2)
- Connect battery** Connect the battery to be charged to the battery 2 output, taking care to maintain correct polarity.
- The charger beeps once to indicate the start of the charge process.

Displays if output 2 is "ready"

- Line 2 - **setting of battery output 2, car battery voltage**, e.g. "2: 3LiPo.5A 13.7"
- press both buttons simultaneously to display
parameters & last capacity, e.g. "2: 3LiPo 1.1Ah"
- dto. *isl 6-330d* If the cursor (under the battery 1 data) is at "ready" (i.e. at the far left of the screen) and if you press both buttons simultaneously, the screen shows (332 mA max. with *i6-330d*):
- "b2", **setting of battery output 2 and last capacity** e.g. "2■3LiPo.3A■1.1Ah"

Displays while output 2 is charging

- Line 2 - **current charge time, current charge voltage, car battery voltage** "17:12 10.3V 13.8"
alternating on line 2, with alternating with
- **current charge quantity, current voltage, current current** e.g. ".11Ah 10.3V 0.50A"
When both buttons are pressed simultaneously:
- **setting of battery output 2 and current charge quantity** e.g. "2: 3LiPo .11Ah".
- dto. *isl 6-330d* - if battery 1 is not in use, the screen display is as above
- if battery 1 is in use, the cursor under the battery 1 data indicates the approximate state of charge. If you press both buttons simultaneously, the screen shows (332 mA max. with *i6-330d*):
- "b2", **cell count, cell type, charge current, current capacity**, e.g. "2■3LiPo.3A■.11Ah"

Displays after output 2 program end

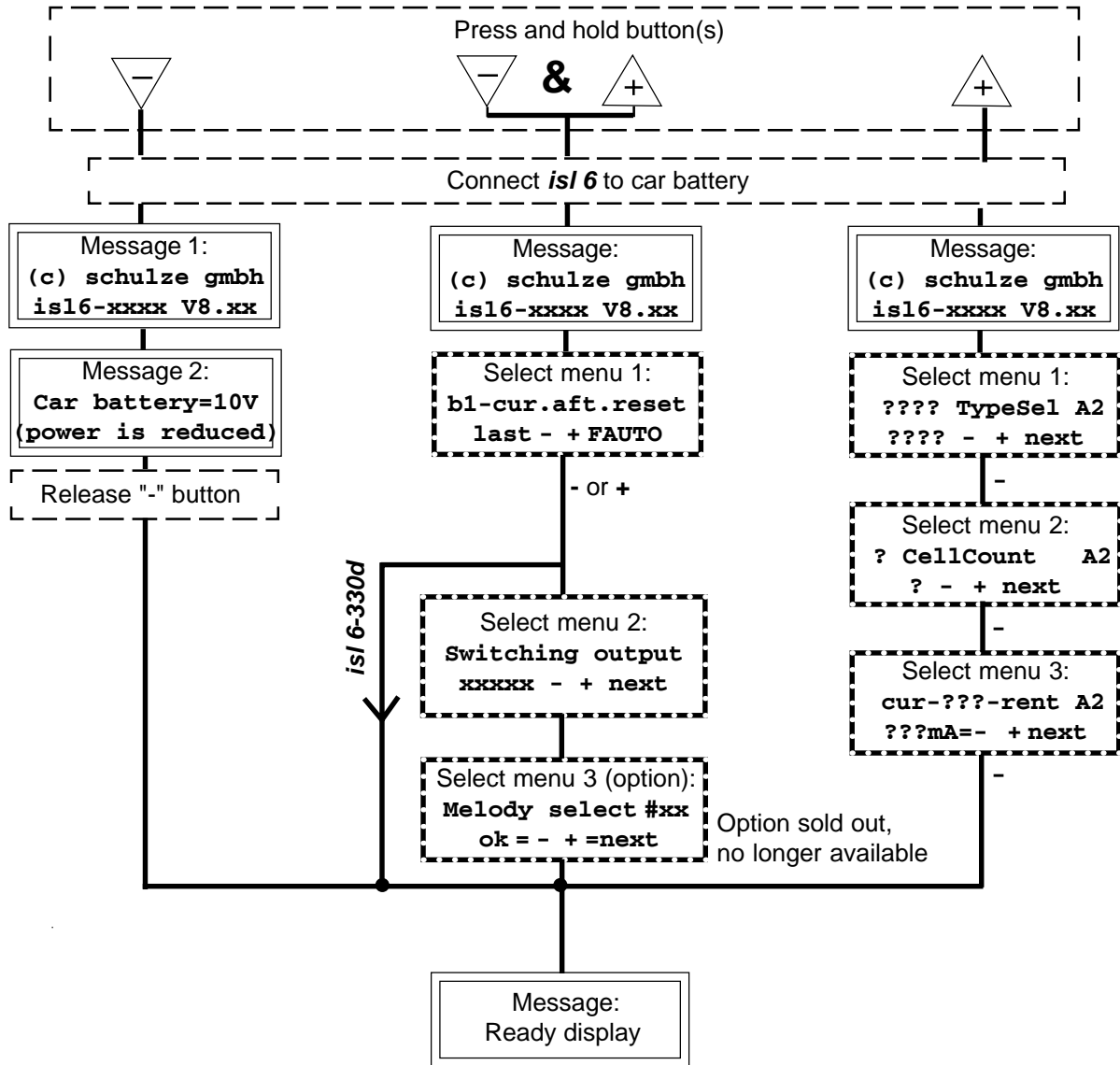
- Line 2 - **time of "full" termination, current voltage, car battery voltage** "03h07 12.6V 13.7"
(3 hours, 7 minutes) alternating on line 2, with alternating with
- **current charged capacity, current battery voltage, "full"** e.g. "1.3Ah 12.6V full"
- "full" indication: **brief buzz** and inverted "f" on LCD screen
- dto. *isl 6-330d* - if battery 1 is not in use, the screen display is shown above
- if battery 1 is in use, the cursor under the battery 1 data indicates "full", i.e. the cursor is at the far right of the screen.
If you press both buttons simultaneously, the screen shows (332 mA max. with *i6-330d*):
- "b2", **cell count, cell type, current set, charged capacity**, e.g. "2■3LiPo.3A■1.3Ah"

[*] Maximum cell count only at supply voltage of 13.8 V; available from software & hardware V 7.03

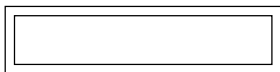


9 Modifying charger characteristics

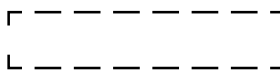
9.1 Tabular summary



Key:



Message for "ready" state or settings



Action to display or select a charger characteristic



Display of selectable charger characteristics



9.1.1 Use with an external 12V car battery

An external 12V battery can safely be discharged to a lower level with the *isl 6* than a car battery which is required to start a car engine.

The option of deeper discharge can be selected when you connect the *isl 6* to the battery. At the same time you can limit the maximum charge power (see 9.1.2.2 "Use with a 22/25A mains PSU").

If you wish to do this, hold the "-" button on the *isl 6* pressed in while you connect it, until the charger's screen shows the message "**car battery =10V**" in the first line.

The low-voltage warning message range (# 5) then lies approximately between 9.75 und 10.5V, and below 9.75V the unit switches itself off (error # 72).



The charger does **not** store the "-" button press during initial connection, so the setting has to be repeated at the start of every session with the charger.

The best way to exploit the full charge power of the unit is to delay making the change until the first message

"**car battery=MIN**" or

"**car battery<MIN**" appears.

However, please note that you lose the current data relating to the charge program running (charge period, capacity) when you disconnect the charger from the car battery to effect this change.

Unfortunately, reducing the charge current when the above messages appear is not without its problems, as the automatic charge termination circuit can then get "out of step", because a reduction in the load current also causes a reduction in the voltage of the battery pack.

9.1.2 Use with the 230V mains supply

9.1.2.1 Use with a car battery charger



Never connect the *isl 6* to a car battery charger. These units produce a pulsed D.C. current which damages the *isl 6*.

Using the unit with a car battery wired in parallel and acting as a buffer can also cause problems, as this arrangement tends to produce senseless error messages.

9.1.2.2 Use with a 22/25A mains PSU



In theory the charger can be used with a stabilised mains power supply unit, but the charger's high power and the PSU's inadequate output capacity present problems, and the arrangement cannot be recommended. The result may be long-term damage, and even terminal damage to the mains PSU and the charger.

For charging batteries (minimum 8 cells) in conjunction with a 22 A (25 A peak) mains PSU it is possible to limit the maximum charge power of the unit (*isl 6-530d* upwards) at the Akku 1 output to about 190 W, so that the current drain from the PSU stays below 22 A.

This setting is made by pressing the "-" button while you connect the unit to the car battery (see description in Section 9.1.1).

The unit displays the message "**power reduced**".

As reliable operation of the *isl 6* with a mains PSU depends on other factors, including spurious voltage levels, questionable reliability when run continuously, sensitivity to converter clock frequencies and adequate reserves of output capacity (one area in which laboratory mains PSUs are often lacking) etc., it is up to you to carry out tests to establish whether your particular combination of PSU and charger works properly. We accept no liability for problems or damage to the *isl 6* or other parts of the combination arising from this mode of usage.

Please note that "repairs" to chargers which produce error messages when used with mains PSUs will be charged for accordingly.



9.2 Setting the number of cells and charge current for battery Output 2

The Akku 2 (battery 2) output must be set to the type of cell, number of cells and charge current you wish to use.

You can select within 6 types of batteries and select up to 4 (isl 6-330d 3) different charge currents.

The values you select are stored permanently in the charger.

1. Hold the "+" button pressed in while you connect the charger to the car battery and wait until the selection menu appears (about 2-3 seconds).

2. Release the button again.

" ???? TypeSel B2"

"4NiCd.3A- +next" (example)

In the *isl 6-330d* both lines follow in succession. The value to select is marked by a question mark, in the *isl 6-330d* the cursor marks the position to select.

You can select following types of batteries:

| | |
|------------------------|-------------------------------|
| Nickel-Cadmium | (NiCd), |
| Nickel-Metallhydrid | (NiMH), |
| Lead/Acid and Lead/Gel | (Lead), |
| Lithium-Iron-Phosphate | (LiFe), |
| | better known as Saphion cell, |
| Lithium-Ionen | (LiIo), |
| Lithium-Polymer | (LiPo). |

3. Press the "+" button (+next) repeatedly to display the different battery types until the desired type appears.

4. Select the shown type of cell by pressing the "-" button (e. g. .LiFe...-).

5. After that, the cell count menu appears.

"? CellCount A2"

"1LiFe.3A- +next" (example)

Depending of the selected type of battery you can select following cell counts:

| | | |
|-------|--------------|--------------------|
| NiCd: | 1 - 6* cells | = 1,2 ... 7,2 V |
| NiMH: | 1 - 6* cells | = 1,2 ... 7,2 V |
| Lead: | 1 - 4* cells | = 2, 4, 6, 8 V |
| LiFe: | 1 - 3* cells | = 3,2 ... 9,6 V |
| Lilo: | 1 - 3* cells | = 3,6 ... 10,8 V** |
| LiPo: | 1 - 3* cells | = 3,7 ... 11,1 V** |

[*], [**] footnotes see next column at the top.

[*] maximum cell count with a supply voltage of 13,8 V only, available on soft- & hardware from V 7.03

[**] Check the specifications of the battery manufacturer for maximum charge and discharge voltages (see section 4.6) and then select the fitting Li-Ion charge program to the battery type you use (Lilo or LiPo). You even can use different programs for charging and discharging (discharging only possible at battery one output).

6. Press the "+" button (+next) repeatedly until the desired cell count appears.

7. Select the shown cell count by pressing the "-" button (e. g. 2LiFe...-).

8. After that, the charge current menu appears:

" cur-???-rent B2"

"1LiFe.3A- +next" (example)

You can select between following currents

| | | |
|--------|----------|-----------------------|
| 100 mA | = ".1A", | (isl 6-330d in ()): |
| | | (100 mA = ".1A") |
| 200 mA | = ".2A", | (200 mA = ".2A") |
| 332 mA | = ".3A", | (332 mA = ".3A") |
| 500 mA | = ".5A", | (not available) |

Hint:

No longer any effects on the Akku 1 output:



At softwareversion 8 all currents selected for Akku 2 output are only used for Akku 2 output

9. Press the "+" button (+next) repeatedly to display the different current values,

10. Select the visible current value by pressing the "-" button (e. g. 2LiFe.3A-).

11. After that the screen will show the set charge termination sensitivity before the "ready" message appears, exactly as if you had just connected the charger to the car battery.



- 9.3 Program type after reset for A1 (9.3.1)
- Charge termination A1(dropped) (9.3.2)
- Switch output (9.3.3)
- Melody select module (option) (9.3.4)

These 4 parameters can be adjusted in a single process.

To do this hold the "+" and "-" buttons pressed in while you connect the **isl 6** to the car battery, and wait until the menu

"**B1-cur.aft.reset**" appears.

9.3.1 Setting the program type after reset

Here you select the program which is to appear as standard when you connect the **isl 6** to the car battery.

The program which appears after initial connection can be the:

- last used program

(more accurately: the program setting which applied when the battery was last connected; (Select "**last**" with the "-" button)

or

- the fully automatic charge program

(Select "**FAUTO**" with the "+" Taste).

When you have made your selection the menu "p1 cutoff mode" appears (description below).

9.3.2 Setting charge termination sensitivity:

IMPORTANT note: it is no longer necessary to set the sensitivity and delay as required by earlier software versions; selecting the battery type eliminates this.

However, it is important that you, the user, should be aware that, if you select Ni-MH Auto C or one the combi-programs (...CD), the automatic charge termination only becomes active after about 5 minutes, and the battery is charged with increased current in these first few minutes.



This means: NEVER connect full Ni-MH cells for charging. Overcharging / overheating / explosion hazard!

9.3.3 Switched output setting

(not for isl 6-330d, not for isl 6-636e)

" **switch output** "

"**12V perma- +next**" (example re. a))

You can select among 3 different settings:

a) **12V permanent**

The switched output provides 12 V continuously, ideal to drive a battery cooling fan or similar.

b) **FullBlinking**

The switched output provides 12 V on / off to drive a car flasher bulb when battery is fully charged or discharged.

c) **FullContinuous**

The switched output provides 12 V continuously to drive a car flasher bulb when battery is fully charged or discharged.

Press the "+" button (**+next**) repeatedly to display the switch output features.

Press the "-" button to select desired feature (e.g. **FullBlink**).

The selected setting is repeated once more.

Note re. switched output: (not series-accessories!)

The charger features a Cinch (phono) socket as widely used in audio equipment, and it is protected by an internal T 2.5 A fuse. It is designed for connection to a car flasher bulb (12V / 25W) so that you have a visual indicator of the "battery full" and "battery empty" states.

As an alternative to the flashing light output the Cinch socket can be set up at the factory to provide a fixed 12 V to drive a battery cooling fan or similar.

-> Do not mix with the RS232 Port connector!

Note: the cables connected to this socket must be fitted with a ferrite core in order to keep within the CE limits for interference radiation. Use the "CE-Ring-i8" for this, and wind at least 9 turns of the cable through it at a point no more than 5 cm from the Cinch plug. The cable must not be more than 2 m long.

9.3.4 Melody selection setting

Note: this option is only fitted to older chargers built before the end of 1995. (not -330d, -636e)

If the module is present, you can press the "+" button to listen to all 12 melodies in turn and select one by pressing the "-" button (melody 0 = buzzer).

Note: you can cut short the melody or the buzzer at any time by pressing the "+" or "-" button.



10 Legal matters

10.1 Warranty

All **isl 6** chargers are carefully checked and tested before dispatch.

If you have a complaint, send the unit back to us with a clear description of the fault.

A message such as "doesn't work properly" or "software error" doesn't help us much!

Before you send your **isl 6** back to us, please test the unit **carefully**, as it costs us money to test a charger, and if it turns out to be in working order we have to recover those costs from you. In this case it makes no difference whether the **fully functional charger** is returned within the warranty period or not. Approved warranty claims are processed in accordance with our currently valid General Conditions of Business, which are printed in our catalogue.

One further note: if a problem arises with any schulze product, send it directly to us without interfering with it in any way.

This ensures that we can repair the unit quickly, pick up warranty faults without any dispute, and keep costs to a minimum.

You can also be sure that we will fit genuine replacement parts which will work properly in your unit. Unfortunately we have had bad experience with third-party Service Centres which claim technical competence. Note also that any out-side interference with our products invalidates the warranty (e.g. the original pole clamps omitted or replaced). Incompetent attempts at repair can cause further damage. We often find it impossible to estimate the repair cost of devices in such condition, and in certain circumstances we are then obliged to decline to repair it altogether.

10.2 Limited liability / compensation

We at Schulze Elektronik GmbH are unable to monitor the observance of our assembly and operation instructions, our prescribed conditions and methods for installation, connection, usage and maintenance of our battery chargers. For this reason we cannot accept liability for loss, damage or costs which arise through the inappropriate use of our products, or are connected in any way with such use.

Within the normal legal limits, our obligation to provide compensation, for whatever legal reason, is limited to the invoice value of that quantity of product immediately involved in the event which caused the damage. This does not apply if we are obliged to accept unlimited liability in accordance with mandatory law due to our deliberate or serious negligence.

10.3 CE approval

All **isl 6** units built after January 1996 satisfy all relevant and mandatory EC directives: these are the EMF directives

- **89/336/EWG,**
- **91/263/EWG and**
- **92/31/EWG.**

The product has been tested to meet the following basic technical standards:

Interference radiation: EN 50 081-1:1992,
Interference susceptibility: EN 50 082-1:1992
and/or EN 50 082-2:1995.

You are the owner of a product whose design and construction fulfil the safety aims of the EC for the safe operation of devices.

The approval procedure includes a test of **interference radiation**, i.e. of interference generated by the charger. This charger has been tested under practical conditions at maximum load current and with a large number of cells, and remains within the interference limits. A less stringent test would be, for example, to measure interference levels at a low charge current or with only 7 cells, in which mode the voltage converter would not be active. In such cases the charger would not produce its maximum interference level.

The procedure also includes a test of interference susceptibility, i.e. the extent to which the charger is vulnerable to interference from other devices. The test involves subjecting the charger to RF signals similar to those produced by an RC transmitter or a radio telephone.

Note:

If you encounter problems in using this device, please carry out the measures described in Chapter 13 and 14 before you decide that it is defective.



11 Specifications, technical features

| isl 6 | Weight | Display | Display No. of cells | Capacity | Ch.Current | Disch.Curr. | Supply-current |
|---|----------------------|---|--------------------------|--------------------------|--------------------|--------------------|--------------------|
| | ca. [kg] | [linexchar] | [visib.area] | [Ni-Cd] | [mA - A] | [mA - A] | [A] |
| -330d | 0.71 | 1 x 16 | 63x12mm | 1 - 30 | 0.1 - 5 | 250 - 5,5 | 25 - 1 |
| -430d | 1.1 | 2 x 16 | 61x15mm | 1 - 30 | 0.1 - 5 | 250 - 5 | 25 - 2 |
| -530d | 1.1 | 2 x 16 | 61x15mm | 1 - 30 | 0.1 - 5 | 250 - 6 | 25 - 2 |
| -636+ | 1.3 | 2 x 16 | 98x22mm | 1 - 36 | 0.1 - 6 | 250 - 6.5 (8) | 25 - 2 |
| isl 6-... | | | | | | | |
| Type | | | | | | | |
| | [cCount/Vnom/Vmax] | [cCount/Vnom/Vmax] | [cCount/Vnom/Vmax] | [cCount/Vnom/Vmax] | [cCount/Vnom/Vmax] | [cCount/Vnom/Vmax] | [cCount/Vnom/Vmax] |
| -330d | 1-19/2-38/2,3-43,7 | 1-12/ 3,2-38,4/ 3,65-43,8 | 1-11/ 3,6-39,6/ 4,1-45,1 | 1-11/ 3,7-39,6/ 4,2-46,2 | | | |
| -430d | "trickle", "cyclic"- | 1-12/ 3,2-38,4/ 3,65-43,8 | 1-11/ 3,6-39,6/ 4,1-45,1 | 1-11/ 3,7-39,6/ 4,2-46,2 | | | |
| -530d | max. 3h: 2,45-46,55V | 1-12/ 3,2-38,4/ 3,65-43,8 | 1-11/ 3,6-39,6/ 4,1-45,1 | 1-11/ 3,7-39,6/ 4,2-46,2 | | | |
| -636+ | 1-23/2-42/2,3-48,3 | 1-15/3,2-48,0/3,65-54,75 | 1-13/ 3,6-46,8/ 4,1-53,3 | 1-13/ 3,7-48,1/ 4,2-54,6 | | | |
| resp. | "cyclic"=2,45-56,35V | (V8.00: max. cell count: one cell less than above listed) | | | | | |
| Summary of charge currents related to number of cells connected to Akku 1 output | | | | | | | |
| Voltage | 6V | 9V | 11- 26V | 34V | 40V | 45V | 50V |
| Nb.of.cells (NiCD) | ~4c | ~6c | ~8-16c | ~20c | ~24c | ~27c | ~30c |
| -330d | 2,1 A | 4,0 A | 5,5 A | 3,7 A | 2,9 A | 2,4 A | 2,0 A |
| -430d | 2,7 A | 5,0 A | 5,0 A | 4,5 A | 3,5 A | 2,9 A | 2,5 A |
| -530d | 2,7 A | 5,3 A | 6,0 A | 6,0 A | 4,8 A | 4,0 A | 3,5 A |
| -636+,e | 2,7 A | 5,3 A | 8,0 A | 8,0 A | 6,5 A | 5,6 A | 4,8 A |

Akku 2 output:

Cell count: 1-6 Ni-Cd, 1-6 Ni-MH, 1-4 PB, 1-3 Li-Fe (Saphion), 1-3 Li-Ion, 1-3 Li-Po; @13,8 V supply voltage...
Charge current 100, 200, 330 mA or 500 mA (500 mA not for **isl 6-330d**), ...for max. cell count!

Other features:

- fully automatic charge current calculation for Akku 1 (patent application submitted)
- Akku 1 und Akku 2 outputs can be used simultaneously
- Akku 1 output suitable for use with Ni-Cd and Ni-MH batteries
- Akku 1 output also suitable for lead-acid and lead-gel batteries (min. capacity 1Ah)
- Safety charge termination after 3 hrs charge period Ni-Cd, 4 hours Ni-MH at Akku 1 output
- Tolerances at Akku 1, current: typically 5%; max. approx. 15% or 250 mA (higher value applies)
- Tolerances at Akku 2, current: typically 5%; max. approx. 10% or 100 mA (higher value applies)
- No-load current drain: approx. 200 mA
- Continuous charge output at 100mA (mean value, pulsed 400mA supply)
- Maximum discharge power dissipation 16 Watts (10 Watts isl 6-330d)
- Power supply voltage: 11 - 15.2 V
- Supply current (see table): Current draw from car battery, both outputs active with max. power.
- Low voltage warning threshold: 11.25 V (10.5 V at reduced setting)
- Low voltage power cut-off: 10.75 V (9.75V at reduced setting)
- Cartridge fuse at Akku 1 output: 5 x 20 mm, rating:
isl 6-330d=M8A, isl 6-430d=M10A, isl 6-530d=M10A, isl 6-636+=M16A (M = medium)
- All data refer to a car battery voltage of 12.5V DC
- Recommended car battery: 12 V / greater than 63 Ah; minimum capacity: 12 V / 42 Ah

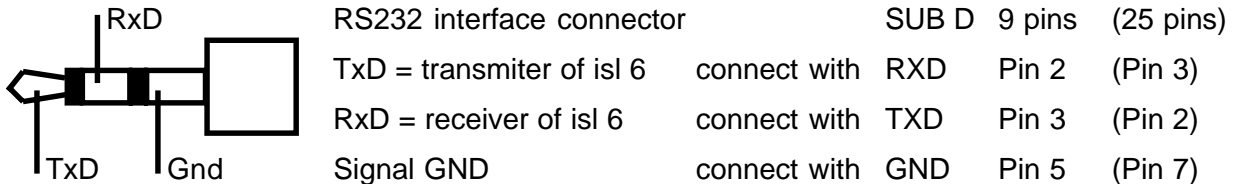
Applicable to **isl 6-636e** only:

- Small display; no discharge stage; melody module and switched output not available



12 RS232 interface pinout and data convention

12.1 Pinout of the jack connector of the the connecting cable



In the charger and in the sub d socket of our *i6-RS-kab* we mounted some resistors for safety reasons, which shall protect the interface against damage by short circuit during the connection of the plug into the socket.

12.2 Data convention PC-connection

Data transfer rate: 9600 Baud

Datablock: **A:sssss:uuuu:iiiiVSttt## (ASCII)**

| | | |
|---------|-----------------|-------------------------------|
| Legend: | A | Output/Pack No. |
| | : | Separation sign |
| | sssss | time in seconds |
| | : | Separation sign |
| | uuuuu | Battery voltage in millivolts |
| | : | Separation sign |
| | iiii | Current in milliamperes |
| | V[:,-] | Charge/Discharge indicator |
| | S[l,L,E,P,v...] | Charge-/Discharge-Status |
| | ttt[...] | Battery temperature |
| | ##[...] | Device number |

Hint: Battery temperature and device number are transferred as "....." (points)

12.3 Guidelines for the use of Winsoft

Winsoft automatically opens new windows when under the "Presets" pulldown menu the selection "Automatic-Window Graph Pack1" has been made, you can confirm this because it now should show this function with a checkmark in front of the text.

Make sure that you have first (manually) opened an online window under "Graphs", and then have selected "Automatic-Window Graph Pack1" so that the above function is active.



13 Error messages and their causes

When certain limit values (car battery voltage, charger temperature, maximum charge power) are exceeded, the result may be to cut off the charge process (e.g. excess car battery voltage), or the screen may show an error message while the buzzer sounds; the buzzer is switched off automatically after a certain time.

- **If an error message appears**, the screen only shows the charged quantity from then on; the charge period and charge voltage can no longer be read off.

- **At the Akku 2 output** a battery voltage of less than about 0.5 V will cause the charger to assume incorrect polarity.

- **During charging at Akku 2 output** with the maximum rated cell count (especially with 3 Li-Io cells) the warning/error "Vcar-Vbatt2 <min" appears, when supply voltage of the isl 6 is too low (lower 13.8 Volts). Please be sure that supply voltage is 13.8 volt and/or unplug battery from battery 1 output.

| Error No. | | Cause of error |
|-----------------------|--------------|--|
| Akku1 | Akku2 | The cause of the error is explained in plain text together with the error number |
| 41 | 42 | Charge period > maximum ¹ |
| 82 | - | Battery voltage > maximum ² |
| 51 | - | Converter voltage > maximum |
| 52 | - | Charge current > maximum |
| 62 | - | Power dissipation of charge source > maximum |
| - | - | Power dissipation of discharge current sink > maximum |
| 61 | - | Charger converter power > maximum ² |
| General errors | | |
| 74 | | Charger current drain > maximum |
| 73 | | Charger temperature > maximum |
| 5 | | Car battery voltage low |
| 72 | | Car battery voltage < minimum |
| 75 | | Fuse blow ³ (after 94 series) |

[¹] **Cause:** the battery, usually a receiver pack, is not being charged at high current (< 1C). Time > 3 hours or > 4 hours, 1st phase, 3DC program.

Remedy: use 2.5mm² charge cable with short adaptor cable (max. length 5 cm) to receiver battery. Never charge through a switch harness with integral charge socket.

[²] The charger may report "disconnect Akku1" and other inexplicable errors if ...

... the unit is run from a car battery which is itself being charged by a car battery charger.

... the unit is run from an unsuitable mains PSU as power source.

[³]**Cause:** Short-circuit between positive terminal of Akku 1 socket and car battery negative terminal.

Remedy: Open case and replace internal fuse (5 x 20mm cartridge, rating see chapter 11). Disconnect unit from power supply before opening (remove 3 exposed screws).

Note: This message may also appear if a conductor burns through in an early model of charger. Send the charger to our Service department, as it is not usually just the conductor that is faulty.

Error: EMPTY message in a Ni-Cd charge program after approx. 30 seconds:

Cause: a) 1-3 cell battery connected for charging, not started with the C.1 program. **b)** At the start of the charge with a completely flat battery (0V) a warning appears until minimum voltage is reached.

Note: this message may also indicate incorrect polarity. Check this, otherwise you could accidentally "charge" the pack the wrong way round.

Error: disconnect battery 1/2 and/or Power-On Reset:

Cause: a) One or more batteries was connected to the charger before it was connected to the car battery.

b) The "watchdog" has tripped in mid-charge or mid-discharge. It responds when the micro-processor is in a state which the software does not recognise, perhaps due to outside interference.

Note: Not an error! The charger is incapable of deciding whether a lead-acid or Ni-Cd program has to be selected, or whether a charge or discharge program is to be used.

Error: The *isl 6* does not respond to the buttons.

Note: Not an error! During the measurement phases ("I") and towards the end of the charge process the programs must not be altered, as the *isl 6* must be allowed to detect the imminent "full" state (screen: a, b, c ...) without outside interference.



We did not incorporate an automatic cell count detection in our **Lead-Acid and Lithium charge-/discharge programs**. The cell count has to be selected manually. YOU only know exactly how many cells are connected in series in your pack.

This can definitely lead to a safety problem if YOU select the wrong cell count (e. g. 5 cells at a 4 cell pack).

From Version 8.05 upward an automatic cell count detection supervises your manually selected cell count.

Nevertheless this means that you have to select the cell count carefully. There is a chance now that the isl 6 may detect a wrong cell count selection.

Depending on the different charge level of the cells the voltage level of a pack with discharged cells might be identical to a pack with fully

charged cells and a lower number of cells.

In this case the automatic cell count detection can not always find the right cell count.

Sometimes NO error/warning message occurs, sometimes the isl 6 only gives a warning (on the display ans with the buzzer) but does not switch off.

In this case you have to check the cell count immediately.

Only if the cell count selected is wrong the whole charger (i. e. output 2 too) will be switched off with an error message on the display and the buzzer activated.

Hint: This feature is only available for battery 1 output .

Warning 7 battery 1 wrong numer of cells („b1WrongCellCount“)
Error 67 battery 1 wrong numer of cells („b1WrongCellCount“)

16 Installing a software update EPROM

16.1 on the *isl 6-330d*

If you have received an Eprom (multi-pin chip) from us, please...

- Ensure that any static charge in your body is dissipated before you touch the Eprom.
- Disconnect the *isl 6-330d / Ultra Duo ...* from its power supply.
- Press a thin screwdriver-blade on one side of the case between upper cover and case-bottom.
- Lift the case-cover carefully out of the catch of the case-bottom and slide cover only one or two millimeters that it can not click into place again.
- Do the same with the other side. Be careful that the cover will not move unintentional and will damage the push buttons.
- Now slide the complete cover carefully and slowly upward, so that the push buttons can not be damaged.
- The old Eprom (there is only one in the charger which is placed in a 28 pin socket) can now be levered up and out of its socket using a screwdriver. Work carefully, raising the chip evenly left, right, in front and in the rear, and take care not to tilt it to the rear, as this will bend the pins out of line. The best method is to slip the blade of the screwdriver into the slot between the Eprom body and the socket, working alternating from the front and the rear of the charger.
- Ensure that the distance between the two rows of pins matches the spacing of the Eprom socket. If we have not already done this, you will find that it is usually necessary with new Eproms to bend the pins inward slightly until they are at right-angles to the chip body. This can be done simultaneously for all pins on one side by laying the pins flat on a table, so that the chip's body is standing up at an angle, then bending the body over further until it is vertical. Important: ensure that you simply increase the angle of the bend at the existing "elbow"; don't bend them where the pins start to taper!
- The new Eprom (it must be for the same type of charger as the old Eprom: isl 6-330d -> isl 6-330d; do not replace an isl 6-330d Eprom with a -430d, -530d or -636+ type) can now be placed lightly in the socket, the same way round as the old Eprom; note that the notch on one end of the Eprom body must face the outer edge of the PCB, i.e. face the battery 2 plus socket. Check that all the pins are located in the correct position, between the pairs of metal contacts in the socket, then press down firmly to engage it; usually you will hear the pins "crunch" into place.
- Check briefly that the charger is working by connecting it to the car battery (or - preferably - a current-limited 12 ... 13.8 V mains PSU). If the screen does not immediately show the usual Power-On display, disconnect instantly and check the installation of the Eprom (see previous paragraph)! If you install the chip the wrong way round, it will be ruined. Guarantee invalid!
- Re-assemble the charger by reversing the procedure outlined above, i.e. lay cover on exact position over the case-bottom and press all 4 corners parallel down until it clicks.

16.2 on *isl 6-430d, isl 6-530d, isl 6-636+*.

If you have received an Eprom (multi-pin chip) from us, please...

- Ensure that any static charge in your body is dissipated before you touch the Eprom.
- Disconnect the *isl 6 / Ultra Duo Profii* from its power supply.
- Unscrew the three cross-point screws.
- Open the case by lifting the front.
- The old Eprom (there is only one in the charger which is placed in a 28 pin socket) can now be levered up and out of its socket using a screwdriver. Work carefully, raising the chip evenly left and right, and take care not to tilt it to the rear, as this will bend the pins out of line. The best method is to slip the blade of the screwdriver into the slot between the Eprom body and the socket, working from the side of the charger where the auxiliary socket row is located.
- Ensure that the distance between the two rows of pins matches the spacing of the Eprom socket. If we have not already done this, you will find that it is usually necessary with new Eproms to bend the pins inward slightly until they are at right-angles to the chip body. This can be done simultaneously for all pins on one side by laying the pins flat on a table, so that the chip's body is standing up at an angle, then bending the body over further until it is vertical. Important: ensure that you simply increase the angle of the bend at the existing "elbow"; don't bend them where the pins start to taper!
- The new Eprom (it must be for the same type of charger as the old Eprom: isl 6-430d -> 430d; 530d -> 530d; 636+ -> 636+; e.g. do not replace an old isl 6-430d Eprom with a new 636+ type) can now be placed lightly in the socket, the same way round as the old Eprom; note that the notch on one end of the Eprom body must face the square micro-processor. Check that all the pins are located in the correct position, between the pairs of metal contacts in the socket, then press down firmly to engage it; usually you will hear the pins "crunch" into place.
- Check briefly that the charger is working by connecting it to the car battery (or - preferably - a current-limited 12 ... 13.8 V mains PSU). If the screen does not immediately show the usual Power-On display, disconnect instantly and check the installation of the Eprom (see previous paragraph)! If you install the chip the wrong way round, it will be ruined. Guarantee invalid!
- Re-assemble the charger by reversing the procedure outlined above, i.e. first push the grommet and power cable into the slot in the case, place the rubber seal on the internal side of the heatsink, and press together firmly, at the same time sliding the bottom part of the case forward under the case cover. Don't forget to fit and tighten the three screws.



14 Trouble-shooting

Dear customer,

If your charger appears not to work as you expect it to, please run through the measures outlined below step by step before assuming that it is faulty.

Only if you have completed all these checks, and the problem is still present, ring on our hotline for technical advice. Even better, fill in the service questionnaire (next page) and send or fax it to us. We will then ring you back with advice.

From long years of experience with our battery chargers we know that most problems do not arise if the points listed below are followed to the letter.

If we receive your charger but can find no fault with it ("no fault found") - which usually means that the measures described below have been ignored - please note once again that we incur costs in checking the unit, and that those costs are payable by you even if the charger is within the warranty period.

1. Connect the charger to a fully charged car battery with a capacity of at least 60 Ah. Do not use a mains-powered Power Supply Unit!
2. For the power supply to the charger use only the original cables and terminal clips. Connectors such as wander plugs, car cigar lighter plugs etc. are not suitable! If you have made changes, kindly restore the original cables and clips. Take care to produce sound soldered joints - no "solder blobs" or dry joints, please!
3. Charge cables for all batteries should have a conductor cross-section of 2.5 sq mm. The charger's automatic current setting circuitry is only capable of setting a suitable (i.e. high) charge current for your battery if the cable is of this cross-section. Give the automatic circuit a fair chance!
4. Just as important as the charge cables are the connectors attached to them. Use the proven 4 mm gold-contact connectors at the charger end (don't use expensive wander plugs). Your flight packs should already be fitted with gold-contact connectors. Tin-plated connectors are completely unsuitable as their transfer resistance is high and they are prone to intermittent contact. Be sure that your cables are well soldered to the plugs and sockets. Do not fasten with screws.
5. If you observe Points 3) and 4) and connect a discharged battery to the charger, the fully automatic charge mode should set a current of at least 1C, usually as much as 2C, after about 5 - 10 min-utes. If this is not the case, then the internal resistance of the battery is probably excessive. In short, your battery has "had it", or is not suitable for rapid-charging.
6. Ensure that there are no defective cells in the battery pack. Bad cells usually heat up early in the charge, and then cause the charger to switch off prematurely, and/or to set too low a charge current in automatic mode.
7. If the 3/4-hour limit is exceeded when you are charging from the Akku 1 or Akku 2 output in automatic mode, then something is wrong with your charge cable, your connectors or your battery. Perhaps too small a cross-section in the charge cable? Connectors not good-quality gold-contact types? Dry solder joints? Battery ready for the bin, or not designed for rapid-charging? Establish the reason! Attempting to alter the 3/4-hour time limit is not the way forward, as in most cases a charge period of one hour already indicates that something is amiss. After 5 - 10 minutes the automatic circuitry should have set a charge current of at least 1C!
8. Have you read the information in Chapter 1 (Warnings) and 2 (How to obtain reliable, trouble-free operation) and observed the recommendations?

**15 Service questionnaire**

To: Schulze Elektronik GmbH
 Fax-No. +49 / 6150 / 1306-99
 or to our eMail address below

Your address:
 and
 Telephone No.:
 eMail address:

Please complete every section. If a fault arises please return this form with the unit!

| Battery: | Your information: | Example: |
|---|--------------------------|---------------------------|
| Purpose (Transmitter, receiver, flight pack) | | Transmitter |
| Manufacturer | | Sanyo |
| No. of cells / voltage | | 8-cell / 9,6 V |
| Capacity | | 1700 mAh |
| Type | | 1700SCE |
| Cells soldered or clipped | | soldered |
| Charge cable connector | | Barrel |
| Charge cable: | | Original<manufact> |
| Length | | 1.5 m |
| Cross-section | | 0.14 sq mm |
| Charger connector | | Wander plug |
| Power supply: | | |
| Fault with mains PSU power: | | yes |
| PSU type | | Power 150 |
| Output voltage | | 13 V |
| Maximum output current | | 11 A |
| Fault with car battery power: | | no |
| Nominal capacity, car battery | | 45 Ah |
| Charger: | | |
| Type | | isl 6-430d |
| Software version (read out display after power on) | | V8.06 |
| Charge output used | | Akku 1 |
| Battery type used | | NiCd |
| Charge program/Current if "fixed" selected (Automatic mode:) max. charge current | | Auto C, I=x,xx A 0.83A |
| (Automatic mode:) charge current at fault | | 0.25A |
| Duration of charge | | 133 min |
| Battery temperature at termination | | 30°C |
| Error message resp. full message | | # 52, quant |
| Description of fault: Charge output 1, 2, both in use? | | |

