DATE:
May 2014

DESCRIPTION:
Under Vehicle Dual Battery Tray

APPLICATION:
Mitsubishi Triton/L200 ML & MN
Dual Cab

PART NO. :
4246020

PRODUCT GROUP:
384 – ARB Aux Battery Trays

BARCODE:
9332018027917

FITTING:
1 hour (plus wiring)

AVAILABILITY DATE:
In Stock

PRODUCT SPECIFICATION

DESIGN & DEVELOPMENT:

Designed for the Mitsubishi Triton/L200 ML & MN the ARB Under Vehicle Chassis mount battery box has been designed around the Optima Range of batteries and Redarc’s BCDC range of chargers.

The all steel battery tray provides the strength and protection required to mount the battery under the vehicle. The tray is manufactured from 3mm sheet steel folded and welded with a separate cover panel that provides protection to the battery. The backing plate and chassis clamp are 4mm mild steel. The tray is zinc plated and then finished in a durable satin black powdercoat. The cover plate incorporates moulded plastic press fit insulators to prevent terminal and cover plate contact.

Designed to fit on the inboard Passenger side of the chassis, between the fuel tank and the transmission, it is mounted out of harms way. Fitment has been confirmed with the Long Ranger long range fuel tank. Other brands of fuel tanks have not had the tray trial fitted. Fitment has been confirmed on dual cab models only. Extra cabs and single cabs have not had the tray test fitted.
The tray has been designed around the 10" range of Optima batteries including:

- D25/75 Yellow Top
- D34/78 Yellow Top
- D35 Yellow Top
- D34M Blue Top

For the majority of applications the Yellowtop Optima is suitable. The difference between the Bluetop and Yellowtop deep cycle batteries is that the Bluetop batteries have both automotive (SAE) posts and threaded studs, while Yellowtop (other than D31T) only have SAE terminals.

The Optima 10" range was selected as it met engineering requirements for the battery to be mounted on its side so as to maintain vehicle ground clearance. Optima’s Spiral Cell technology enables faster recharge times and increased cycle life whilst being over 15 times more vibration resistant than traditional batteries, making it suitable to applications where a battery is subjected to high levels of vibration such as in off road situations.

Whilst the system will work with a standard SBI12 Redarc Isolator it is recommended to use the Redarc BCDC range of chargers. These have been selected to easily enable the wiring in of Redarc Solar panels and regulators to give your customer a great solution to their power needs. The BCDC range also minimises any problems associated with voltage drop over the longer distance from main under bonnet battery and the rear mounted battery. Mount holes for a BCDC are on the side of the tray. By utilising the BCDC charger to its potential with the addition of solar panels the system allows considerable flexibility in its set up and options.

To get the most of Redarc’s solar range it is recommended that the BCDC1225-LV or BCDC1240-LV are used.

As the tray and BCDC are fitted under the vehicle consideration will need to be made to the type of use the vehicle will be put through. For vehicles that will be exposed to frequent water crossings or muddy ruts and bog holes it is recommended that the tub mount battery box is used. For vehicles fitted with the chassis mount tray it is recommended that the tray is inspected after offroad use to check for the build up of any debris including mud, rocks, sticks and grasses.

Fitting instructions included with the chassis mounted battery tray include wiring guidelines including wire size depending on length of wire required.

A separate wiring solution is being developed which will be available as an additional part number. Details to be advised when available.