



Manual

EN

Lynx Ion
24V/180Ah Lithium Ion Batteries

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1 SAFETY INSTRUCTIONS

1.1 In general

Please read the documentation supplied with this product first, so that you are familiar with the safety signs and directions before using the product.

This product is designed and tested in accordance with international standards. The equipment should be used for the designated application only.



WARNING: DANGER OF ELECTRICAL SHOCK

The product is used in combination with a permanent energy source (battery). Even if the equipment is switched off.

The product contains no internal user-serviceable parts. Do not remove the front panel and do not put the product into operation unless all panels are fitted. All maintenance should be performed by qualified personnel.

Never use the product at sites where gas or dust explosions could occur. Refer to the specifications provided by the manufacturer of the battery to ensure that the battery is suitable for use with this product. The battery manufacturer's safety instructions should always be observed.



WARNING: do not lift heavy objects unassisted.

1.2 Installation

Read the installation instructions before commencing installation activities.

Ensure that the connection cables are provided with fuses and circuit breakers. Never replace a protective device by a component of a different type. Refer to the manual for the correct part.

Check before switching the device on whether the available voltage source conforms to the configuration settings of the product as described in the manual.

Ensure that the equipment is used under the correct operating conditions. Never operate it in a wet or dusty environment.

Ensure that there is always sufficient free space around the product for ventilation, and that ventilation openings are not blocked.

Install the product in a heatproof environment. Ensure therefore that there are no chemicals, plastic parts, curtains or other textiles, etc. in the immediate vicinity of the equipment.

1.3 Transport and storage

On storage or transport of the product, ensure that the battery leads are disconnected.

No liability can be accepted for damage in transit if the equipment is not transported in its original packaging.

Store the product in a dry environment; the storage temperature should range from -20°C to 60°C .

1.3.1 Storage instructions of Lithium batteries

Store the Lithium batteries always fully charged.

Check the voltage of the stored Lithium battery periodically. If the voltage is dropped below 24V, recharge it. Because of the battery management electronics there is always a leakage current which will eventually empty the battery. The weekly consumption of the BMS inside a 24V/180Ah battery, when not connected to the Lynx Ion, is approximately 2Wh per week.

1.3.2 Storage instructions of a complete system (Lithium batteries with Lynx)

Lithium batteries will permanently damage when fully drained. The system has a small self-discharge which needs to be taken into account when storing the system. It is best to always store the batteries fully charged.

When storing a complete system, make sure that the Lynx Ion is set in standby mode (for instructions see chapter 6).

- Standby consumption 24V Systems: 77mW for the Lynx Ion (standby).
- Standby consumption 48V systems: 187mW for the Lynx Ion (standby).

Two calculation examples:

- A full single 24Volt battery connected to a Lynx Ion which is in standby will last approximately 2440 days. The same system, but then automatically switched to standby mode due to under voltage will last approximately 122 days.
- A full 48Volt system with two batteries in series, connected to a Lynx Ion which is in standby will last approximately 2010 days. The same system which has automatically disconnected and switched to standby mode due to under voltage will last approximately 100 days.

Note:

Above mentioned values are for Lynx Ions with firmware version v1.18 or higher, and hardware REV2 or higher. The standby consumption of earlier versions is approximately 0,8W @ 26,2V and 1,5W @ 52,4V, instead of 77mW and 187mW. The Lynx Ion firmware version is displayed at the Diagnostics page on the Ion Control display. It is also printed on a label, which can be found on the back of the Lynx Ion. Hardware revisions later than REV1 are clearly marked on the front and the back. To update the firmware or hardware, contact your Victron Energy representative.

2 DESCRIPTION

2.1 System components

- One or more **24V 180Ah Lithium-Ion batteries**.
- The **Lynx Power In**. A modular dc bus-bar.
- The **Lynx Ion** is the battery management system (BMS) that controls the batteries. A 350 Ampère safety relay is inside the Lynx Ion.
- The **Lynx Shunt VE.Can**, a battery monitor including the main fuse. Note that the fuse needs to be purchased separately.
- The **Lynx Distributor**, a DC distribution system with fuses.
- Optionally, the **Ion Control**, a digital control panel.

2.1.1 **Battery Management System**

Every individual 24V/180Ah Lithium-Ion battery has an onboard Battery Management System, which monitors and protects the battery on cell level. The Lynx Ion communicates with all battery packs via the BMS CAN-Bus and monitors the system as a whole.

2.1.2 **Safety**

When designing the Victron Lithium-Ion battery system, a lot of thought was put into the safety aspect of the system. Each battery is equipped with a BMS to monitor the performance on a cell level. To monitor the global performance we have chosen the Lynx Ion+Shunt. This serves as a master unit and controls the individual batteries. This way the system as a whole can function at its best, ensuring a maximum return. The battery itself does not have an internal safety contactor but in operation the connected Lynx Ion+Shunt takes care of the safety aspect with its internal safety contactor. This breaks the connection between the battery and the rest of the system when the Lynx Ion+Shunt is unable to disconnect the external equipment due to complications.

2.1.3 **User interface: Ion Control**

The Ion Control is a digital control panel for the system.

3 LED INDICATIONS

3.1 Lynx Ion LED indications

Firmware version 1.17 and higher. See also Chapter 9 TROUBLESHOOTING.

Status LED state	Description
Off	System is in standby mode. Press START button to start up the system
Blinking fast	Initialization.
On	Running
Blinking	Balancing active
Flashing/beeping 1 time	Battery initialization error
Flashing/beeping 2 times	No batteries connected
Flashing/beeping 3 times	Unknown battery connected / battery connected to a running system.
Flashing/beeping 4 times	Different types of batteries connected
Flashing/beeping 5 times	Number of connected batteries incorrect
Flashing/beeping 6 times	Lynx Shunt not found / not connected
Flashing/beeping 7 times	Battery measure error occurred
Flashing/beeping 8 times	Internal calculation error
Flashing/beeping 9 times	Number of batteries in series incorrect
Flashing/beeping 10 times	Number of batteries incorrect (only used when using static number of battery configuration)
Flashing/beeping 11 times	Not used
Flashing/beeping 12 times	Not used
Flashing/beeping 13 times	Over voltage
Flashing/beeping 14 times	Under voltage
Flashing/beeping 15 times	Over temperature
Flashing/beeping 16 times	Under temperature
Flashing/beeping 17 times	ADC data error
Blinking/beeping fast	Battery BMS error (slave)
Flashing 3 times (no beeping)	Battery BMS warning (slave)
Flashing/beeping 18 times	Pre-Charge error
Flashing/beeping 19 times	Safety contactor error
Flashing 2 times (no beeping)	Over current error on External status or external safety contactor output (appendix A connector B)

Firmware version 1.16 and lower.

Status LED state	Description
Blinking fast	Initialization / Waiting for start. Press the START-button to start the BMS.
On	Running
Blinking	Balancing active
Flashing 1 time	Standby mode
Flashing 2 times	Voltage error
Flashing 3 times	Temperature error
Flashing 4 times	Initialization / Connection error

3.2 Battery LED indications

Battery status LED	
State	Description
On	BMS Running
Toggle slow	Balancing / BMS stopped
Toggle fast	BMS Error

Battery BMSCAN-Bus error LED	
State	Description
Off	No error in CAN-Bus
Single flash	CAN-Bus passive error
On	CAN-Bus bus-off

Battery BMS CAN-Bus status LED	
State	Description
On	CAN-Bus operational
Toggle slow	CAN-Bus pre-operational
Single flash	CAN-Bus stopped

4 INSTALLATION



This product may only be installed by a qualified electrical engineer.

4.1 Safety precautions

1. Be careful when using metal tools in vicinity of batteries. Dropping a metal tool onto a battery might cause a short-circuit and possibly an explosion.
2. Always use isolated tool when working with batteries.
3. Remove personal metal items such as rings, bracelets, necklaces, and watches when working with a battery. A battery can produce a short-circuit current high enough to melt such items, leading to severe burns.

4.2 Location

The product must be installed in a dry and well-ventilated area, as close as possible to the batteries.

Excessively high ambient temperature will result in a reduced battery lifetime.



The interior of the Lynx components must remain easily accessible after installation.

Try and keep the distance between the Lynx components and the battery to a minimum in order to minimize cable voltage losses.



For safety purposes, this product should be installed in a heat-resistant environment. You should prevent the presence of e.g. chemicals, synthetic components, curtains or other textiles, etc., in the immediate vicinity.

4.3 Mounting

The Lynx system must be mounted on a wall. Every Lynx is provided with holes for mounting. See Appendix B.

4.5 Connection of the BMS CAN-Bus network

To connect the BMS CAN-Bus communication network you will need:

- CAT5 cable with RJ45 connectors
- Two termination resistors (supplied with the Lynx Ion)

Procedure

1. Use connection A of the Lynx Ion, top left pair of RJ45 connectors. Connect the other end of the CAT5 cable to the first battery.
2. Then connect it to the second battery (if there is one) with the next CAT5 cable.
3. Repeat this until all batteries are connected.
4. Place a termination resistor in the last connected battery.
5. Place the other termination resistor in the Lynx Ion, connection A.

Now the BMS CAN-Bus network is connected.

4.6 Connection of the VE.Can network

The Lynx Ion is communicating with the Lynx Shunt through VE.Can. This is mandatory. The VE.Can network is also used to connect the Ion Control.

To connect the Lynx Ion to the Lynx Shunt VE.Can you will need:

- One CAT5 cable with RJ45 connectors
- Two termination resistors (supplied with the Lynx Shunt VE.Can)

Procedure

1. Use connection D of the Lynx Ion, the pair of RJ45 sockets at lower left. Connect the CAT5 cable to the Lynx Ion, connection D (see Appendix A).
2. Connect the other end of the CAT5 cable to the Lynx Shunt VE.Can.
3. Now place the termination resistors. One in the Lynx Ion and one in the Lynx Shunt.

Now the Lynx Ion and the Lynx Shunt are connected.

4.7 Connection of the Victron Lithium-Ion batteries



Never short a Lithium-Ion battery. There will flow a very high current and can lead to damage of the battery and its environment.



Always use isolated tools when installing batteries.

To connect the Victron Lithium-Ion batteries make sure you have followed all the steps above.

Connection of the Lithium-Ion batteries must be done by the following procedure.

Procedure

1. Connect the '-' connection to cable to the Lynx Power In.
2. Now connect the other end to the first battery.
3. Connect the '+' contact of the battery to the Lynx Power In. Be aware of the little sparking when connecting the cable to the Lynx Power In. (If two batteries are placed in series, connect the '+' contact to the '-' of the next battery).
4. The Lynx Ion will now start and is placed in standby state.



Make sure a main switch is connected between the '+' of the battery and the Lynx Power In.



If parallel connections of batteries are made

- Be sure that the battery state-of-charge is equal for each battery.
- Keep wire lengths exactly the same. Otherwise imbalance occurs.

4.8 Using the I/O of the Lynx Ion

Allow-to-charge and allow-to-discharge

The most important contacts are 'allow-to-charge' and 'allow-to-discharge'. These are used to control loads and chargers based on the battery state of charge.

These contacts are potential free, and normally open. They are closed when the system is normally working. If the battery is fully charged the 'allow-to-charge' contact will be opened. Now the charger knows that it has to stop charging. If it does not stop charging, the safety contactor will eventually open. This also applies for the 'allow-to-discharge' contact. It is set open when the battery is fully discharged. All consumers have to stop discharging.

See appendix A, connection 'C' for the connections of the allow-to-charge and allow-to-discharge contacts.

External status output

The external status output can be used for external indication similar as the status LED on the front of the Lynx Ion. Voltage is the same as the system voltage.

See appendix A connection 'B' for the connections.

The status output can also be configured as an 'Bilge pump output'. It can switch 10ADC and outputs the supply voltage of the Lynx Ion. This contact is always on. It only switches off if the Lynx Ion detects an under voltage alarm. This option is available on request.

Note: all firmware versions prior to v1.19 are configured as bilge pump output, not as external status output. To use it as external status output, upgrade the firmware to v1.19.

External Safety Contactor

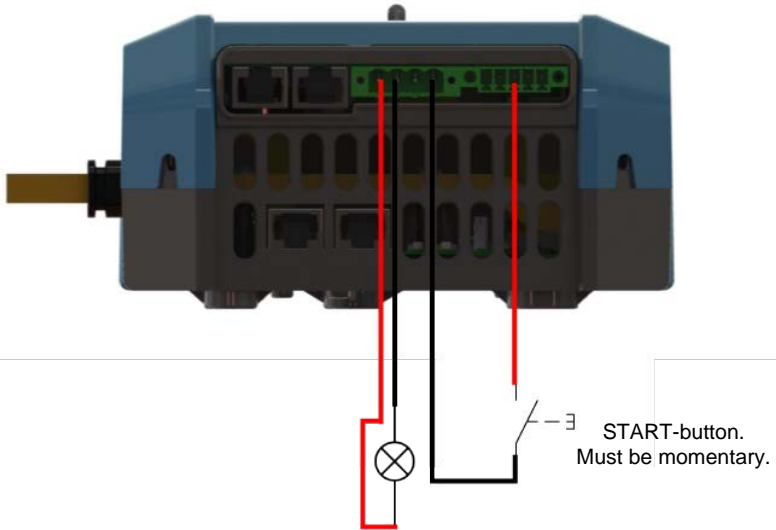
See the next paragraph, 4.9.

The external safety contactor output can also be used as an alarm output. If the internal contactor is opened this contact is set LOW(0V) else it is HIGH(system voltage).

External START-button

Since hardware REV3 there is possibility to connect an external START-button. This must be connected to pin 3 of connector 'C'. This pin must be switched to GND of the system. It then has the same functionality as the START-button on the front of the Lynx Ion. Use a momentary switch button.

Below an example of connecting an external status indicator and START-button.



Status indicator.
Voltage output is the same as system voltage.

Note:

All firmware versions prior to v1.19 are configured as bilge pump output, not as external status output. To use it as external status output, upgrade the firmware to v1.19. External START-button is available from hardware REV3.

I/O Switching limits

Contact	Closed / On	Open / Off
Allow-to-charge signal	When the highest battery cell voltage drops below 3,32V for 10 sec.	When one battery cell voltage reaches 3,52V for 10 sec.
Allow-to-discharge signal	When the lowest battery cell voltage rises above 3,35V for 10 sec.	When one battery cell voltage drops below 2,8V for 10 sec.
Internal Safety contactor	When all cell voltages are between 2,60V and 3,62V.	When one of the cell voltages is above 3,62V or below 2,60V for 20 sec.
External Safety contactor	Same as internal safety contactor	

4.9 Using the Lynx Ion with currents above 350A

The internal safety contactor in the Lynx Ion is specified for 350A maximum continuous current. Up to 600A is possible, by using an external safety contactor, that bypasses the internal safety relay. The 600A continuous current limit is the limit of the Lynx Shunt.

There are two options to install an external safety contactor:

- Use an external contactor with a 12VDC coil and connect it inside the Lynx Ion
- Use an external contactor with a coil voltage equal to the battery system voltage (24/48VDC) and use the External Safety Contact I/O (connector 'B' pin 3 and 4)

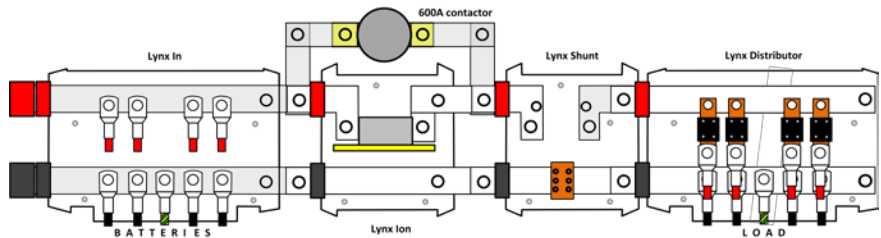
Gigavac contactors are recommended because of their low coil power use. Also the Gigavac contactors do not need an extinguishing diode. For use with other contactors like Allbright always use an extinguishing diode.

Contactors which are tested: Gigavac GX16, GX46, GX56, GX66 series.

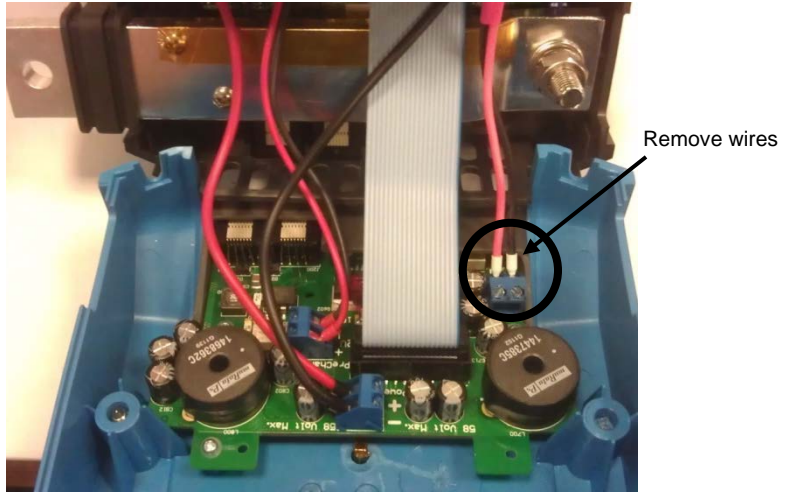
Contactor Type	12VDC (Recommended)	24VDC	48VDC
Gigavac GX16 600A*	GX16BEB	GX16CEB	GX16FEB
Gigavac GX46 600A	GX46BDB	GX46CDB	GX46FDB
Gigavac GX56 600A	GX56BDB	GX56CDB	GX56FDB
Gigavac GX66 600A	GX66BDB	GX66CDB	GX66FDB

*With the GX16 series the coil contact must be connected with a Deutsch connector (Gigavac order number.: 0697).

Below an overview of how to connect the external contactor to the busbar.



When using an external connector, the control wires of the internal contactor must always be disconnected. These are the wires in blue connector on the upper right. See photo below. Make sure to isolate the end of these wires so they cannot damage the Lynx Ion. It is not necessary to remove the internal safety contactor itself.

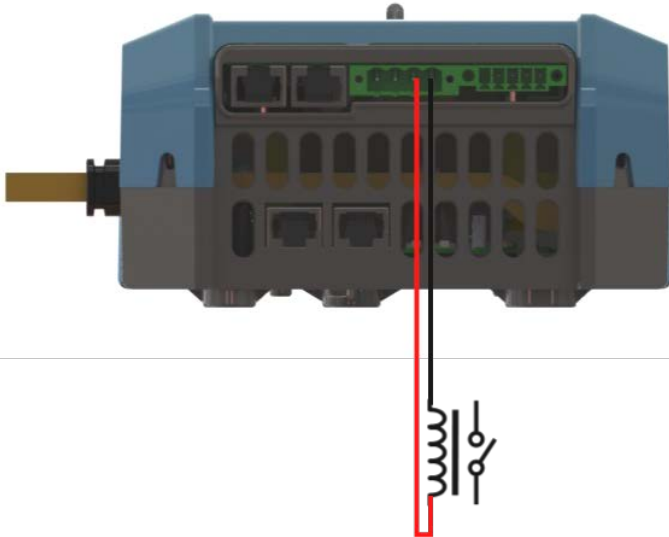


To connect the coil of the external connector it is important to check which coil voltage it has.

Coil voltage	Remarks
12VDC	Connect to the right blue connector inside the Lynx Ion. Same as where the internal contactor was connected. check '+' and '-'.
24VDC	Can only be used when connecting to a 24V system. Must be connected to the external contactor connection. (connector 'B' pin 3 and 4).
48VDC	Can only be used when connecting to a 48V system. Must be connected to the external contactor connection. (connector 'B' pin 3 and 4).

Check appendix A for the references of the connections.

Example schematic of connecting the contactor to connector 'B'.



If connecting an external contactor to connector 'B' always check if the coil voltage of the contactor is equal to the busbar voltage. Also check if an extinguishing diode is needed.

5 CONFIGURING A MULTI OR QUATTRO

The Multi is controlled by the Lynx Ion, via the allow-to-charge and allow-to-discharge contacts.

State of Charge				
A	B	C	D	E
0%				100%

A	The batteries are discharged too low. The 350A safety contactor in the Lynx Ion will open.
B	The batteries are discharged. The allow-to-discharge signal contact will open. The Multi will switch to 'Charger Only', to prevent further discharging the batteries.
C	OK. The Multi can both charge and discharge the batteries. The allow-to-charge and the allow-to-discharge contacts are closed.
D	The batteries are full. The allow-to-charge contact will open. The Multi will switch to float, to prevent further charging the batteries.
E	The batteries are almost over charged. The 350A safety contactor in the Lynx Ion will open.

Condition A and E are error conditions. Proper configuration of the system will prevent these conditions from occurring. When they occur, correct the situation, and press the start button again to restart the Lynx Ion.

Connections

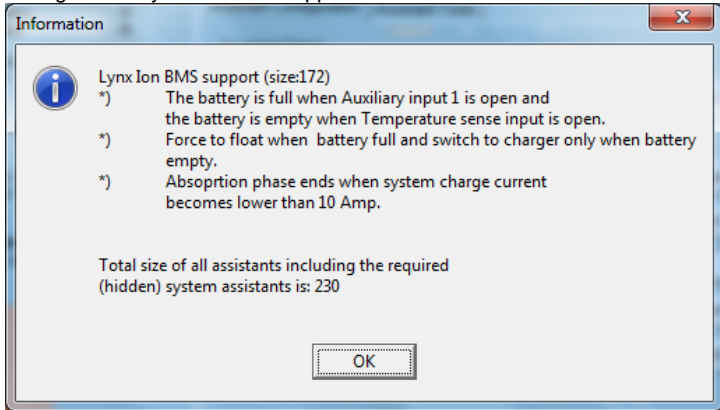
To configure the Multi for BMS support, VEConfigure3 is necessary. See the Support & downloads section at www.victronenergy.com for more information on installing VEConfigure3 and updating the Multi to firmware version xxx200 or higher.

1. Connect the allow-to-charge signal to the AUX input on the Multi.
2. Connect the allow-to-discharge signal to Temp sense input on the Multi. It is not necessary to use a temperature sensor with the Multi, since the batteries have their own internal temperature sensors.
3. Start VEConfigure3, and select the Lithium Iron Phosphate type:

The screenshot shows the 'Charger' configuration tab in VEConfigure3. The 'Battery type' dropdown is highlighted with a red box and contains the text: 'Lithium Iron Phosphate, LiFePo4, batteries. (Also requires an assistant!)'. Other visible settings include:

- Enable charger
- Weak AC input
- Stop after 10 Hr bulk
- Storage mode
- Use tubular plate traction battery curve
- Charge curve: Fixed
- Absorption voltage: 28.40 V
- Repeated absorption time: 1.00 Hr
- Float voltage: 26.70 V
- Repeated absorption interval: 7.00 Days
- Charge current: 90 A
- Absorption time: 2 Hr

4. Configure the Lynx-Ion BMS Support assistant as follows:



6 FIRST POWER UP

Other than below procedure, no configuration is needed. The battery configuration is automatically recognized. And the Lynx Shunt parameters will be configured by the Lynx Ion on power up.

6.1 Power up procedure

1. Make sure that all energy consumers are switched off before starting up the system.
2. The Lynx Ion will pre-charge the system before closing the safety contactor. The Lynx Ion will not start if there is more than 10A drawn by the system during pre-charging.
3. Press the START-button on the front of the Lynx Ion to start the system.
4. Now the system is being pre-charged. The safety contactor is closed as soon as the voltage rises above 90% of the battery voltage.
5. If the status LED is continuously on, then the system is running and ready for use.

See the chapter on Troubleshooting for more information in case of problems.

6.2 Commissioning

To make sure the system is safe and correctly installed, follow the procedure outlined in the Lynx Ion Commissioning sheet. This sheet is shipped with every Lynx Ion, and also available on our website, www.victronenergy.com.

6.3 Power down/reset procedure

For software version 1.17 or higher:

Put the Lynx Ion to standby mode (recommended for long periods of storage):

1. Press and hold the START-button until the Lynx Ion goes into standby mode (status LED off).
2. Now the safety contactor is open and the batteries are disconnected from the system.

Reset Lynx Ion from error state:

1. Press the START-button for 1 sec.
2. The system will now restart.

For software version 1.16 or lower (reset only):

1. Press the START-button on the front of the Lynx Ion for 10 sec.
2. The Lynx Ion will reset and the status LED is blinking fast.
3. Now the safety contactor is open and the batteries are disconnected from the system.

7 TEMPERATURE PROTECTION

The Lynx Ion constantly monitors the battery temperatures, and protects them according below rules. In case the temperature is outside the limits, it will first signal the chargers and/or loads via the allow-to-charge and allow-to-discharge contacts. It will open the safety contactor if there is no response. In that case you will see the LED blinking in the specified error code (see chapter 3 for details). Press the START-button to restart the system.

High temperature signals:

- Stop charging and discharging at +60°C (allow-to-charge and allow-to-discharge contacts open)
- Charge and discharge alarm at +65°C (safety contactor open)

Low temperature signals:

- Stop charging at -5°C (allow-to-charge contact open)
- Stop discharging at -20°C (allow-to-discharge contact open)

Alarm temperatures:

- Charging alarm at -10°C and current > 10A (safety contactor open)
- Discharging alarm at -25°C and current < -10A (safety contactor open)

Please note that these rules have been implemented per firmware version v1.15, released on 22nd of January 2013. Versions before that had more stringent set of rules, with a smaller temperature operating range.

8 MAINTENANCE

The Lynx Ion does not require specific maintenance. It will suffice to check all connections once a year. Avoid moisture and oil/soot/vapors, and keep the device clean.

9 TROUBLESHOOTING

9.1 Startup procedure

Most components and connections are checked automatically during the startup procedure of the Lynx Ion. The sequence of the startup procedure is:

1. User presses START- button, Lynx Ion awakes from sleep and starts its startup procedure
2. The status LED starts blinking fast (green), and will be blinking for the rest of the startup procedure.
3. The Lynx Ion starts pre-charging, with max 10A.
4. The main relay is closed as soon as the voltage on the output side rises above 90% of the battery voltage. If the voltage on the output has not met this level within 10 seconds, the pre-charge error will occur, error 18. To solve, disconnect all loads during power-up.
5. As soon as the output voltage has risen above 9V, the Lynx Shunt will power up.
6. Inside the Lynx Shunt is an isolated power supply, which powers the VE.Can network.
7. BMS CAN-Bus network is powered from the VE.Can network, with a switch inside the Lynx Ion.
8. The BMSses in the batteries switch on as soon as there is power on the BMS CAN-Bus network.
9. The Lynx Ion checks communication with the batteries. If it cannot communicate properly, one of the following errors might occur: Battery initialization (Error 1), No batteries (Error 2), Different types of batteries (Error 4), Battery measure errors occurred (Error 7). Procedure to follow on error:
 - a. Make sure that RJ45 terminators are inserted on both ends of the BMS CAN-Bus network
 - b. Make sure that RJ45 cables are ok
 - c. LEDs on batteries are normally lit during power up procedure. If they are not:
 - i. Measure the voltage on pin 3 and 6 of the VE.Can network directly after power up. It should be more than 12V, if it is not, contact Victron service.
 - ii. Measure the voltage on pin 3 and 6 of the BMS CAN-Bus network. It should be more than 12V, if it is not, contact Victron service.
10. After it has successfully established communication with the batteries, the Lynx Ion checks the configuration of the batteries: how many in series and parallel. If incorrect, the following errors may occur: Nr of batteries in series (Error 9), Nr of batteries incorrect (Error 10). If these errors occur, double check the installation, especially the RJ45 wiring between the batteries and the Lynx Ion.
11. Lynx Ion tests communication with the Lynx Shunt. Lynx Shunt not found, Error 6, will occur on failure. Procedure to follow on error:
 - a. Make sure that RJ45 terminator(s) are in place. The drop cable of some Ion Controls allow only one terminator to be installed, this is no problem.
 - b. RJ45 cabling properly connected: be aware of the difference between BMS CAN-Bus RJ45 sockets and the VE.Can RJ45 sockets in the Lynx Ion.
 - c. Make sure that RJ45 cables are ok
12. After communication with the Lynx Ion is setup properly, the system is started: the status LED on the Lynx Ion stops blinking and is lit continuously.

If at any moment an error occurs, the startup procedure stops. The LED and the buzzer will indicate the error number for 10 minutes. After that the Lynx Ion goes back to sleep. The Ion Control can also be used to find the error number: it shows the last four error codes¹.

9.2 How to solve Over voltage errors (Error 13)

This error is raised when the Lynx Ion is not able to stop all chargers by opening the Allow-to-charge contact. Make sure that all chargers only charge when the Allow-to-charge contact is closed. Note that Quattro's and Multi's are configured to switch to float when the Allow-to-charge contact opens. Double check the float voltage with the instructions in this manual (Chapter 5). See also the Lynx Ion Commissioning instruction, available on www.victronenergy.com.

9.3 How to solve Under voltage errors (Error 14)

The Under voltage error is raised when the lowest cell voltage drops below the absolute minimum, which can occur for two reasons:

1. The Lynx Ion cannot disconnect all loads with its Allow-to-discharge contact. Double check wiring of the Allow-to-discharge contact and check that all the loads are disconnected when the contact is open. See also the Lynx Ion Commissioning instruction available on www.victronenergy.com.
2. The Lynx Ion can disconnect all loads, but the system has been left on and unattended for a long time. In that case the standby current of Lynx Ion, Lynx Shunt and the main contactor can empty the batteries.

¹ The last four error codes have been added to the Ion Control in firmware v1.08, released on 22nd of July 2013.

10 TECHNICAL SPECIFICATIONS LYNX ION

More details about power consumption are in section 1.3.2.

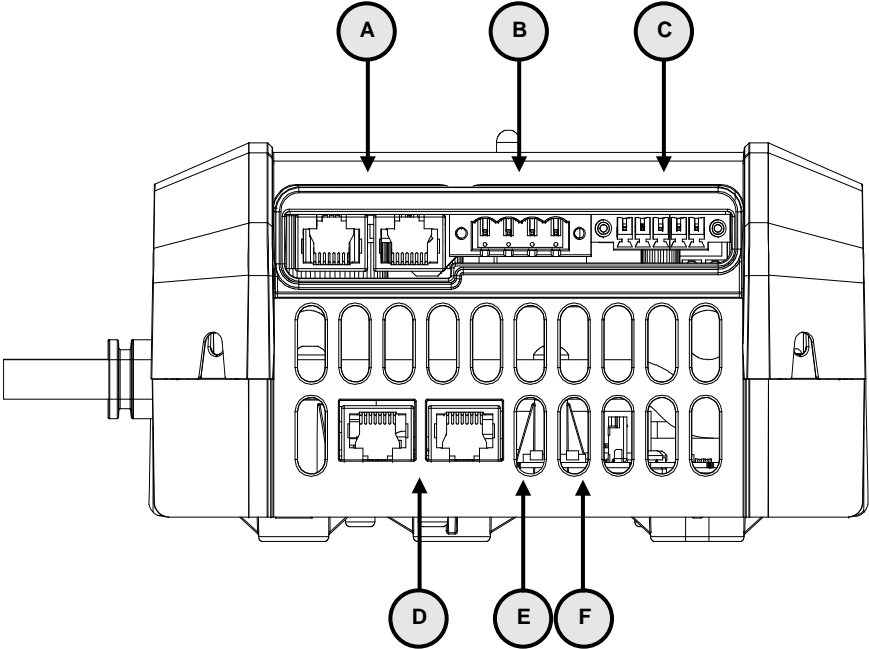
Supply voltage range	9 ... 60VDC
Supply power	
Standby mode (from firmware v1.18 and onwards and rev2 hardware)	77mW @ 26,2V and 187mW @ 52,4V
Standby mode (from firmware v1.17 and onwards)	104mW @ 26,2V and 504mW @ 52,4V
Standby mode (firmware v1.16 and lower)	0,8W @ 26,2V and 1,5W @ 52,4V
Active mode	8,7 W (including Lynx Shunt power consumption)
Operating temperature range	0 ... 50°C
Main safety contactor	350A DC continuous
Potential free contacts	
Mode	Normally open
Rating	1 A / 60VDC/250 VAC
I/O	
External status output	10ADC max. Voltage, same as supply.
External relay output	10ADC max. Voltage, same as supply.
Enclosure	
Dimensions	18.5 x 16.5 x 8.5 cm
Net weight	2.1 kg
Common Characteristics	Material: ABS; Protection: IP22;

11 TECHNICAL SPECIFICATIONS BATTERIES

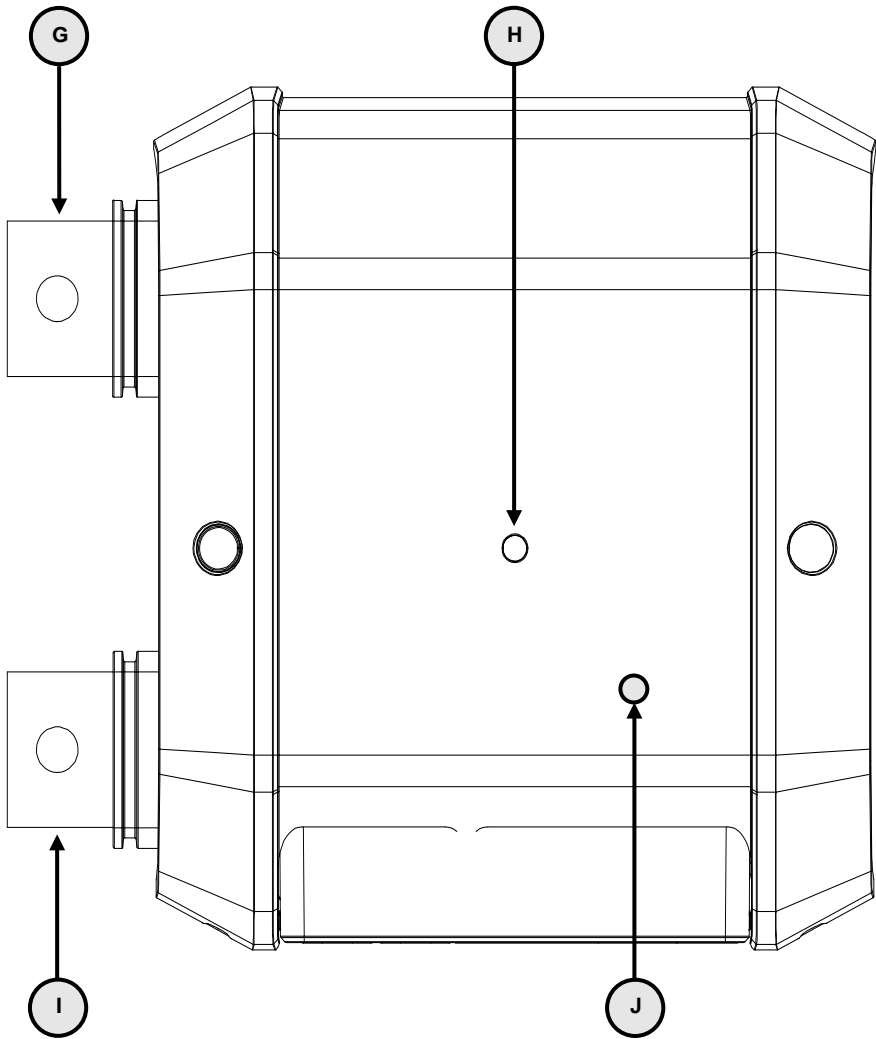
Victron Lithium-Ion Battery 24V / 180Ah	
Technology	Lithium-Iron Phosphate (LiFePo4)
Nominal voltage	26,4 V
Nominal capacity	180 Ah
Nominal power	4,75 KWh
Power / Weight ratio	86 Wh/Kg
Charge/Discharge	
Charge cut-off voltage at 0,05C	28,8 V
Discharge cut-off voltage	20 V
Recommended charge/discharge current (0,3C)	54 A
Maximum charge current (1C)	180 A
Maximum discharge current (1,5C)	270 A
Pulse discharge current (10s)	1000 A
Cycle Life @80% DOD (0,3C)	2000
Enclosure	
Common Characteristics	Material: Aluminum and Metal; Protection: IP20;
Battery connections	M10 bolts
Weight	55 Kg
Dimensions (l x w x h in cm)	62,5 x 35,0 x 18,8
Temperature	
Operating temperature during charge	0~45 °C
Operating temperature during discharge	-25~45 °C
Storage temperature	-25~55 °C

APPENDIX A: OVERVIEW LYNX ION

Bottom view

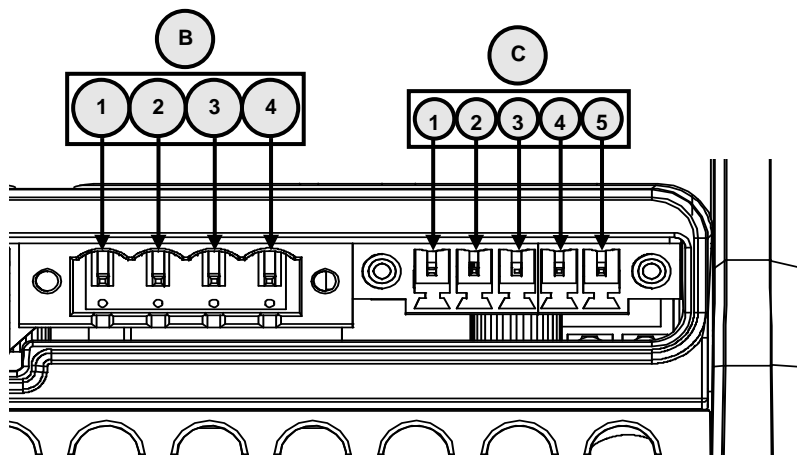


Front view



Connector B and C zoomed view

Part descriptions	
A	BMS CAN-Bus connections. CAN-In, CAN-out.
B	Power out connections. Used for External status and external safety contactor.
C	Potential free allow-to-charge and ok-discharge contacts. Used to control chargers and loads.
D	VE.Can CAN-Bus connections. CAN-In, CAN-out.
E	Hard-reset button.
F	Reserved button.
G	'+' connection for battery.
H	Status LED.
I	'-' connection for battery.
J	START-button.

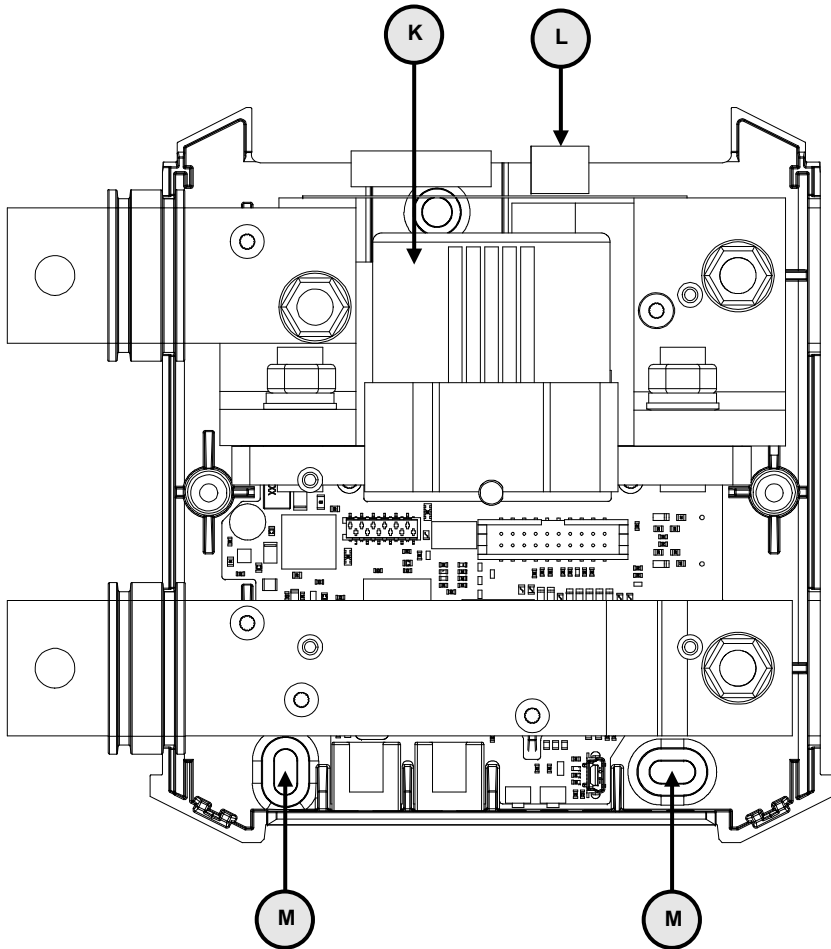


Connector pins and specifications					
Conn.	Pin	I/O	Voltage Max.	Current Max.	Purpose
B	1	Out	+ V System	10 A	External status output (*1)
	2		GND		
	3	Out	+ V System	10 A	
	4		GND		
C	1		60 V	1,0 A @ 60 V	Allow-to-charge
	2				
	3	In			External START-button(*2)
	4		60 V	1,0 A @ 60 V	Allow-to-discharge
	5				

(*1) External status output available from firmware version 1.19. Earlier software version used this output as a bilge pump output.

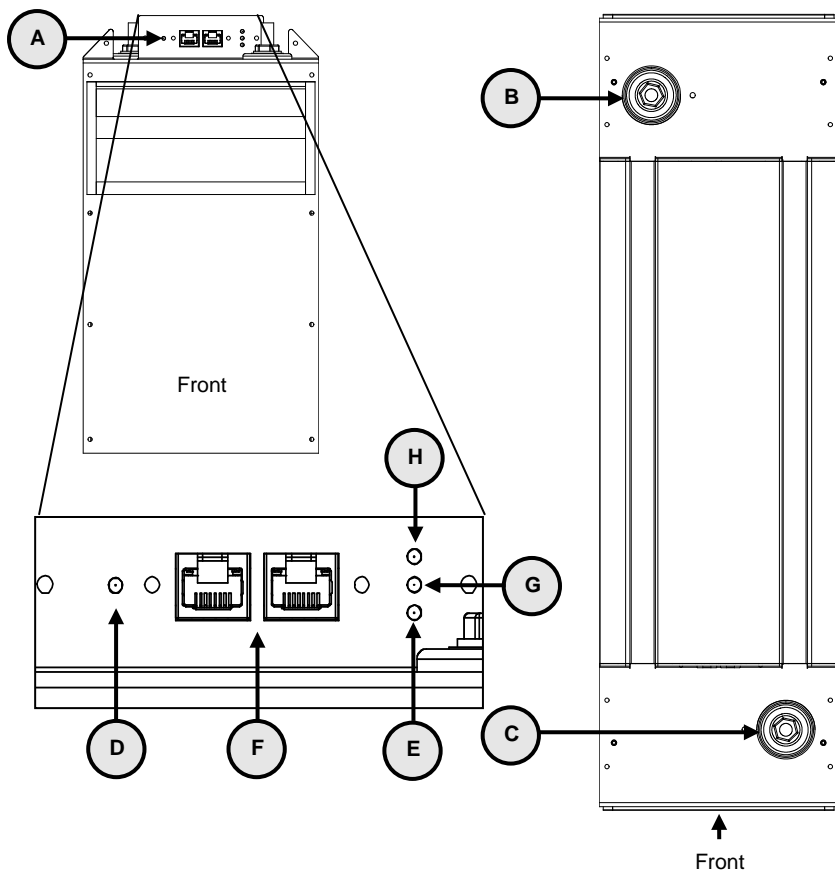
(*2) Available from hardware REV3 of the Lynx Ion.

APPENDIX B: INSIDE THE LYNX ION



Part descriptions	
K	Safety contactor. 350ADC continuous.
L	Pre-Charge fuse 10A.
M	Mounting holes.

APPENDIX C: THE LITIUM-ION BATTERY



Part descriptions	
A	Connection and status panel.
B	'+' battery connection
C	'-' battery connection
D	Battery power LED
E	Battery status LED
F	BMS CAN-Bus connections
G	BMS CAN-Bus error LED
H	BMS CAN-Bus status LED

Distributor:

Serial number:

Version : 11
Date : 22 July 2013

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