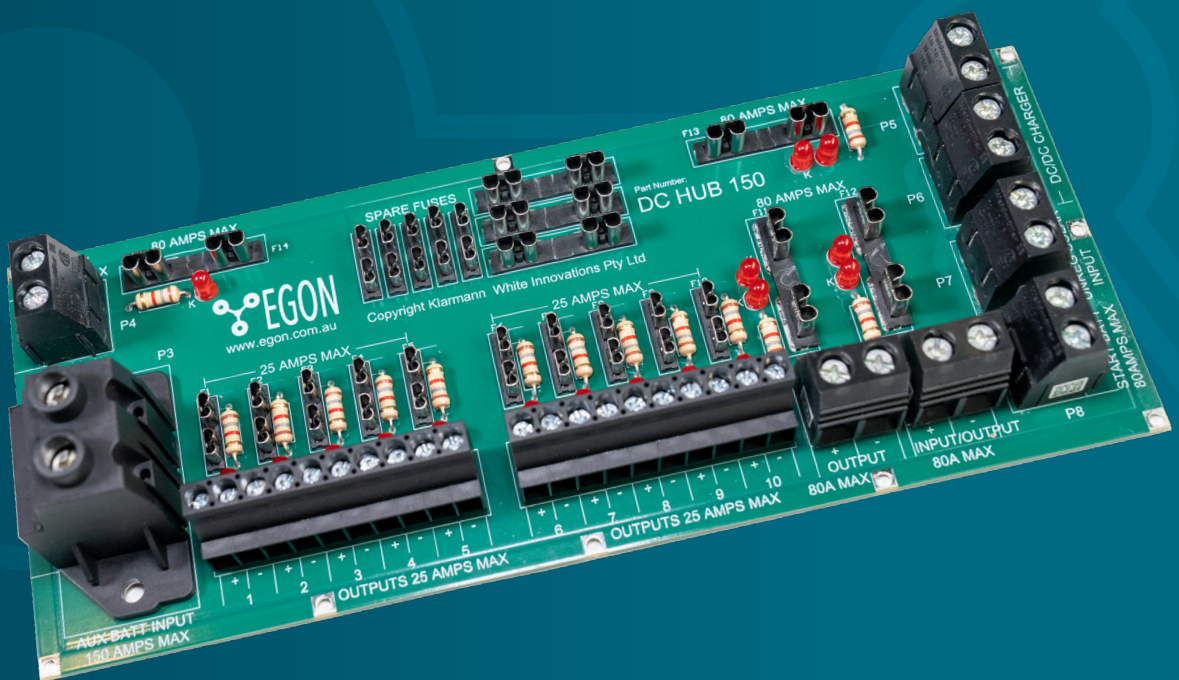


DC-HUB

INSTALLATION AND OPERATIONS MANUAL

GAME-CHANGING
SIMPLICITY

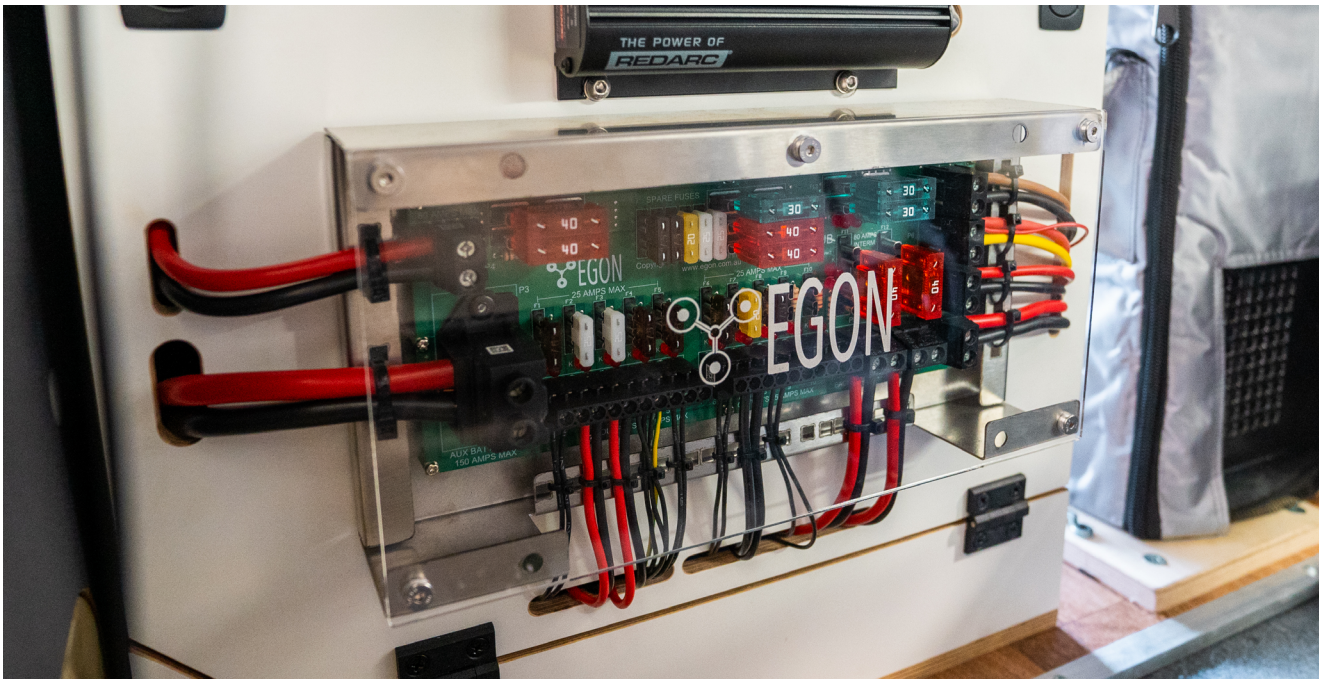


The solution
for simplifying
and standardizing
DC installations.

This guide contains some serious stuff. Don't throw me in the trash. You'll make Andrew and Heiner sad.



A WORD FROM THE NERDS.



Thank you for purchasing an EGON product!

Whether this is your first purchase or your 10th, we appreciate your trust in us. You won't be disappointed.

EGON was born from a need for quicker, standardised and more efficient installations. Plain and simple. So, that's what we bring to you in the **EGON DC Hub and DC-Hub Dual**.

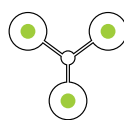
The quality of the components is top-notch and the device is designed by a German automotive engineer (that's Heiner) and adored by a gallivanting 4WD explorer (that's Andrew). What else do you need to know? Ah, yes! The installation instructions.

Don't be a noob. While the installation of DC Hub and Dual is decidedly simple, we still want you to be safe. Actually, we need you to be. It's in our best interest.

Scan the QR code to check the installation guide. You'll be a pro sooner than you think.



**DOWNLOAD
INSTALLATION GUIDE**



What are you waiting for? Get to it!
**Enjoy the installation process.
It'll be over before you know it.**

TIME FOR YOU TO MEET THE DC-HUB AND DC-HUB DUAL

If we had three words to describe the DC-Hub, they'd be:



SIMPLE



QUICK



OUT-OF-THE-BOX

The DC-Hub is the king of simplified, standardised and effective builds for your 4WD, mining vehicle, caravan or tiny house project. And the best part? All the smarts you need have already been integrated into the circuit board. Not that we doubted your ability to DIY, but why spend countless hours when you can spend only a few?

That's more time enjoying your build and less time pulling your hair out.

Protect the hair at all costs.

GET TO KNOW THE DC-HUB'S BEST FEATURES

- Simplifies DC accessory installations
- Improves reliability
- Easier diagnostics
- Reduces faults
- Time-saving, and money-saving **(because your time is money)**
- Ease of fault finding and repairs due to standardisation
- Little or no expertise needed to install and fault trace or even repair
- Suitable for multiple battery installations
- Suitable multiple charge input devices
- Lower voltage drops resulting in improved equipment efficiency
- Seamless process for adding additional accessories
- Self-sufficient (your DC-Hub won't rely on external communications or devices to use or maintain)
- Extremely robust and reliable
- Suitable for any house (aux) battery bank size
- Suitable for 12 and 24 Volt applications

**ALL THE GEAR,
HOPEFULLY
SOME IDEA.**

Here's what you'll need:

- Cable cutters
- Screwdrivers
- This installation guide
- Your music of choice
- **Optional:** Your spectacles. We don't judge.

DC-HUB



A HINT FROM THE EXPERTS

Need to connect chargers, solar regulators, or other devices? The **P4, P9, P10,** and **25A** outputs can moonlight as inputs.

Before you get stuck in, there are a few things you should know about the way DC-Hub connects. It doesn't shy away from making a connection, but here are the essentials:

- 1** The house (aux) battery (AGM, LiFePO4, flooded Lead Acid, etc.) connects to connector P3 and requires an external 150A fuse at the house battery bank. Size doesn't matter - DC-Hub doesn't discriminate.
- 2** Your start battery connects to P8 and needs an external fuse at the start battery of your vehicle.
- 3** Let there be light! Your solar panels can connect to P7.
- 4** Your P8 & P7 positive cables link to P6 for a seamless connection to your DC/DC charger with integrated MPPT controller (i.e. Redarc BCDC range, Enerdrive DC/DC, etc.). These can all be connected to P5 with charger output and ground, and connector P6 for solar and start battery input.
- 5** What about the ground connections? Simple. They're all linked on the circuit board.
- 6** The most important part. The fridge! Well, all of your loads (compressors, fridges, lights, charge ports, etc.) can now be connected to your remaining connectors. They'll then automatically connect to the house battery. **Simple!**

A WORD FROM THE NERDS.

- Connectors P4 & P5 can handle a constant 80A load. To prevent the Maxi Fuses from overheating please use two Maxi Fuses.
 - *Example: When connecting a DC/DC charger to connector P5 that requires a 60A fuse, insert 2 x 30A fuses into fuse holder F13 & F13A.*
- Do the same with connections to connector P4 and use the fuse holder F14 & F14A.
- Connectors P9 & P10 can handle 40A constant load or 80A intermittent load.
- Currents of 40A must not be exceeded for more than 10 minutes at a duty cycle of 50% (10 minutes on / 10 minutes off) to allow the contacts to cool.

DON'T GET YOUR WIRES CROSSED! NEED SUPPORT?

Contact support@egon.com.au

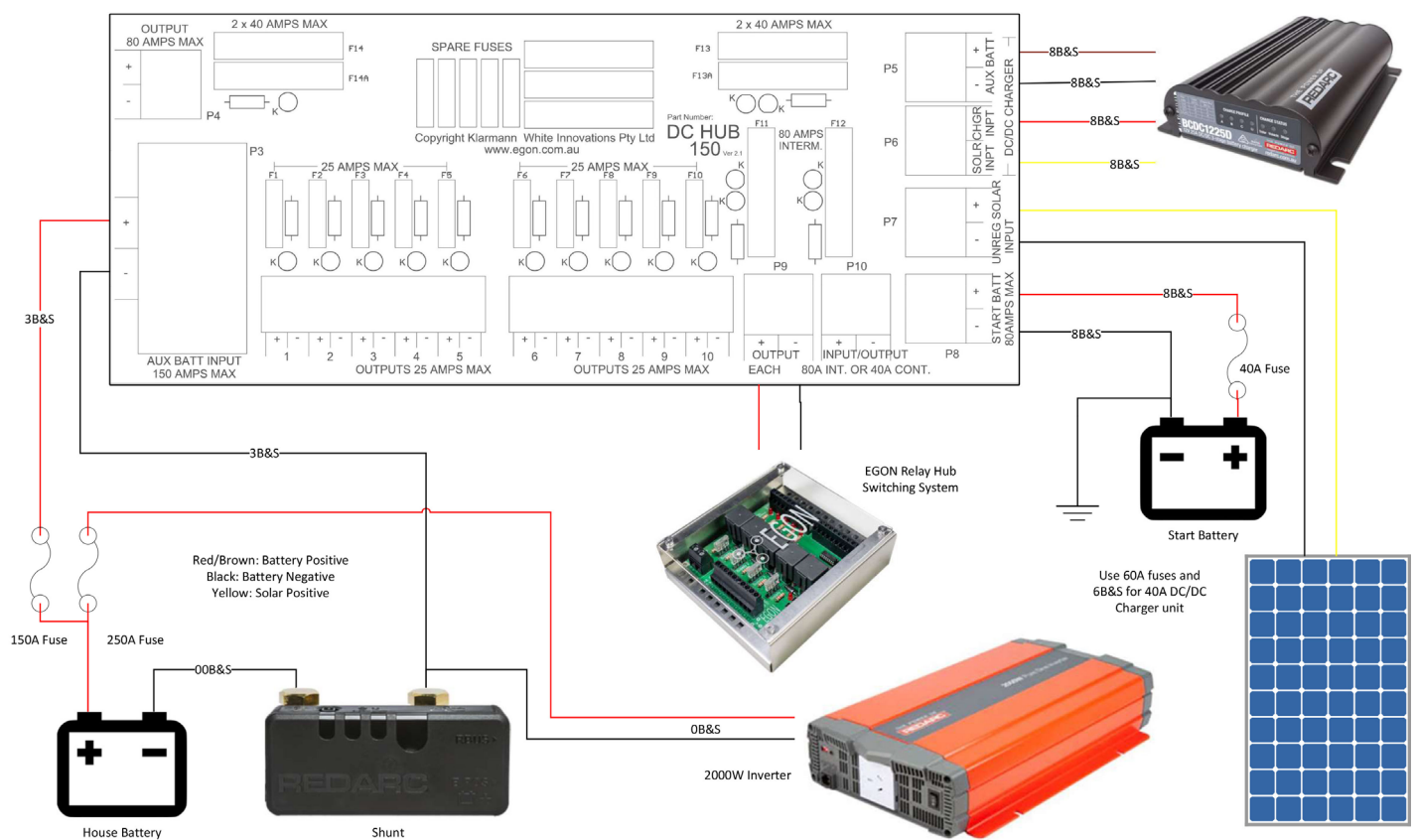
DC-HUB

THERE'S NO POINT IN TALKING ABOUT IT ANY LONGER - WE MAY AS WELL SHOW YOU!

Check out these game-changing connection examples and you'll be on your way.

DC HUB AND REDARC

Got a standard Redarc DC system with a mid-sized inverter, single house battery shunt, solar panel/s, DC/DC charger with an integrated MPPT controller and an EGON Relay Hub switching system? **Here it is.**



- **Red** cables? Connect to the house battery.
- **Blue** cables? Connect to the start battery.
- **Yellow** cables? Connect to the unregulated solar.

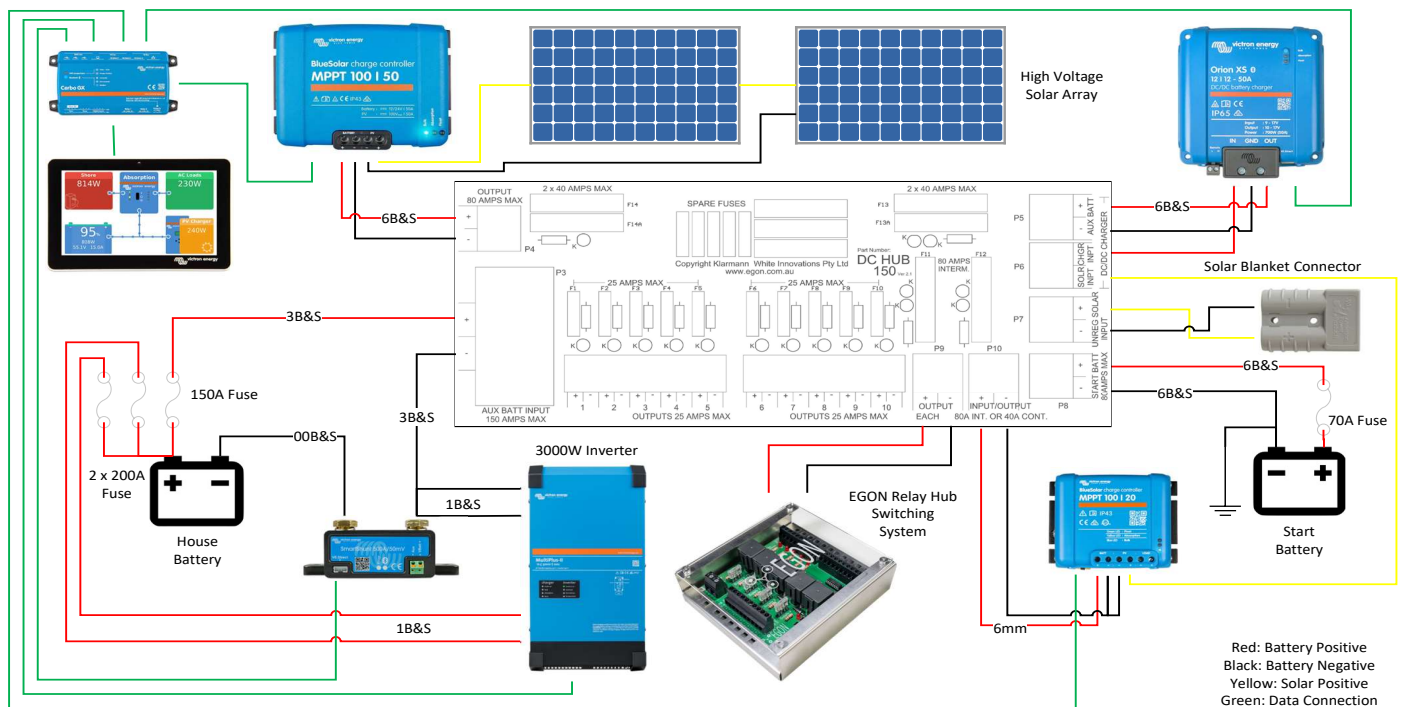
The above also depicts an integration of a shunt to monitor the state of charge of the house battery. If your inverter exceeds 80A fuse ratings, it can be integrated using an external fuse from the house battery (shown above).

DC-HUB

DC HUB AND VICTRON

Got a complex DC system with all the fancy upgrades? Let's talk specifics: a 50A DC/DC charger, 50A roof solar controller, 20A solar blanket charge controller, 3KVA Multi Plus inverter/charger, shunt, Cerbo GX, and a Touch-50 screen, all working alongside an EGON Relay Hub switching system.

Sound like your setup? Good, because the DC Hub was made for this exact kind of operation.



This configuration is a powerhouse and works beautifully in caravans, camper trailers, Troopcarriers, or even a canopy setup.

The DC-Hub brings everything together, handling your high charge current and battery capacity like a pro, while keeping the whole system streamlined and easy to manage.

Take an even closer look at how it works in our **Connection Example Video Library**.



A FINAL WORD FROM THE NERDS. PAY ATTENTION TO THIS ONE.

- **All** batteries **MUST** be fused as close to the battery as possible. Do not rely on the fuses built into the DC-Hub for this. **Read that again. Now.**
- Cables that are too thin can cause heat build-up and reduce the efficiency of chargers and accessories. That's no fun for anyone!
- We've made connecting cables extremely easy! But you can still get them wrong. After all, we're only human. The copper must be clean and enter into the connection cleanly and the screw tightened firmly. (See torque settings for guides).
- Fuses protect the cables from burning in case of a short-circuit. So fuses must be capable of handling the current required to run the accessory, but **NOT MORE THAN 25%** of that. Accessory manufacturers recommend fuse sizes for a reason. **Cue: "We didn't start the fire" by Billy Joel.**

By now, you should be experiencing the game-changing simplicity of the EGON DC-Hub.

But if you've run into any trouble (or if you have any issues in the future), we've got your back.

Support Email: support@egon.com.au

Online Guides and Information: egon.com.au

**DC-Hub
Installation:**



**Video
How-Tos**

