HOW THE EURO 6 SPECIFICATION REALLY CHARGE YOUR VEHICLE BATTERY.

Hardware is improved with regards to sensor technology, this new sensor is installed directly on to the battery minus connector. These sensors communicate directly over can bus to the vehicle computers.

The sensor does nothing else than measure voltage accurately, which not always has been true in the automotive industry.

Euro 6 charging regime has decided that the battery should not contain more than 80% charge. So there is room to dump some “free” energy into the battery utilizing regenerative breaking force. Computer models has given the designers of Euro 6 this numbers to use this “free” energy back to the battery.

Meaning that the computer and the sensors in the minus connector point has full control over the vehicle charging generator.

Further the generator does not charge between 12,2 and 12,4 voltage

The system constantly wants the battery to be able to take up the regenerative regime. By not charging, until the battery comes down to 80% capacity. When braking this energy is released to the battery, up to 15 voltage is then used, which some battery types do not like very much.

This form of charging can persist as long as the main battery gives back the right signals from its attached sensor. Since this is pure volt feedback this ideal regime would not last long until the battery gives inaccurate feedback through its sensor.

With Canadus 1224 attached to the main battery Euro 6 charging regime has a chance to be maintained over considerably longer time than without.

Euro 6 charging is therefore bad news for vehicles in need of a second battery.
This would never get stable and enough charging, and if this second AGM or Gel battery is paralleled with main battery it will shortly be destroyed by the high regenerative braking voltage. No conventional methods like relay/diode separators would work, intelligent or not, other methods have to be utilized.