



The battery charger FVT-B is operated by the AC heating voltages 1000V and 1500V of the railway coaches and by the service voltage of the station. The converter consists of input rectifier, booster stage, inverter with IGBT modules and output rectifier. The input current is in phase with the input voltage and has sinusoidal form. The batter charger has an IU₀ characteristic. It has a microprocessor control, a diagnostic line RS 232 and a communication line RS 485 to the data logging and monitoring unit of the wagon. In switched in state the charging is automatically started by the heating voltage and stopped in stand by when it ceases. In the case of a failure the code is stored in the file of the events.

Type:	FVT-B 1500/29-150
Input voltages	
- heating voltage	700-1860V/15-51Hz
- service voltage	1500V/50Hz
Charging voltages of an alkali battery with 18 cells	
- forced charging (U)	28,8V±1%
- floating charging (U ₀)	27V±1%
Limitation of the currents	
- charging current (I ₀)	80A±5%
- total current	150A±5%
Change over	
- forced/floating charging when I ₀ <	15A±10%
- floating/forced charging when I ₀ >	25A±10%
Efficiency (1500V/nominal power)	90%
Power factor	>0,95
Proof	IP55
Temperature	-30 ... +45°C
Dimension	1500x565x600mm
Weight	220kg