



14a 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?

isl 6 chameleon: rapid charger series

operating instructions for software V 8, date of issue 30 JAN 2004



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15a 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 selected		NiCd
Charge program/Current if "fixed" selected		Auto C, I=x,xx A
(Automatic mode:) max. charge current		0,83A
(Automatic mode:) charge current at fault		0,25A
Duration of charge		133 min
Battery temperature at termination		30°C
Error message		# 52
Description of fault:		

