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Book Descriptions:

Ctek manual 7002



Page 2 INTRODUCTION The MULTI US 7002 is a primary switch mode battery charger with pulse maintenance. The MULTI US 7002 is designed to offer maximum life for the battery. MULTI US 7002 is a member of a family of professional chargers from CTEK Power Inc. It represents the stateofheart of today's technology for battery charging. Please read these operating instructions carefully before operating the MULTI US 7002. Page 3 11. WARNING RISK OF EXPLOSIVE GASES a WORKING IN VICINITY OF A LEADACID BATTERY IS DANGEROUS.Be careful to keep corrosion from coming in contact with eyes. Page 5 a Position AC and DC cords to reduce risk of damage by hood, door or moving engine part.If negative post is grounded to the chassis as in most vehicles see e. Page 6 17. FOLLOW THESE STEPS WHEN BATTERY IS OUTSIDE VEHICLE.Page 7 Caution If the MULTI US 7002 does not switch to maintenance charge mode after three days, manually switch it to pulse maintenance mode. Note A battery that hasn't changed to maintenance charge after three days is most likely worn out and needs to be replaced. All other batteries can be maintained for a very long time. BATTERY TYPES AND SETTINGS MULTI US 7002 can easily be set for different types of batteries or conditions. The following recommendations should, however, only be seen as guidelines. Page 8 CHARGING The battery charger must be connected to the battery according to the instructions above. Indicated by blinking lamp 1. Start Lamp 1 Starting phase for charging. Page 10 Absorption Lamp 3 Final charging, voltage is kept at the preset level. During this phase, the voltage is gradually reduced. If the maximum length of time for Absorption is exceeded, the charger automatically continues with Analysis. Absorption is indicated by lamp 3. Analysis Lamp 3 Charging is suspended for a short period and the battery voltage measured. If it falls too quickly, the battery is probably faulty. Charging is suspended and an error is indicated lamp

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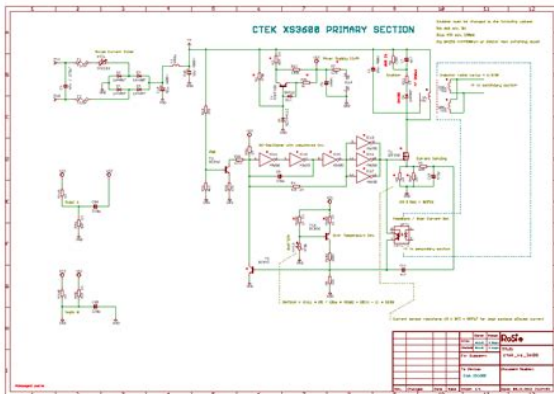
Error mode before start is reset by removing the error situation. The charger restarts in the latest selected mode. In high ambient temperatures the output power is reduced. Do not cover the charger. BATTERY CABLES MULTI US 7002 is equipped with a set of battery cables with battery terminal clips and one set of battery cables with eyelet terminals. Do not shorten the battery cables. Connecting the provided cables with eyelet terminals Make sure that the cable is not pinched or in contact with warm surfaces or sharp edges. Used Like NewSomething we hope youll especially enjoy FBA items qualify for FREE Shipping and Amazon Prime. Learn more about the program. Please try again.Please try again.Please choose a different delivery location.In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Register a free business account Full content visible, double tap to read brief content. Please try your search again later.Portable and easy to use.Shockproof and dust proof.The Multi US 7002 features multiple charging modes, as well as a unique 8step charging curve. Taken together these refined and new technologies allow the Multi US 7002 to move far beyond the capabilities of other 12V chargers, even to the point of determining whether a battery can hold the charge given, and in the process ensure that each of your leadacid vehicle batteries gets the best possible care.The Multi US 7002 features multiple charging modes, as well as a unique 8step charging curve. Taken together these refined and new technologies allow the Multi US 7002 to move far beyond the capabilities of other 12V chargers, even to the point of determining whether a battery can hold the charge given, and in the process ensure that each of your leadacid vehicle batteries gets the best possible care.<http://developingzone.com/appi/how-does-a-manual-switchboard-work.xml>



Eightstep Automatic Battery Charging Cycle Going forward, there is no need for any specific knowledge of batteries or their charging methods; CTEKs Multi US 7002 will take care of that. Once you switched to the preferred mode, the charger takes its own readings and then begins to charge the battery in 8 steps. The Multi US 7002 is also perfectly suited for Optima Yellow Top batteries and can also be connected for months, which is ideal for seasonal vehicles. Safe, automatic charging, utilizing three separate modes, suitable for allweather conditions. View larger. 8step battery charging explained. View larger. Includes alligator clips with cables for instant connections, and a set of battery cables with eyelet terminals for semipermanent installation. View larger. Various modes for flexibility in charging. View larger. Multiple Modes for Flexible Use The Multi US 7002 is specifically developed for different needs, vehicles and batteries. With this in mind users can choose between several different modes. These include Normal, for wet, maintenancefree and most Gel batteries; Cold Weather mode, recommended for use in conditions Charging for Allweather Conditions A very light and compact charger, but still extremely robust and water and dust resistant IP65 classification, the Multi US 7002 is designed to charge and maintain batteries, no matter the weather, temperature or situation. Designed for Safety and Compatibility All CTEK models are designed to consider the safety of the user. They are spark free, making the connection much easier and safer considering the gases batteries normally produce. The Multi US 7002 is also protected from reversepolarity connections and is shortcircuit proof. A red light on the charger will simply indicate that the charging cannot begin until the user has connected the charger correctly. Key Features Eight step, automatic switch charging, with patented desulfation functionality to recondition batteries that have lost power due to non use.

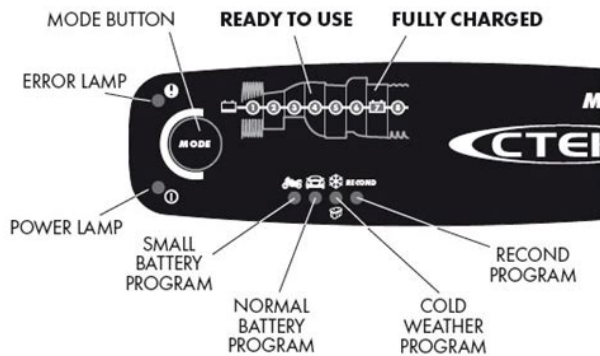
Charges 12volt leadacid batteries Wet, MF, Gel, AGM and Ca. Maintenance pulse charging increases battery life and gives superb performance. Multiple modes including Normal, for wet, maintenancefree and most Gel batteries; Cold Weather mode; Supply Mode, a maintenance mode supplying a constant voltage of 13.6V; and Recond Mode, a unique mode used to recondition batteries that have been severely discharged. Low back current drain, low ripple and input voltage independent. Delivered with two interchangeable connection leads, one with clamps, and one with eyelet terminals. The charger can be connected for months, ideal for seasonal vehicles, and compact design with mounting holes allows for permanent assembly. 5 year limited warranty. A high current ripple heats the battery and shortens its life. High voltage ripple could harm other equipment that is connected to the battery. The Multi US 7002 delivers voltage and current with very low ripple. The battery has a long service life and there is no risk of damage to other electronic devices connected to the battery. Whats in the Box 1CTEK Multi US 7002 12V battery charger, 1set of battery cables with battery terminal clips, 1set of battery cables with eyelet terminals, detailed instructions. 5Year

Limited Warranty CTEK Sweden AB, provides a 5year limited, nontransferable warranty issued from the date of purchase to the original purchaser of this product against defects in workmanship or materials. About CTEK Power, Inc. CTEK Power Inc. designs and develops a unique series of battery chargers and special solutions for all types of leadacid batteries for both personal and professional use. Safety, simplicity and flexibility are key words and requirements that apply to all the products and solutions developed and sold by CTEK. CTEK has sold more than two million battery chargers worldwide, and has its own operations in the US and China, with main and development offices are located in Vikmanshyttan, Dalarna, Sweden.



To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Please try again later. AverageNiceGuy 5.0 out of 5 stars It takes a little thinking to make your best choice. Other chargers can damage batteries if left on too long. See Jay Lenos videos explaining this. Be careful to not be rough with the alligator clips, because the plastic is brittle and breaks easily. Once the plastic insulator breaks off, you then have an exposed metal clamp. Very well designed. Very healthy for batteries. Most other chargers can damage batteries if left connected for long period maintenance. Jay Leno has published YouTube Videos explaining how other chargers were allowing batteries in his fleet to fail early, and he switched to CTEK. It is not a heavy duty jump starter for a very dead battery. Research the different CTEK models to see which one fits your needs. Ive purchased 4 of their models for different size batteries, and Ive given some as gifts to my Dads fleet . He is also very impressed. You will be happy to know that you have treated yourself and your equipment to a very highend product.It allowed my battery to deep discharge so I might be shelling out a couple hundred bucks for a new battery now. Not happy. I'm going to try my luck with the Noco brand next. UPDATE the relay clicking, and failure to charge seems to be related to a bad quality connection at the quick connect where you can unplug or plug in the ring terminals or clips. My guess is that if the resistance at the connector is too high the charger can not correctly detect the state of the battery. However I was not getting faults, just no charging output. I squeezed the female pins a bit to tighten the connection and it started working normal again.

<http://instalaciones-martinez.com/images/computer-organization-and-design-4th-edition-solution-manual-chegg.pdf>



If I decide to keep this charger I will remove that connector completely. Ctek should address this issue because there are other reviews on here siting the same behavior.Porsches are notorious battery drains. I connected the CTEK 7002 to its battery to see if this would condition the battery. I let it go through a complete cycle and continue to connect it each night. We are now four months later and her issues have never come back and the fiveyearold battery is running like its designed to. This saved me several hundred dollars for a replacement battery. I just bought a second unit for my Porsche.This is a must have charger, reconditioner for anyone who has expensive AGM, SLA batteries. Simple plug and play use. Keeps your battery charged, toppedoff, reconditioned and even repaired in some cases. This charger will do things most all other standard car battery chargers will not. If you have an expensive battery and dont want to replace before its time this is a MUST have. CTEK makes great products in general in MHO. I am a professional mechanic and this product is used all the time in my shop and has never let me down. If you own a porche, audi R8, bentley, rolls royce, mercedes, BMW etc. You need one of these if the cars sit for more than a couple of weeks. Comes with a great little storage pouch for cables. Pros light weight, small, portable, ez to use.Can and will save you several hundred dollars in just 1 expensive battery you wont have to replaceme. It pays for itself. cons I only have 1!!!!Some have a complaint with the Mode Button.if one presses it normally.It has all the 8 steps of charging condensed to 4 steps.no sparks plug in and connect.except in the recondition mode.comes with a storage pouch.clip connector and a quick connector for quick connection to the charger. It also comes with a 5 year guarantee. I have one of these 7000 series for each one of my cars.just added another ! Now.Is It Worth It .

<https://jagatex.pl/images/computer-organization-and-design-4th-edition-solution-manual.pdf>



Speaking from my own experience with many years using CTEK Chargers. Yes it is ! Never had a problem and I think they are the leading and best chargers out there that the other competition are trying to beat ! Sorry, we failed to record your vote. Please try again Rechecked the cells specific gravities and nothing had changed. Repeated the process and still no improvement so basically this unit is just a very expensive battery charger. Returned the unit and after researching options I purchased a Pulsetech Xtreme Charger that desulfates the batteries and is much less expensive than the Ctek unit. After connecting the unit to the batteries for about 7 days, every cell had an optimal S.G. of 1.277 So based on my experience this Ctek unit does not deliver a sufficient overcharge to equalize deep cycle golf cart batteries, whereas the Pulsetech unit works by removing sulphates by using a high frequency pulsation and is very effective. Sorry, we failed to record your vote. Please try again Please read the manual first before connecting to the car and plugging unit in the wall, follow the process to avoid accidental damage to components. Recommend the product. Sorry, we failed to record your vote. Please try again I also use it to maintain the charge over the winter on my classic car. Sorry, we failed to record your vote. Please try again It comes with all the things you need in the box. Sorry, we failed to record your vote. Please try again. The supply setting, Recondition setting, etc. Once the battery has been fully charged, it will automatically switch to maintenance charging. When in this state, the battery will receive a pulse only when the voltage sinks, keeping the battery in good shape when it is not being used. It can remain in this state for months at a time, like what you are planning to do. This is a fantastic battery charger for exactly this reason and it will work very well for your specific application.

I have attached a short video demonstration along with the written users manual on this product that you can also take a look at. Just received this charger and would like to know how to use the recond feature. Can is put the mode on recond when the battery is fully charged. Thank you in advance for your help. Recond is used to recondition a severely discharged battery. 62502 I cant imagine you wouldnt run it in recondition mode basically giving the 1.5 amp charge, but without knowing all the connections and your specific needs, I cant really give educated counsel. 54740. If the Multi US 7002 does not switch to maintenance charge after three days, manually switch it to pulse maintenance mode. How do I accomplish this The SUPPLY mode that you can select for the charger is the same thing as maintenance mode though. So after three days if you needed to switch it to maintenance mode you would need to press the selector button until it selects supply mode. Thanks for the outstanding service. I appreciate it! Thanks, Alex. Troubleshooting help from experts and users. Ask our large community for support. Be the first to write a review. Marantz SR7002 Surround Receiver Owners Manual. Are you looking for the the instruction manual of the Seiko 7002. View the user manual of this product directly and completely free. The Revision Level letter increases Model 7002 Switch System Instruction Manual A GREATER MEASURE OF CONFIDENCE Test Equipment Depot 800.517.8431 99 Washington Street Melrose, MA 02176 Download and Read Ctek 7002 Manual Ctek 7002 Manual Come with us to read a new book that is coming recently. Yeah, this is a new coming book that many people really Download PDF file with KENWOOD KA7002 Service Manual. Available translations EN. Have You lost manual for Your appliance. Come visit us, We have largest library of Keep this manual handy for ready reference. Puede sentirse orgulloso de su reloj de buceador automatico SEIKO. Scal.

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Reload to refresh your session. You must have JavaScript enabled in your browser to utilize the functionality of this website. When I press the MODE button a number of times or if I cut the power supply temporarily, the green lamp lights. What does this mean When attached to my car battery, the red light flashes even after charging my battery with my CTEK Do I charge it in snowflake mode Is this a problem Can I buy directly from you How can I charge as quickly and effectively as other chargers Which is right When attached to my car battery, the red light flashes even after charging my battery with my CTEK MULTI US 3300 and it is indicating green light for fully charged. Is this correct I thought the COMFORT INDICATOR would flash green Is there any difference between marine chargers and other chargers When I press the MODE button a number of times or if I cut the power supply temporarily, the green lamp lights. A. This is totally correct. The charger starts with a constant current until the battery is up to maximum voltage. The voltage is then locked while the current reduces. When the battery is fully charged, the current is low and the charger automatically switches to "green". If you press the Mode button instead, the charger checks if the battery voltage exceeds around 12.9V in which case the charger considers the battery to be fully charged. The difference between these two methods of checking if the battery is fully charged is marginal.

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This should express itself in such a way that when you disconnect the charger, the battery remains at a relatively high voltage. This can be compared to a 50Ah battery having been converted to a 20Ah, for example. Measure the battery voltage with the charger disconnected. If the voltage remains at 13V or more, this is the likely explanation. The battery is dead and needs replacing. You can also measure the voltage here with the charger disconnected, but the voltage will now drop instead quickly down to 12V or lower. The charger should react by switching on and off frequently as the voltage drops so rapidly. Even here the chances of achieving a long service life for the battery are unlikely. A CTEK charger tries to "revive" such a battery with pulses, but even if it succeeds the battery will soon be dead. Both of these possible causes of failure could have been avoided using a CTEK battery charger connected during the off season. What does this mean A. There may be several reasons Poor contact. Move the connections a little. Check that Comfort Connect or the white plastic contact on the charger lead is properly assembled. A sulphated battery has a layer of insulating lead sulphate on the inside. It does not cover the inside fully as you can still detect voltage across the battery. What happens is that the charger sends out pulses of energy until the battery starts to accept the charge. Batteries that "will not accept a charge" can often be revived using this method. Let the battery charge for one hour. If the charger still flashes, this indicates that the battery is dead and needs to be replaced. If the yellow or green lamp lights, you have activated the battery and it will probably work, but it is nevertheless at the end of its service life. The MULTI US 7000, MULTI US 25000 and MULTI XT 14000 models alert the charger if desulphation has been in progress for more than four hours.

Let it charge for a couple of days to boost the power, while being aware at the same time that the battery will soon be dead. If the battery started charging in the correct way, with the orange lamp, and then starts flashing, this is due to a break somewhere. The most likely explanation is that the connection has simply fallen off, but it could also be a break inside the battery. If there is a break, the charge will not start. All battery chargers whatever the brand must be approved in line with the same standards. Many more basic chargers can cause the battery to emit a significant amount of oxyhydrogen gas and also generate a spark when connecting. This represents a major risk of injury and it is therefore stipulated that the first terminal should be connected away from the battery in order to reduce the risk. A CTEK charger is spark free, has a minimal amount of gassing and can therefore be connected directly to the battery. However, we do not recommend this for approval reasons. The charger sees the parallel connected batteries as one large battery. The sum of the capacity has to be below the recommendation for your model. Please note that there could be a high

current between batteries when they are connected together, i.e. use high quality wiring. The way for you to handle this is by either avoiding having any heavy parallel load or by shutting down the charger manually now and then. However, the fridge in the caravan will not cause any problems. Our other chargers have a builtin timer as security which thereby avoids the problem. Bear in mind, however, that high voltage shortens the service life of some components. A rule of thumb says that if you raise the voltage by 5 %, a light bulb will lose half of its service life, but normally the problem is not that great. If you have sensitive electronics where the manufacturer advises against higher voltages Disconnect it!

When attached to my car battery, the red light flashes even after charging my battery with my CTEK. MULTI US 3300 and it is indicating green light for fully charged. Is this correct I thought the COMFORT INDICATOR would flash green A. The CTEK Comfort Indicator is what the name says an Indicator. It provides a snapshot of the system voltage and works best when the battery is at rest. The voltage drops down when a door opens or the lights is turned on and accordingly the indicator LED's could change status from green to yellow and sometimes even to red. This is normal and nothing to worry about. The Comfort Indicator is working correctly, but can't take into consideration these external activities. This should be seen as an additional benefit. The Comfort Indicator could alert that there's some unexpected current drainage. If the charger has not switched to maintenance charge within 72 hours, the charger must be disconnected manually. If the charger has switched to maintenance charge, everything is as it should be and the battery is probably healthy and will work for a long time together with your CTEK charger. If the charger has not switched to maintenance charge after 48 hours and the green lamp is lit, this is a sign that something is wrong. In this case, charging will take longer as the higher internal resistance of the battery restricts the amount of current it can receive. Sometimes this may be critical in which case you should use a larger charger. If you use the charger for maintenance charging only then you can get by using a really small charger. However, for larger batteries you need to be a little more careful, see next question. High current ripple causes high losses which costs money and generates heat in the battery. This heat mean that you must charge using a lower current to avoid gassing. Conventional chargers heat the battery up to four times as much as CTEK chargers. Do I charge it in snowflake mode A. It depends.

Optima and Hawker recommend snowflake mode. If there is no indication on the battery, use car mode for batteries over 14Ah or MC mode for batteries under 14Ah. In addition, a lot of energy is wasted from the charger in just heating the battery. A CTEK charger starts charging from a very low voltage with virtually a constant current up until the battery has reached maximum voltage. The charger then continues with a constant voltage until the battery is fully charged. A battery of this type has a higher internal resistance and will not accept a charge as quickly. However, CTEK chargers continue to charge at the rate the battery is able to receive. Most models can handle batteries as low as 1.5V. The US 800 charges from 6V, while the XC 800 charges from 3V. The MULTI US 7000, MULTI US 25000 and MULTI XT 14000 models in supply mode can charge from zero in the battery. Note that some batteries can be damaged as a result of being too deeply discharged. The CTEK chargers try to revive these batteries through pulsing to reduce sulphating or through soft start certain models. A battery that is below these levels is dead and needs to be replaced. Connect a charger for each battery. Avoid placing a MULTI charger too close to an extremely strong electrical field such as an ignition system as this may cause the charger to lose the settings. Note that the battery has been discharged previously otherwise it would not have frozen. Check the battery carefully for cracks. Is this a problem A. We recommend the higher voltage for these batteries. These chargers do not have this setting but can still be used. Can I buy directly from you A. Check for dealers. There are a number of options, and the nearest shop is usually not too far away. These shops have a number of distributors to choose from, see the tab Distributors. We do not sell directly to shops or consumers. A Coulombi MULTI US 3300 is identical to a CTEK MULTI US 3300.

How can I charge as quickly and effectively as other chargers A. CTEK chargers use the same technology as computers to keep size to a minimum and increase power. The charge will be well controlled and provide a "clean" current. Otherwise the functionality is identical. Trying to charge a 6 volt battery with a 12 volt charger is extremely risky. NOTE that the XC 800 is not available for the US market. We have no chargers for other types of battery as of today. Which is right A. The MULTI US 3300 works well up to 120Ah. However, the MULTI US 7020 or MULTI US 25000 are better choices above 75Ah with shorter charging times and more features. It is primarily a balance between price and performance When attached to my car battery, the red light flashes even after charging my battery with my CTEK MULTI US 3300 and it is indicating green light for fully charged. Is this correct I thought the COMFORT INDICATOR would flash green A. The CTEK Comfort Indicator is what the name says an Indicator. It provides a snapshot of the system voltage and works best when the battery is at rest. The voltage drops down when a door opens or the lights is turned on and accordingly the indicator LED's could change status from green to yellow and sometimes even to red. This is normal and nothing to worry about. The Comfort Indicator is working correctly, but can't take into consideration these external activities. This should be seen as an additional benefit. The Comfort Indicator could alert that there's some unexpected current drainage. It should also be safe for the battery no risk of over charging and have safe maintenance charging. Last but not least, the charger should pose no risk of damaging the electronics in the boat. It is incredibly unfortunate to have to replace an expensive starter battery just because the battery has been shock charged with too high a voltage. 2 The size of the charger.

If you consider this What sizes are your batteries, how much do you drain them and how quickly do you need them fully charged again. Your needs and requirements will be the decisive factor when choosing the size of your charger. The remaining 20% depends on the battery's age and condition. It will take between 1 and 6.5 hours to charge the remaining 20% depending on the battery's age and condition. All in all, it will take up to 13 hours to charge from fully discharged to fully charged. If you do the calculation in this manner, you will get a maximum charging time. The battery will rarely be fully discharged, but the calculation will give you a good idea of whether the charger is of the right size or not. Is there any difference between marine chargers and other chargers A. As I mentioned earlier, CTEK works with many different platforms sizes, power, charging steps, features, models for different applications which, depending on the model, can vary in price. The quality of the charger and the charging is, however, just as good. Some chargers can be more expensive than others depending on the model and its requirements. CTEK is doing its best in trying to maintain fair pricing regardless of industry. The battery does, however, really need 14.4V depending on type and temperature but we are generalising a little here. This means that you are charging the battery, but not much or very efficiently. The generator may be providing 60A, but when the voltage in the battery reaches 14V may take a few minutes the charging will only be a few A. It doesn't matter if you drive until you're out of petrol and don't use any at all, the battery will NEVER be fully charged! Imagine if you charge 14V via the IN connector and discharge 14.4V via the OUT button. And not just a few A but 20A. This would give you a fully charged battery.