



CHARGE™

MARINE POWER MANAGER



INSTALLATION & OWNER'S GUIDE

Powered by  **C-MONSTER**
CONTROL SYSTEM 2.0

CONGRATULATIONS

on your purchase of CHARGE

The first Marine Power Management Station from Power-Pole,
the leader in the hydraulic anchor industry.



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IMPORTANT SAFETY INSTRUCTIONS

- 1. SAVE THESE INSTRUCTIONS** - This manual contains important safety and operating instructions for your CHARGE™ Marine Power Management Station.
- 2.** Use of an attachment not recommended or sold by JL Marine Systems may result in a risk of fire, electric shock, or injury to persons.
- 3.** To reduce risk of damage to electric plug and cord, pull by plug rather than cord when disconnecting charger.
- 4.** An extension cord should not be used unless absolutely necessary. Use of improper extension cord could result in a risk of fire and electric shock. If an extension cord must be used, make sure:
 - a.** That pins on plug of extension cord are the same number, size, and shape as those of plug on charger;
 - b.** That extension cord is properly wired and in good electrical condition;
 - c.** That wire size is large enough for AC ampere rating of charger as specified in the table below:

	25' AC Ext. Cord	50' AC Ext. Cord	100' AC Ext. Cord
AWG Size	18	16	12

- 5.** Do not operate charger with damaged cord or plug.
- 6.** Do not operate charger if it has received a sharp blow, been dropped, or otherwise damaged in any way.
- 7.** Do not disassemble charger; take it to a JL Marine Certified Warranty Center or call Customer Service when service or repair is required. Incorrect reassembly may result in a risk of electric shock or fire.
- 8.** To reduce risk of electric shock, unplug charger from outlet before attempting any maintenance or cleaning.
- 9. WARNING - RISK OF EXPLOSIVE GASES.**
 - a.** WORKING IN VICINITY OF A LEAD-ACID BATTERY IS DANGEROUS. BATTERIES GENERATE EXPLOSIVE GASES DURING NORMAL BATTERY OPERATION. FOR THIS REASON, IT IS OF UTMOST IMPORTANCE THAT YOU FOLLOW THE INSTRUCTIONS EACH TIME YOU USE THE CHARGER.
 - b.** To reduce risk of battery explosion follow these instructions and those published by battery manufacturer and manufacturer of any equipment you intend to use in vicinity of battery. Review cautionary markings on these products and on engine.
- 10.** External connections to the charger shall comply with the United States Coast Guard Electrical Regulation (33CFR183, SUB PART 1)

11. PERSONAL PRECAUTIONS

- a.** Consider having someone close by to come to your aid when you work near a lead-acid battery.
- b.** Have plenty of fresh water and soap nearby in case battery acid contacts skin, clothing, or eyes.
- c.** Wear complete eye protection and clothing protection. Avoid touching eyes while working near battery.
- d.** If battery acid contacts skin or clothing, wash immediately with soap and water. If acid enters eye, immediately flood eye with running cold water for at least 10 minutes and get medical attention immediately.
- e.** NEVER smoke or allow a spark or flame in vicinity of battery or engine.
- f.** Be extra cautious to reduce risk of dropping a metal tool onto battery. It might spark or short-circuit battery or other electrical part that may cause explosion.
- g.** Remove personal metal items such as rings, bracelets, necklaces, and watches when working with a lead-acid battery. A lead-acid battery can produce a short-circuit current high enough to weld a ring or the like to metal, causing a severe burn.

IMPORTANT SAFETY INSTRUCTIONS

- h.** Use charger for charging batteries only. It is not intended to supply power to a low voltage electrical system other than in a starter-motor application. Do not use battery charger for charging dry-cell batteries that are commonly used with home appliances. These batteries may burst and cause injury to persons and damage to property.
- i.** NEVER charge a frozen battery.

12. PREPARING TO CHARGE

- a.** If necessary to remove battery from vessel to charge, always remove grounded terminal from battery first. **b.** Make sure all accessories in the vessel are off, so as not to cause an arc.
- c.** Be sure area around battery is well ventilated while battery is being charged.
- d.** Clean battery terminals. Be careful to keep corrosion from coming in contact with eyes.
- e.** Add distilled water in each cell until battery acid reaches level specified by battery manufacturer. Do not overfill. For a battery without removable cell caps, such as valve regulated lead acid batteries, carefully follow manufacturer's recharging instructions.
- f.** Study all battery manufacturer's specific precautions while charging and recommended rates of charge.
- g.** Determine amp hours or reserve capacity of battery by referring to information published by the battery manufacturer, making sure that the app or device used to setup the CHARGE™ is set to the correct amp hours or reserve capacity.

13. CHARGER LOCATION

- a.** Locate charger as far away from battery as DC cables permit.
- b.** Never place charger directly above battery being charged; gases from battery will corrode and damage charger.
- c.** Never allow battery acid to drip on charger when reading electrolyte specific gravity or filling battery.
- d.** Do not operate charger in a closed-in area or restrict ventilation in any way.
- e.** Do not set a battery on top of a charger.
- f.** Do not mount the charger below the waterline of the boat or directly adjacent to the fuel tanks.
- g.** Make sure that all DC output cords can reach the batteries and that the AC power cord can reach a power source. When using an extension cord, make sure the AC connection to the charger outside of the battery compartment is as far away as practical to reduce the risk of a spark igniting gases in the compartment.
- h.** Do not shorten the DC output cords, as this can affect charger output.
- i.** If the DC output cords are not long enough, they may be lengthened by purchasing a JL Marine Cable Extension Kit and following instructions contained therein. (Engine battery cables CANNOT be extended).
- j.** Mount the CHARGE™ with at least 2 inches of space around the top and bottom of unit for proper ventilation and cooling. While CHARGE™ has safeguards to protect batteries and circuitry, proper ventilation will provide optimum performance.
- k.** Keyhole slots are not to be used for installing CHARGE™.

14. DC CONNECTION PRECAUTIONS

- a.** Connect and disconnect DC output terminals only after removing AC cord from electric outlet. Never allow terminals to touch each other.
- b.** Attach output terminals to battery and chassis or hull as indicated in 15(e), 15(F), and 16(b) through 16(d).

15. FOLLOW THESE STEPS WHEN BATTERY IS INSTALLED IN VESSEL OR VEHICLE. A SPARK NEAR BATTERY MAY CAUSE BATTERY EXPLOSION. TO REDUCE RISK OF A SPARK NEAR BATTERY:

- a.** Position AC and DC cables to reduce risk of damage by hood, door, or moving engine part.
- b.** Stay clear of fan blades, belts, pulleys and other parts that can cause injury to persons.

IMPORTANT SAFETY INSTRUCTIONS

- c. Check polarity of battery posts. POSITIVE (POS, P, +) battery post usually has larger diameter than NEGATIVE (NEG, N, -) post.
- d. Determine which post of battery is grounded (connected) to the chassis (if any). If negative post is grounded to boat hull (as in most vessels)/chassis, see (e). If positive post is grounded to the chassis, see (f).
- e. For negative-grounded vessel, connect POSITIVE (RED) output terminal to POSITIVE (POS, P, +) ungrounded post of battery first. Then connect NEGATIVE (BLACK) output to NEGATIVE (NEG, N, -) grounded post of battery.
- f. For positive-grounded vessel, connect NEGATIVE (BLACK) output to NEGATIVE (NEG, N, -) ungrounded post of battery first. Then connect POSITIVE (RED) output terminal to POSITIVE (POS, P, +) grounded post of battery.
- g. When disconnecting charger, disconnect AC cord, remove output terminal from boat hull/chassis, and then remove output terminal from battery terminal.
- h. See OPERATION Instructions for length of charge information.

16. FOLLOW THESE STEPS WHEN BATTERY IS OUTSIDE VESSEL. A SPARK NEAR THE BATTERY MAY CAUSE BATTERY EXPLOSION. TO REDUCE RISK OF A SPARK NEAR BATTERY:

- a. Check polarity of battery posts. POSITIVE (POS, P, +) battery post usually has a larger diameter than NEGATIVE (NEG, N, -) post.
- b. Check your battery configuration and connect charger to batteries based upon the diagrams shown in the **BATTERY CONFIGURATIONS** section of the manual.
- c. Do not face battery when making final connection.
- d. When disconnecting charger, always do so in reverse sequence of connecting procedure and break first connection while as far away from battery as practical.
- e. A marine (boat) battery does not need to be removed and charged on shore. However, instructions must be followed for location of charger when permanently mounted or used on board.

17. AC POWER CORD CONNECTION PRECAUTIONS

- a. The CHARGE™ should be grounded to reduce risk of electric shock. The charger is equipped with an electric AC power cord. The plug must be plugged into an outlet that is properly installed in accordance with all local codes and ordinances.
- b. **DANGER:** Never alter AC cord or plug provided - if it will not fit outlet, have proper outlet installed by a qualified electrician. Improper connection can result in a risk of an electric shock.
- c. **CAUTION:** To reduce risk of fire or electric shock, connect battery charger directly to grounding receptacle (three-prong). An adapter should not be used with battery charger.
- d. **CAUTION:** Due to the higher charging current of the CHARGE™ it is recommended that you check with the battery manufacturer's maximum recommended charger current before connecting multiple charger outputs to a single battery.

Congratulations on your purchase of our Power-Pole CHARGE™ featuring C-Monster Control System. It has been designed, engineered, and manufactured to provide the best possible performance and dependability. Please read all installation instructions carefully.

The information contained here describes the proper procedures for safely installing your Power-Pole CHARGE™. If you have questions, contact our Customer Service Team at **1+ (813) 689-9932 option 2** or visit our website at **www.power-pole.com**.

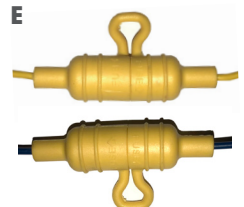
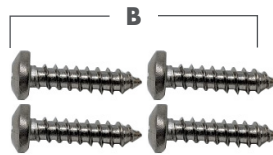


INSTALLATION HARDWARE (INCLUDED)

- A.** (1) Charge Unit
- B.** (4) 1" #8 Mounting Screws
- C.** (1) 40 Amp Fuse and Fuse Holder (8 AWG Wire)
- D.** (1) 25 Amp Fuse and Fuse Holder (12 AWG Wire)
- E.** (2) 3 Amp Fuses and Fuse Holders (Yellow and Blue 18 AWG Wires)

INSTALLATION TOOLS:

- Electric Drill
- 7/64" Drill Bit
- Phillips-Head Driver Bit
- Fine-Tip Marker



INSTALLATION

This section will walk you through the steps for safely installing your new CHARGE™ system. Be sure to read and follow all information contained in this section. For questions, please contact our Customer Service Team at **1+(813) 689-9932 option 2**.



Before proceeding, allow battery compartment to vent for at least 15 minutes. This allows any harmful gases that have built up in the compartment to escape.



Do not splice the AC Power cord as this compromises the waterproof seal and voids the warranty.



The engine-side cables cannot be cut and extended. Doing so voids the warranty. The charge must be mounted close enough to the engine batteries for the positive and negative leads to reach.

- The CHARGE™ is meant to be permanently mounted and connected to batteries.
- Only use JL Marine Systems Inc. approved accessories in conjunction with CHARGE™.

CHOOSE A MOUNTING LOCATION FOR THE CHARGE™

IMPORTANT! See IMPORTANT SAFETY INSTRUCTIONS Section 13 for full mounting parameters.

- The CHARGE™ measures 10.62" x 8" x 3.03". However, we do recommend you leave plenty of room for the cables exiting the bottom of the unit. (p. 16)
- Locate an area in boat with adequate support to hold the CHARGE™.
- Always mount CHARGE™ in a dry location.
- If using lead-acid batteries, **DO NOT** mount directly above the batteries. Lead-acid batteries emit corrosive gases that can damage the CHARGE™ unit over time.
- **DO NOT** mount CHARGE™ adjacent to fuel tank.
- Check area behind where the CHARGE™ will be mounted to ensure that mounting screws will not penetrate any hoses, lines, wiring, tanks or other sensitive components.
- Ensure cable leads are long enough to reach batteries from chosen mounting location. If wire leads will not reach from any mounting location, contact our Customer Service Team at **1+(813) 689-9932 option 2** to order our Cable Extension Kit.
- Mount CHARGE™ with at least **2 inches** of space around the **top** and **bottom** of unit for proper ventilation and cooling. While CHARGE™ has safeguards to protect batteries and circuitry, proper ventilation will allow for optimum performance.
- CHARGE™ can be mounted in any orientation however **vertical** mounting is preferred
- The engine-side cables cannot be extended.

INSTALLATION Continued

MOUNT THE CHARGE™ WITH SUPPLIED SCREWS (B)

STEP 1: Use guidelines from previous section to determine mounting location.

STEP 2: Hold CHARGE™ in place with the back flush against mounting surface and mark the upper two mounting holes with a fine-tip marker. **Fig. 1**

STEP 3: Drill holes in marked locations using a 7/64" drill bit and electric drill.

STEP 4: Using the Phillips-head bit, install the two upper **screws (B)** about 3/4 of the way into the mounting surface.

STEP 5: Slide the unit onto the mounting screws. The holes are designed to fit over the screw heads. The unit will hang in place.

STEP 6: Hold the unit flush, drill holes, and completely install **screws (B)** in the bottom holes with a Phillips-Head driver. Finish by fully tightening the upper two **screws (B)**.

IMPORTANT! Drill holes perfectly centered and straight to ensure screws (B) fit through mounting holes.

NOTICE: Do not over-tighten **screws (B)**.

Install Upper Screws First

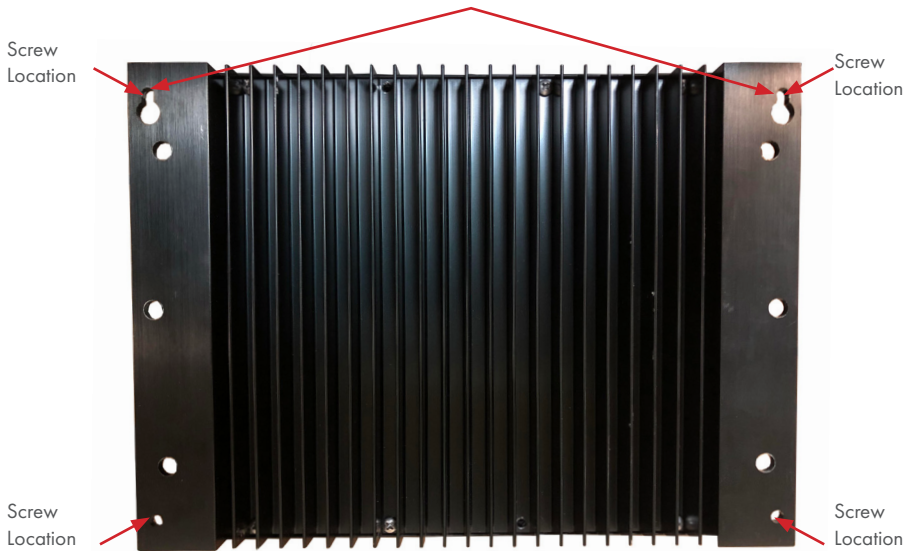


Figure 1
CHARGE™ Rear-View

CONNECT CHARGE™ CABLES

IMPORTANT!

- **Always connect cables to the 12v engine battery FIRST!**
- **Always remove trolling cables FIRST!**
- **If you have a battery selector switch (1,2, all) wired to your trolling motor battery bank, it must be removed or disconnected before wiring the CHARGE™.**
- For optimal performance JL Marine Systems Inc. **STRONGLY** recommends the use of a **Deep Cycle Marine** battery as your Engine Battery when using CHARGE™.
- All trolling motor batteries must be same age, chemistry and voltage.
- Make sure all battery terminals are clean before installing. If terminals are dirty or show signs of corrosion, follow cleaning instructions located in the **MAINTENANCE & STORAGE** section of this manual.
- Turn off your boat's main power switch before reconfiguring.
- If you are changing battery configuration, you **MUST** fully power the CHARGE™ off by unplugging the unit from AC power and removing the **positive** engine and trolling motor battery cables.



Ensure the CHARGE is disconnected from AC power before connecting the batteries and output cables.

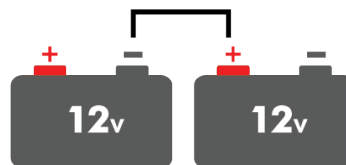
SERIES v PARALLEL WIRING

SERIES Wiring

Wiring in series is helpful when combining multiple 12v batteries to power either a 24v or 36v trolling motor.

Wiring in series increases **voltage** but not **amp hours**. So, two 12v, 100 amp hour batteries wired in series will generate 24v but still only have a capacity of 100 amp hours.

Series wiring involves wiring from the **POSITIVE** post of one battery to the **NEGATIVE** post of the next.



SERIES=24v

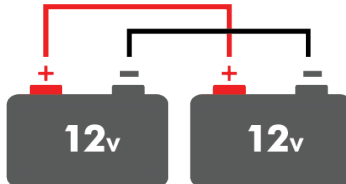
PARALLEL Wiring

Wiring in parallel is useful for adding additional capacity.

This could mean adding an additional 12v battery on the engine bank for powering 12v accessories or a 24v/36v on the trolling motor bank for longer runtime.

Wiring in parallel increases **amp hours** but not **voltage**. So, two 12v, 100 amp hour batteries wired in series will now have a capacity of 200 amp hours but still only produce 12v.

Parallel wiring involves wiring from the **POSITIVE** post of one battery to the **POSITIVE** post of the next and from the **NEGATIVE** post of one battery to the **NEGATIVE** post of the next.



PARALLEL=12v

NOTICE: Paralleling batteries increases capacity but also means extended charging times. Large banks on the engine side can lead to extended emergency start times.

IMPORTANT! If batteries are wired in parallel, their amp hours **MUST** be added in the C-Monster app.

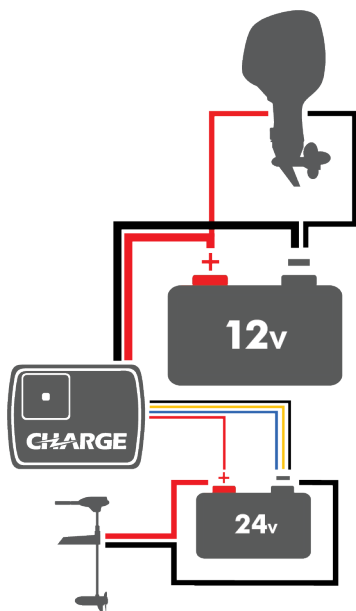
IMPORTANT! If your batteries are not the same age and chemistry, the Charge will not function properly.

BATTERY CONFIGURATIONS

We recommend CHARGE™ be mounted to one of four different types of battery configurations. Find your exact battery configuration and wire accordingly.

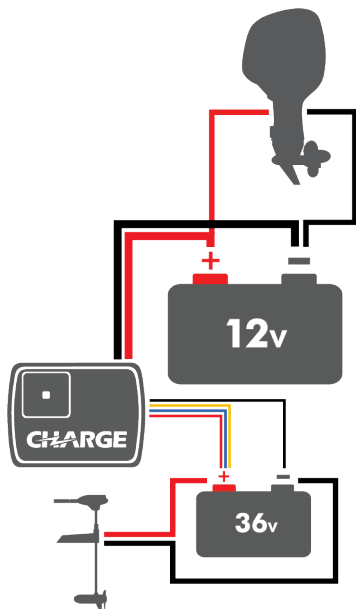
IMPORTANT! Always install the **heavy 8-gauge RED** and **BLACK** cables to the positive (POS, P, +) and negative (NEG, N, -) terminals of the **Engine** battery **FIRST**.

Before installing, be sure to check all cables for cuts or damage. Ensure all connections are securely fastened.



Single 24 v Trolling Motor Battery Setup

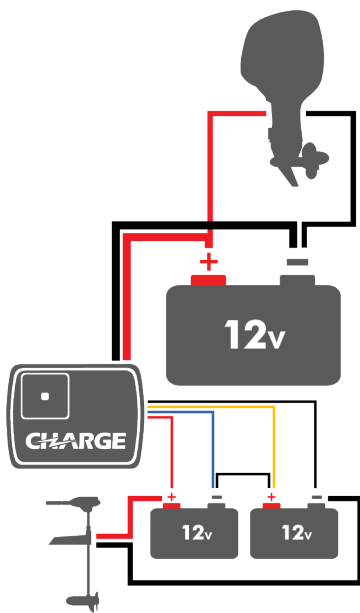
Connect the **RED** cable to the **positive (POS, P, +)** post and the **BLUE, YELLOW, and BLACK** cables to the **ground (NEG, N, -)** post of the 24v trolling motor battery.



Single 36v Trolling Motor Battery Setup

Connect the **RED, BLUE, and YELLOW** cables to the **positive (POS, P, +)** post and the **BLACK** cable to the **ground (NEG, N, -)** post of the 36v trolling motor battery.

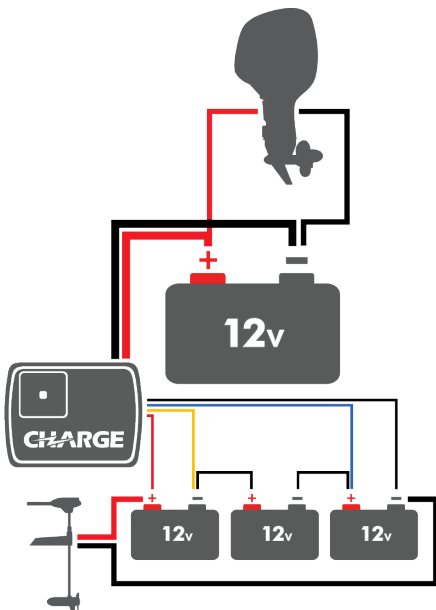
BATTERY CONFIGURATIONS



Dual 12v Trolling Motor Battery Setup

Connect the **RED** cable to the **positive (POS, P, +)** post of the first 12v trolling motor battery. Connect the **BLUE** cable to the **ground (NEG, N, -)** post of the same battery.

Connect the **YELLOW** cable to the **positive (POS, P, +)** post of the next trolling motor battery. Connect the **BLACK** cable from the CHARGE™ to the **ground (NEG, N, -)** post of last trolling motor battery.



Triple 12v Trolling Motor Battery Setup

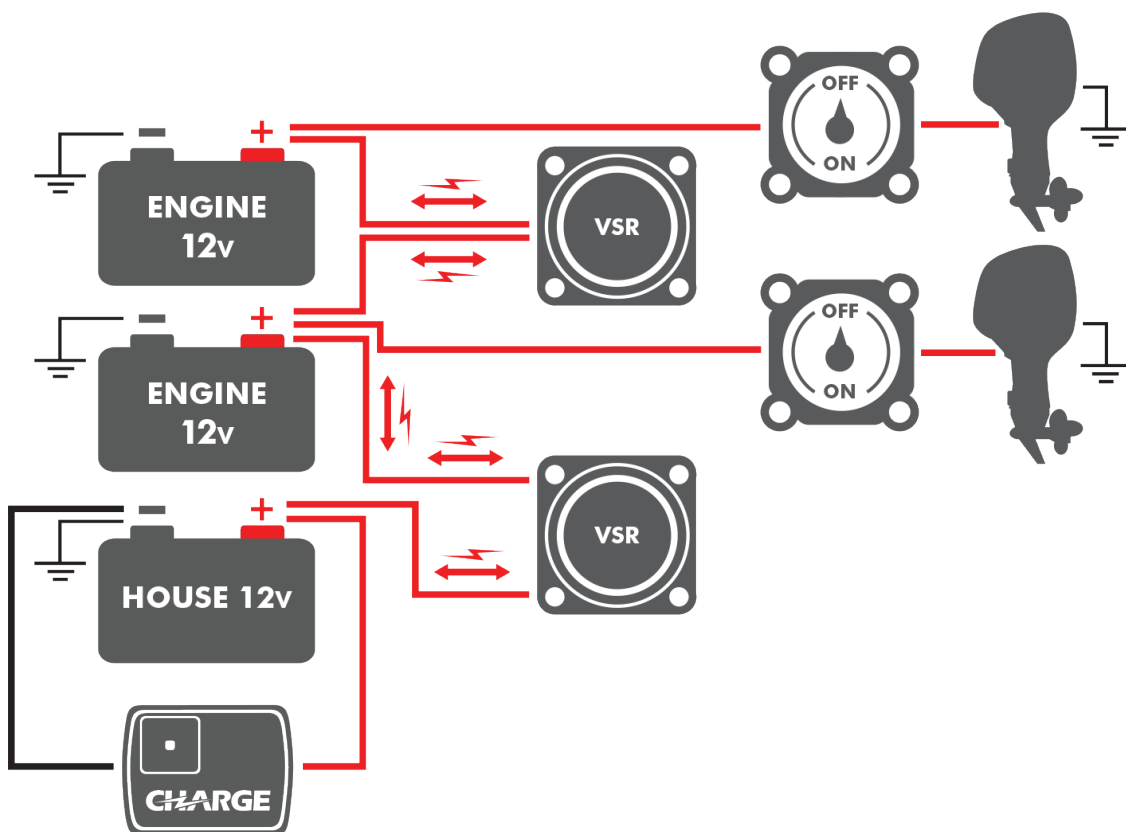
Connect the **RED** cable to the **positive (POS, P, +)** post of the first of the 12v trolling motor battery. Attach the **YELLOW** cable to the **ground (NEG, N, -)** post of the first trolling motor battery.

Connect the **BLUE** cable to the **positive (POS, P, +)** post of the last trolling motor battery. Connect the **BLACK** cable from the CHARGE™ to the **ground (NEG, N, -)** post of the last trolling motor battery.

WIRING MULTIPLE ENGINE BATTERIES

If wiring in a boat with multiple engines, we recommend hooking the Charge up to the house battery as shown below. In this scenario, the Charge will manage the house battery in coordination with the trolling motor battery bank.

NOTICE: If the Charge is connected to the house battery, the Emergency Start feature may not function in the app and only the house battery will be managed.

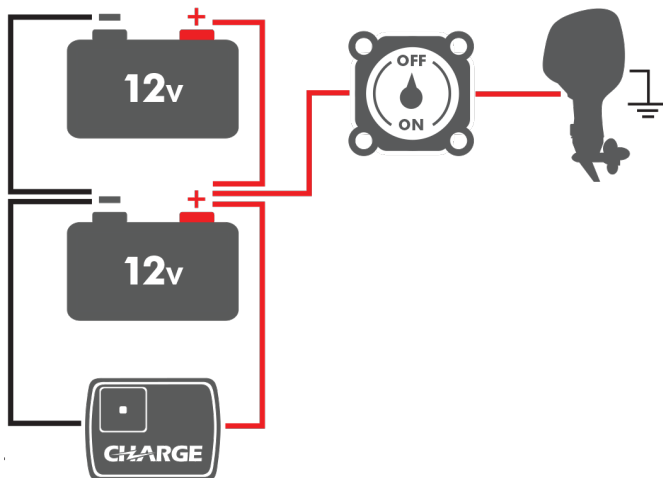


WIRING MULTIPLE ENGINE BATTERIES

If you have a house battery in addition to your engine battery, you can still use our Charge. We recommend removing your VSR and/or battery selector switch and wiring the engine and house batteries in parallel, then hooking the Charge up to either battery.

The Charge's Emergency Start feature takes away the need for a battery selector switch.

The Charge also eliminates the need for a VSR. By paralleling the batteries, the Charge will optimize power where it is needed the most (either the engine or trolling bank). It is a more efficient system than using a VSR.



C-MONSTER 2.0 APP BATTERY SETUP

BATTERY SETUP

Before using the CHARGE, download the C-Monster app to set up the CHARGE to your specific battery configuration. This will optimize charging and ensure you get the most out of your CHARGE.

For optimum performance, the CHARGE must be set up in the app. All app features discussed in the following section can be monitored via the app.

DOWNLOAD THE C-MONSTER APP

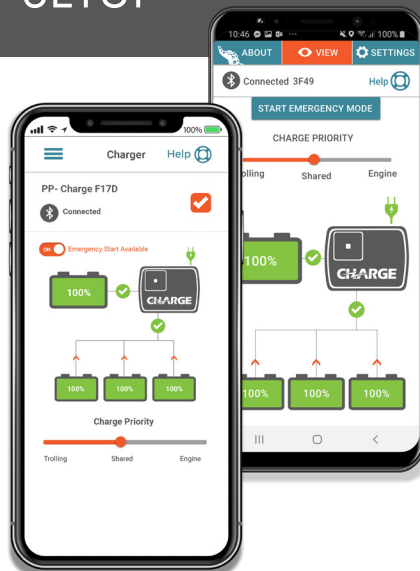


C-MONSTER
CONTROL SYSTEM 2.0

Available on the iPhone
App Store



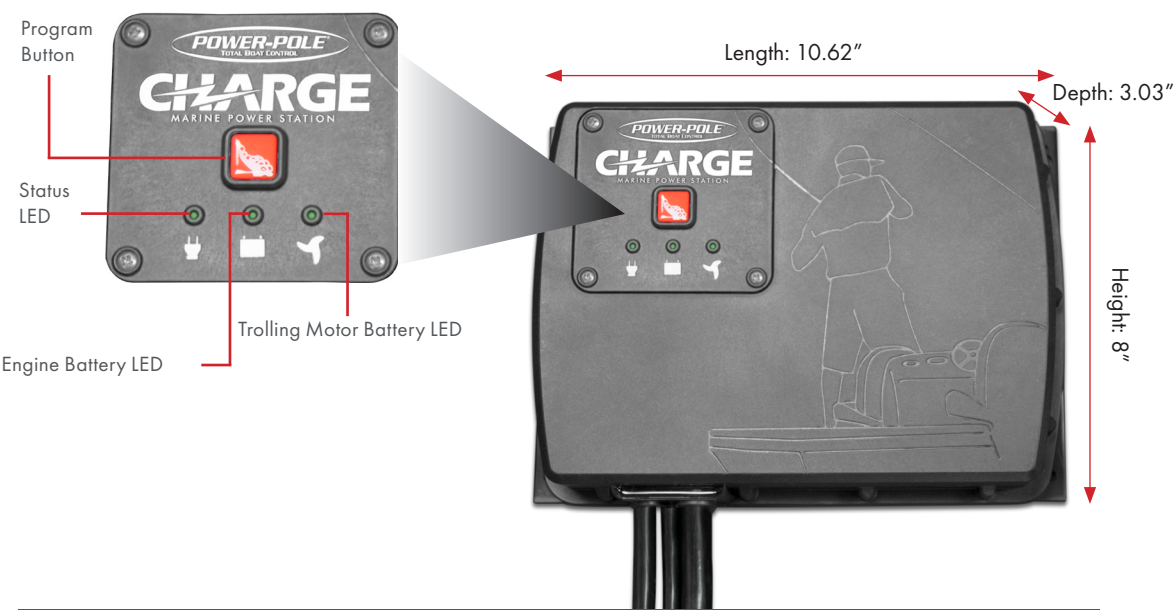
ANDROID APP ON
Google play



OPERATION

Here’s all the information you’ll need on the functions, safe use, and maintenance of your CHARGE™ unit. If you have questions, contact our Customer Service Team at **1 + (813) 689-9932 option 2** or visit our website at **www.power-pole.com**.

GETTING TO KNOW the CHARGE™ Marine Power Management Station



LED INDICATOR GUIDE

LED	READOUT
Status LED	RED: System fault (fault is logged in app) GREEN/AMBER FLASHING: Charging via shore power SOLID GREEN: All batteries charged, ready to fish BLINKING GREEN: CHARGE™ is in Fishing Mode
Engine Battery LED	OFF: Not being charged SOLID GREEN: Fully charged/in Maintenance Mode BLINKING RED: Disconnected, fuse blown, improperly connected or low voltage SOLID AMBER: Charging
Trolling Motor Battery LED	OFF: Not being charged SOLID GREEN: Fully charged/in Maintenance Mode BLINKING RED: Disconnected, fuse blown, improperly connected or low voltage SOLID AMBER: Charging

OPERATION OVERVIEW



Battery charger must be properly assembled in accordance with the **IMPORTANT SAFETY INSTRUCTIONS & INSTALLATION Instructions** before it is used.

This is a high performance battery charger that has the ability to properly and safely work with several different battery types. It is important to read and understand how to properly use the battery charger.

All of the functions detailed in the **OPERATION Instructions** section (Except Emergency Start) will work after CHARGE™ has been installed and wired. For most efficient battery management, the C-Monster App **MUST** be downloaded and installed to your smartphone (Compatible with both iOS and Android systems) to set up and program the CHARGE™ to your specific battery configuration. Once the app is installed, you will receive instructions for the following:

- Pairing CHARGE™ to your device
- Inputting amp hours/reserve capacity.
- Selecting your battery chemistry (gel cell, flooded lead-acid, AGM, TPPL, or lithium).



If using lithium batteries, you **MUST** set them up via the C-Monster app. **Pre-programmed settings will not work if using lithium batteries.**



To reduce risk of electric shock, do not perform any servicing other than those contained in the **MAINTENANCE and STORAGE** section of this manual.



We recommend that you not recharge your battery, (or batteries) with the vessel or motor lower unit in the water during electrical storms. Severe damage to the motor or CHARGE™ may occur if lightning strikes nearby or if storm related high voltage conditions exist.



AC CHARGING

After a day on the water, simply plug the CHARGE™ unit into a power outlet to recharge all of your boat's batteries.

IMPORTANT! Your CHARGE™ unit must be plugged into A/C Power at all times when your boat is being stowed or not in use. If it is not possible to connect the unit to A/C Power, we recommend you either pull all fuses on the CHARGE™ or turn your battery switch to the OFF position and flip the trolling motor battery breaker to the OFF position.

NOTICE: If AC power is interrupted and restored it can take up to **two minutes** before batteries start charging again.

- **Trolling Motor Batteries:**

The CHARGE™ will first allocate all power to recharge trolling motor batteries.

- **Engine Battery:**

When trolling motor batteries approach full charge, charging power will gradually shift to the engine battery. The CHARGE™ will fully recharge the engine battery.

- **Full-Charge:**

After all batteries have been fully charged, all of the LED's on the unit will become solid green. At this point, the unit will enter into **Float Mode**.

- **Float Mode:**

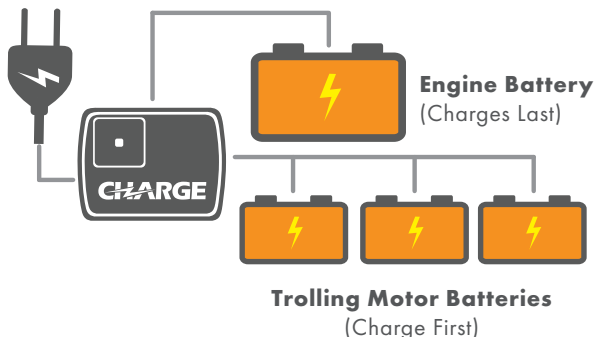
When all batteries have been fully charged, the system will continue to drip power into the batteries to keep them at full charge and will balance power between multiple trolling motor batteries.

- **Charge Monitoring:**

Charging can be monitored on any Android or iOS device using our C-Monster App.

AC Cable

(to power outlet)



Amps Per Battery

Amps Per Battery		
Engine Battery	Trolling Motor Batteries	
12v Up to 40 amps	24v Up to 20 amps	36v -or- Up to 13.5amps

IMPORTANT!

The chart to the right shows shutoff temperatures for different batteries wired to CHARGE™. This applies to all CHARGE™ functions (AC, Fishing Mode, and Charge on the Run).

Battery Type	Effective Temperature Range
Lead-Acid	-4°F (-20°C) to 122°F (50°C)
AGM	-4°F (-20°C) to 122°F (50°C)
Gel	-4°F (-20°C) to 122°F (50°C)
Lithium	32°F (0°C) to 113°F (45°C)



FISHING MODE

Once the unit has been unplugged from the AC outlet, the CHARGE™ enters into **Fishing Mode**. Fishing mode is a power-management mode for on-water performance. It uses bi-directional charging to help your batteries maintain peak-performance for even the longest days on the water.

- **Full Charge:**

At full charge, no current is exchanged between batteries.



- **Trolling Motor Battery Management:**

When the trolling motor battery bank gets low, CHARGE™ will begin to pull power from the engine battery and distribute it to the trolling motor battery bank. Trolling Motor LED will be steady; Status LED will flash.



- **Engine Battery Management:**

When the engine battery gets low, CHARGE™ will begin to pull power from the trolling motor battery bank and distribute it to the engine battery. Engine LED will be steady; Status LED will flash.



- **Low-Battery Mode:**

Once the engine and trolling motor battery voltages get low, the CHARGE™ will stop managing current between batteries. An icon will appear on the app showing that power is needed.



NOTES:

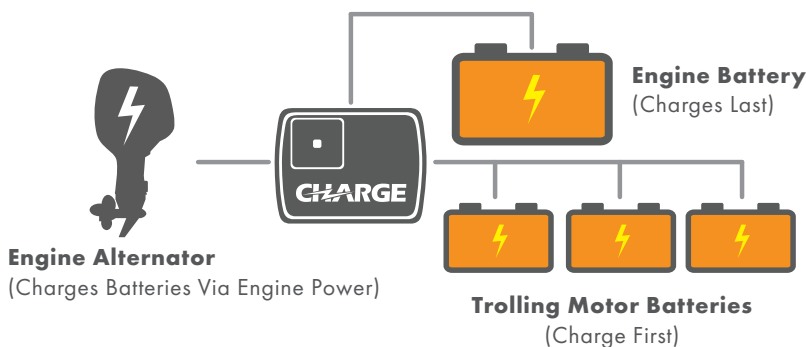
- If you are using the C-Monster app, arrows will indicate which direction the energy is flowing.
- Use the **Priority Slider** in the app to control if charging priority is given to the engine/trolling motor batteries or if priority is divided evenly between the two.



CHARGE ON THE RUN

While the CHARGE™ system isn't capable of unassisted on-water charging, it can work with your alternator to restore power to all of your batteries. Simply turn on your boat's engine and the CHARGE™ will automatically start recharging your trolling motor batteries. This will in turn charge your engine battery. Running from spot to spot with the CHARGE™ will extend your battery life.

IMPORTANT! the CHARGE™ cannot charge batteries on its own.

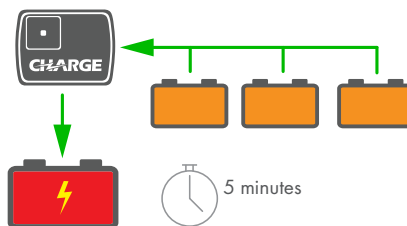


EMERGENCY START

Here's the scenario: You've been on the water all day catching fish. In fact, you've been so busy catching fish you accidentally ran your trolling motor and engine batteries so low that your engine won't crank. That's where the CHARGE's™ last feature comes into play: **Emergency Start**.

IMPORTANT! See FAQ's for more information on performing an emergency start with lithium-ion batteries.

- STEP 1:** Locate and tap the **START EMERGENCY MODE/ Emergency Start Available** button within the app.
- STEP 2:** Wait for power to transfer from trolling motor batteries to the engine battery. (This process generally takes around 5 minutes. After 5 minutes, the **Emergency Start** feature will shut off.)
- STEP 3:** Start your engine.



MAINTENANCE & STORAGE

Your boat’s electrical system and CHARGE™ unit must be properly maintained to ensure peak performance and safe operation. Here is a list of recommended maintenance procedures:

General Maintenance

- Always wear appropriate safety gear such as gloves and glasses.
- Follow battery manufacturer’s maintenance instructions.
- Inspect all battery connections. If loose, tighten battery connections.
- Check terminals for dirt, oil and battery corrosion. If dirty, clean terminals using a water and baking soda solution. Dry with a clean cloth. Be sure to follow directions specific to your battery manufacturer when cleaning.
- Check wires to see if any cuts or abrasions exist. Contact JL Marine Systems Inc. at **1+(813) 689-9932 option 2** if any wire damage is found. Damaged cords can cause electric shock or electrocution.
- Inspect all batteries for any visible damage. This can include punctures, swelling, or warping of the batteries.
- Always store CHARGE™ in a clean, dry, well ventilated area.

INLINE FUSES

Each output cable on CHARGE™ has fuses located near the ring terminals. These fuses serve as protection from surges and short circuits caused by a damaged charger output cable. If a fuse blows, use the table below to determine what fuse to replace it with. Improper battery connections will normally not cause a fuse to blow since this is handled by the internal circuitry of the CHARGE™

Cable Type:	Cable Color(s):	Wire Gage:	Fuse Size & Type:
Data Cables	BLUE/YELLOW	18 AWG	3 Amp CARTRIDGE
Trolling Motor Cables	RED	12 AWG	25 Amp MAXI
Engine Cables	RED	8 AWG	40 Amp MAXI

FAQ'S

For Customer service, please call 1+(813) 689-9932 option 2.

Q: What battery types is the CHARGE™ compatible with?

A: The Charge is compatible with all battery types: Lead Acid, GEL, AGM, TPPL and Lithium-Ion.

Q: Can the CHARGE™ recharge batteries on its own?

A: The CHARGE™ is not a power source. It can only charge via AC power or the alternator when running your motor.

Q: Can I change the minimum battery settings?

A: Yes. However, the CHARGE™ is already set at optimum minimum battery settings.

Q: Is the CHARGE™ waterproof?

A: The CHARGE™ is splash-proof. We strongly recommend mounting the CHARGE™ in a dry area. However, it will have no problem handling minor splashes.

Q: What safety features are built into the CHARGE™?

A: The CHARGE™ has several features to protect both your boat's wiring and batteries. These include: reverse polarity protection for each battery, low voltage and over-voltage protection, over current protection on all output channels, temperature sensors based on battery chemistry, and short-circuit protection.

Q: How much power does the CHARGE™ deliver?

A: The CHARGE™ delivers 500 watts of power for fast recovery time.

Q: How many amps does the power deliver to each battery?

A: The CHARGE™ delivers a max of 40 amps to the engine battery and a max of 25 amps to the trolling motor batteries.

Q: Is power lost when the CHARGE™ moves power back and forth between batteries?

A: No. The CHARGE™ will actually extend your day on the water by applying power where it is needed. It transfers power between batteries very efficiently.

Q: How long will it take to charge my batteries?

A: There are many variables (battery type, battery inefficiency, environmental factors, etc.) that effect battery charge time. It is impossible to give a precise time. It could take anywhere from a few minutes to 8 hours.

Q: Will CHARGE™ get hot if I mount it in a closed hatch?

A: It may get hot. However, there are temperature safeguards that will protect your batteries and wiring. It is important to always monitor the charge status using the C-Monster App.

Q: Can I still use CHARGE™ without a smartphone?

A: Yes but we highly recommend connecting CHARGE™ to the C-Monster app using a smartphone. Without being set up in the app, it will behave like a normal charger. If you don't have a smartphone, we recommend borrowing one to connect to the batteries once and set your preferences.

Q: Is the CHARGE™ serviceable?

A: No, there are no serviceable parts within the CHARGE™

Q: Is the CHARGE™ portable?

A: No, the CHARGE™ is meant to be permanently mounted to a vessel.

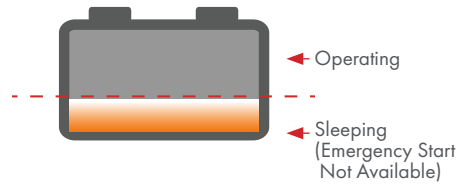
Q: Why isn't the Charge functioning with my lithium batteries?

A: They may be asleep. When lithium batteries reach a low voltage (generally 2.5-3V per cell), they go into a "sleep" mode. This means they no longer accept electric current. At this point, they must be re-activated in order to carry out some functions of the CHARGE™.

FAQ'S (continued)

Q: How do I wake up my sleeping lithium batteries?

A: If your trolling motor batteries go to sleep, running and revving up your engine may re-activate them and begin to charge them via alternator charging. If this does not work, consult your battery manufacturer for re-activation instructions and then run engine to charge them via alternator charging.



Q: My lithium batteries are rated below 32°F, why aren't they charging in cold temperatures?

A: Due to the specifications of most lithium battery manufacturers, Our CHARGE™ is only optimized for charging at temperatures > 32°F (0°C). To help with charging in cold temperatures, we recommend covering both the batteries and the sheath where the wires split.

IMPORTANT! Emergency Start WILL NOT work if lithium batteries are asleep.



Wiring Sheath

Q: I have a house battery wired to my engine battery via a battery selector switch for emergency start purposes. Won't I lose that capability if I wire your recommended way?

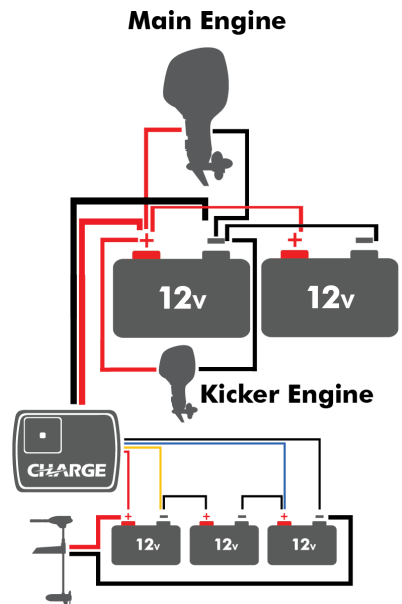
A: The Charge has a built in emergency start feature. Additionally, having a CHARGE™ on board and an engine battery wired in parallel with a house battery drastically lowers the likelihood of draining the engine battery below cranking voltage. If you choose to leave your battery selector switch and/or VSR, wire the Charge to the engine battery.

Q: I have a "kicker motor" installed on my boat.

Can I use the CHARGE™ with this setup?

A: Wire your system as shown in the wiring diagram to the right. The engine batteries MUST be wired in parallel and their amp hours must be added in the C-Monster App.

NOTICE: If you choose to wire this way, the CHARGE™ may not manage the house battery.



Triple 12V wiring diagram

LIMITED WARRANTY

To find a Certified Warranty Center, visit www.power-pole.com.

All NEW CHARGE units come with a three year warranty.

All CERTIFIED REFURBISHED CHARGE units come with a one year warranty.

Conditions of this Warranty

A CHARGE unit manufactured by JL Marine systems Inc. is warranted against defects in material and workmanship to the original end consumer from the original purchase date according to the following stipulations:

1. CHARGE warranties are activated when product is registered online at www.power-pole.com/register or by using the C-Monster smart phone app or upon receipt by JL Marine Systems, Inc. of a completed warranty card, postdated within (10) days of the original purchase date. Please retain your sales receipt as proof of purchase.
2. Install Genuine Power-Pole Merchandise ONLY. This warranty is void if any non authorized parts are used or installed.
3. This warranty is void if the CHARGE is used commercially, structurally altered, or subject to stress beyond the physical limits of the manufactured material.
4. This warranty does not cover abrasion or abnormal abuse, nor does it cover the Power-Pole CHARGE™ for anything other than its intended use.
5. JL Marine Systems, Inc. reserves the right to change products and designs without incurring any obligations to incorporate such changes in already completed products, or those in the hands of dealers or consumers. Products repaired or replaced under this warranty may or may not have these changes.

Shipping (Only applies to packages shipped within the Continental U.S.)

1. Parts which prove defective within (90) days from the date of purchase, JL Marine Systems, Inc. will pay for the replacement product shipping and handling fees to and from the JL Marine Systems, Inc. manufacturing plant or some other place which JL Marine Systems, Inc. might designate.
2. Parts which prove defective after (90) days but before (12) months from the date of purchase will also be repaired or replaced free of charge, but there may be a shipping charge to JL Marine Systems, Inc. manufacturing plant or some other place which JL Marine Systems, Inc. might designate.
3. Parts which prove defective after (12) months will also be repaired or replaced free of charge, but there may be a shipping and handling charge to and from the JL Marine Systems, Inc. manufacturing plant or some other place which JL Marine Systems, Inc. might designate.

THE WARRANTY CONTAINED HEREIN IS THE EXCLUSIVE WARRANTY MADE BY JL Marine Systems, Inc. AND THERE ARE NO OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING A WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE OR OF MERCHANTABILITY MADE WITH RESPECT TO SUCH ANCHORS. JL Marine Systems, Inc., IS NOT LIABLE FOR ANY INJURY OR MISHAPS SUSTAINED IN THE USE OF THIS PRODUCT. THE USER OF THIS PRODUCT ACKNOWLEDGES ASSUMED RISKS AND WAIVES ANY AND ALL CLAIMS AGAINST JL Marine Systems, Inc. AND ANY OF IT'S AGENTS.

This warranty applies under conditions of normal use. The warranty does not cover: 1) defects caused by improper assembly or disassembly; 2) defects occurring after purchase due to product modification, intentional damage, accident, misuse, abuse, negligence or exposure to corrosive elements; 3) cosmetic damage and 4) labor or assembly costs. Except as provided herein, JL Marine Systems, Inc. makes no express warranties, and any implied warranty, including without limitation any implied warranty of merchantability or fitness for a particular purpose, is limited in its duration to the duration of the written limited warranty set forth herein. Except as provided herein, JL Marine Systems, Inc. shall have no liability or responsibility to the purchaser or any other person or entity with respect to any liability, loss or damage caused or alleged to be caused directly or indirectly by use of the product, including, but not limited to, any incidental or consequential damages. Some states do not allow limitation on how long an implied warranty lasts or the exclusion of limitation of incidental or consequential damages, so the above limitation and exclusion may not apply to you. This warranty gives you specific legal rights. You may also have other rights which vary from state to state.

COMPLIANCE STATEMENTS

General Statement (for all devices)

Warning: Changes or modifications to this device not expressly approved by JL Marine Systems, Inc. could void the user's authority to operate the equipment.

FCC Specific Statement

NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses, and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected
- Consult the dealer or an experienced radio/TV technician for help

FCC Part 15.19 Warning Statement – (Required for all Part 15 devices) THIS DEVICE COMPLIES WITH PART 15 OF THE FCC RULES. OPERATION IS SUBJECT TO THE FOLLOWING TWO CONDITIONS: (1) THIS DEVICE MAY NOT CAUSE HARMFUL INTERFERENCE, AND (2) THIS DEVICE MUST ACCEPT ANY INTERFERENCE RECEIVED, INCLUDING INTERFERENCE THAT MAY CAUSE UNDESIRE OPERATION.

FCC/ISED RF Exposure

ENGLISH: This equipment complies with radiation exposure limits set forth for an uncontrolled environment. This equipment is in direct contact with the body of the user under normal operating conditions. The transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

FRENCH: Cet équipement est conforme aux limites d'exposition aux radiations dans un environnement non contrôlé. Cet équipement est en contact direct avec le corps de l'utilisateur dans des conditions de fonctionnement normales. Cet émetteur ne doit pas être co-localisées ou opérant en conjonction avec tout autre antenne ou transmetteur.

ENGLISH: This device complies with Industry Canada license-exempt RSS standard(s). Operation is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must not accept any interference, including interference that may cause undesired operation of the device.

FRENCH: Le présent est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes: (1) l'appareil ne doit pas produire de brouillage, et (2) l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.



RECOMMENDED **ACCESSORIES**

C-Monster GATEWAY

Have a NMEA 2000 system installed on your boat? With our C-Monster™ GATEWAY, you can see all the same CHARGE™ information from the C-Monster app and control all the functions of the CHARGE™ on your Lowrance®, Simrad or other compatible MFD.



Cable Extension Kit

Our Extension Cables are needed when the standard CHARGE™ Cables will not reach your boat's trolling motor battery bank. They come complete with everything needed to extend your data and trolling motor battery cables.



Power-Pole® Blade™ Shallow Water Anchor

The Blade™ is the ultimate shallow water anchor. Available in 8' & 10' models, the Blade features our fastest deployment and strongest holding power.

- Lightweight Aircraft-Grade Aluminum Construction
- Durable Powder-Coated Finish
- C-Monster™ 2.0 Control System
- Drive-Off Protection
- Silent Deployment and Retraction
- Auto Up/Down Feature
- Everflex™ Composite Spike
- 5 Year Limited Warranty





Need help? Contact our Customer Service Team at
1 + 813.689.9932 option 2



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