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Industrial i Aeronàutica de Terrassa

Grau en Enginyeria en Vehicles Aeroespacials

Proyecto de un kart eléctrico

Anexos

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Fecha de entrega: 22-6-2016

Contenido

1. Resumen

En las siguientes páginas se presentan en primera instancia los documentos relativos al programa que se ha utilizado para la simulación de los motores, se pueden consultar tanto el programa de parametrización de los motores que se han simulado como el realizado para graficar las gráficas.

Además, posteriormente, se han anexado los manuales de los componentes que se han seleccionado para el kart eléctrico. En ellos se pueden encontrar el resto de características que no se han mencionado en la memoria, si bien es cierto, actualmente, toda la información al completo también está disponible en las páginas web de los fabricantes que se han detallado en la bibliografía de la memoria del proyecto.

2. Parametrización

2.1 Motor Motenergy ME1114

```
%% load driving cycles
clear all;
close all;
thisPath = strrep(mfilename('fullpath'),mfilename,'');
addpath([thisPath 'images']);
addpath([thisPath 'drivingCycles']);
load eudc;                  % simulation time: 1200
load us06;                  % simulation time: 600
load udds;                  % simulation time: 1380
load hwy;                   % simulation time: 780
load mph60;                 % simulation time: 10000


%% Simulation Parameters
tstop = 780;                 % simulation run time [sec]
tstep = .01;                % maximum simulation step [sec]

%% Driver model parameters
Ti = 50;                    % integral time constant
Kv = 650;                   % proportional gain

%% Transmission Parameters
gratio = 3;              % Transmission reduction ratio

%% Wheel Parameters
rw = 0.127;                   % wheel radius [m]

%% Battery Model Parameters
Capacity = 2.88e3*60*60;       % Battery pack capacity [J] = Wh*60*60
SOC_0 = 90;                 % Initial battery state of charge [%]
Vbat = 74;                  % battery pack nominal voltage [V]
% Battery model parameters [room temperature]
Mp = 0; % number of cells in parallel
Ns = 20; % number of units in series
% Cell model parameters [room temperature]
load batt_V_SOC.mat % Voc(SOC) look-up table
Cnom = 40.0; % cell capacity [Ah]
Crate = 5*Mp*Cnom; % Max battery pack charge/discharge rate
SOC0 = SOC_0/100; % initial SOC [0-1]
Rp = 0.005; % discharge series resistance for Ibat > 0
Rn = 0.005; % charge series resistance for Ibat < 0
R1 = 0.005; % diffusion series resistance
tau1 = 240; % diffusion time constant [s]
VM = 0.015; % hysteresis voltage [V]
tauH = 40; % hysteresis time constant [s]
etaC = 0.995; % Coulomb efficiency

%% Electric Motor Parameters
load MotorEff;              % Electric Motor Efficiency Data
```

```
Ke = 0.12;                  % Torque Constant [Nm/A]
Pe_max = 24e3;               % Maximum Motor Power [W]
Vbase = 19.44;          % Base speed [m/s] = MPH * 0.44704
Te_max = Pe_max*rw/gratio/Vbase;     % Maximum motor torque [Nm]
Fv_max = Te_max*gratio/rw;     % Maximum vehicle tractive force [N]
VbaseMPH = Vbase/0.44704;    % Base speed [mph]

%% DC-DC Converter Parameters
eta_DC = .98;                % DC-DC Converter Efficiency (constant)
Vbus_ref = 72;              % DC Bus Voltage Reference (constant) [V]

%% Inverter Parameters
eta_inv = .95;               % Inverter Efficiency (constant)

%% Vehicle physical parameters
Mv = 245; % Vehicle curb weight + 250 kg passenger and cargo
Cd = 0.804;                   % Coefficient of Drag
Cr = 0.014;                   % Coefficient of Friction
Av = 0.9;                   % Front area [m^2]
rho_air = 1.204;             % Air density [kg/m^3]
```

2.2 Motor Motenergy ME1115

```
clear all;
close all;
thisPath = strrep(mfilename('fullpath'),mfilename,'');
addpath([thisPath 'images']);
addpath([thisPath 'drivingCycles']);
load eudc;                   % simulation time: 1200
load us06;                   % simulation time: 600
load udds;                   % simulation time: 1380
load hwy;                    % simulation time: 780
load mph60;                  % simulation time: 10000


%% Simulation Parameters
tstop = 780;                  % simulation run time [sec]
tstep = .01;                 % maximum simulation step [sec]

%% Driver model parameters
Ti = 50;                     % integral time constant
Kv = 650;                    % proportional gain

%% Transmission Parameters
gratio = 3;               % Transmission reduction ratio

%% Wheel Parameters
rw = 0.127;                    % wheel radius [m]

%% Battery Model Parameters
Capacity = 2.88e3*60*60;        % Battery pack capacity [J] = Wh*60*60
SOC_0 = 90;                  % Initial battery state of charge [%]
```

```
Vbat = 74;                    % battery pack nominal voltage [V]
% Battery model parameters [room temperature]
Mp = 0; % number of cells in parallel
Ns = 20; % number of units in series
% Cell model parameters [room temperature]
load batt_V_SOC.mat % Voc(SOC) look-up table
Cnom = 40; % cell capacity [Ah]
Crate = 5*Cnom; % Max battery pack charge/discharge rate
SOC0 = SOC_0/100; % initial SOC [0-1]
Rp = 0.005; % discharge series resistance for Ibat > 0
Rn = 0.005; % charge series resistance for Ibat < 0
R1 = 0.005; % diffusion series resistance
tau1 = 240; % diffusion time constant [s]
VM = 0.015; % hysteresis voltage [V]
tauH = 40; % hysteresis time constant [s]
etaC = 0.995; % Coulomb efficiency

%% Electric Motor Parameters
load MotorEff1115;               % Electric Motor Efficiency Data
Ke = 0.15;                  % Torque Constant [Nm/A]
Pe_max = 30e3;               % Maximum Motor Power [W]
Vbase = 19.44;          % Base speed [m/s] = MPH * 0.44704
Te_max = Pe_max*rw/gratio/Vbase;     % Maximum motor torque [Nm]
Fv_max = Te_max*gratio/rw;     % Maximum vehicle tractive force [N]
VbaseKMH = Vbase*3.6;    % Base speed [mph]

%% DC-DC Converter Parameters
eta_DC = .98;                % DC-DC Converter Efficiency (constant)
Vbus_ref = 72;              % DC Bus Voltage Reference (constant) [V]

%% Inverter Parameters
eta_inv = .95;               % Inverter Efficiency (constant)

%% Vehicle physical parameters
Mv = 245; % Vehicle curb weight + 250 kg passenger and cargo
Cd = 0.804;                   % Coefficient of Drag
Cr = 0.014;                   % Coefficient of Friction
Av = 0.9;                   % Front area [m^2]
rho_air = 1.225;             % Air density [kg/m^3]
```

2.3 Motor MARS ME0913

```
%% load driving cycles
clear all;
close all;
thisPath = strrep(mfilename('fullpath'),mfilename,'');
addpath([thisPath 'images']);
addpath([thisPath 'drivingCycles']);
load eudc;                   % simulation time: 1200
load us06;                   % simulation time: 600
load udds;                   % simulation time: 1380
load hwy;                    % simulation time: 780
load mph60;                  % simulation time: 10000
```

```
%% Simulation Parameters
tstop = 780;                    % simulation run time [sec]
tstep = .01;                   % maximum simulation step [sec]

%% Driver model parameters
Ti = 50;                       % integral time constant
Kv = 650;                      % proportional gain

%% Transmission Parameters
gratio = 3;                 % Transmission reduction ratio

%% Wheel Parameters
rw = 0.127;                      % wheel radius [m]

%% Battery Model Parameters
Capacity = 2.88e3*60*60;         % Battery pack capacity [J] = Wh*60*60
SOC_0 = 90;                    % Initial battery state of charge [%]
Vbat = 74;                     % battery pack nominal voltage [V]
% Battery model parameters [room temperature]
Mp = 0; % number of cells in parallel
Ns = 20; % number of units in series
% Cell model parameters [room temperature]
load batt_V_SOC.mat % Voc(SOC) look-up table
Cnom = 40; % cell capacity [Ah]
Crate = 5*Cnom; % Max battery pack charge/discharge rate
SOC0 = SOC_0/100; % initial SOC [0-1]
Rp = 0.005; % discharge series resistance for Ibat > 0
Rn = 0.005; % charge series resistance for Ibat < 0
R1 = 0.005; % diffusion series resistance
tau1 = 240; % diffusion time constant [s]
VM = 0.015; % hysteresis voltage [V]
tauH = 40; % hysteresis time constant [s]
etaC = 0.995; % Coulomb efficiency

%% Electric Motor Parameters
load MotorEff2;                 % Electric Motor Efficiency Data
Ke = 0.15;                    % Torque Constant [Nm/A]
Pe_max = 43.2e3;                 % Maximum Motor Power [W]
Vbase = 19.44;            % Base speed [m/s] = MPH * 0.44704
Te_max = Pe_max*rw/gratio/Vbase;     % Maximum motor torque [Nm]
Fv_max = Te_max*gratio/rw;     % Maximum vehicle tractive force [N]
VbaseMPH = Vbase/0.44704;    % Base speed [mph]

%% DC-DC Converter Parameters
eta_DC = .98;                  % DC-DC Converter Efficiency (constant)
Vbus_ref = 72;               % DC Bus Voltage Reference (constant) [V]

%% Inverter Parameters
eta_inv = .95;                 % Inverter Efficiency (constant)

%% Vehicle physical parameters
Mv = 245; % Vehicle curb weight + 250 kg passenger and cargo
Cd = 0.804;                      % Coefficient of Drag
Cr = 0.014;                      % Coefficient of Friction
Av = 0.9;                     % Front area [m^2]
```

```
rho_air = 1.225;            % Air density [kg/m^3]
```

3. Graficado

```
figure(1);

%Driving cycle plot

subplot(3,1,1);
hold on;
plot(speeds.time, speeds.signals.values(:,1), 'b', 'LineWidth', 1.5);
ylabel('Speed [km/h]');
xlabel('time [s]');
grid on;

%Battery voltage plot

subplot(3,1,2);
hold on;
plot(Batt_Voltage.time/60, Batt_Voltage.signals.values(:,1), 'r',
'LineWidth', 1.5);
ylabel('Battery Voltage [V]');
xlabel('time [min]');
grid on;


figure(2);

%Battery SOC plot

subplot(3,1,1);
hold on;
plot(SOC.time/60, SOC.signals.values(:,1), 'b', 'LineWidth', 1.5);
ylabel('Battery SOC [%]');
xlabel('time [min]');
grid on;

%Battery ouput current plot

subplot(3,1,2);
hold on;
plot(Ibat.time/60, Ibat.signals.values(:,1), 'b', 'LineWidth', 1.5);
ylabel('Current [A]');
xlabel('time [min]');
grid on;

%Battery charge/discharge rate plot

subplot(3,1,3);
hold on;
plot(Ibat.time/60, (Ibat.signals.values(:,1))/Cnom, 'r', 'LineWidth',
1.5);
ylabel('C rate');
xlabel('time [min]');
grid on;
```

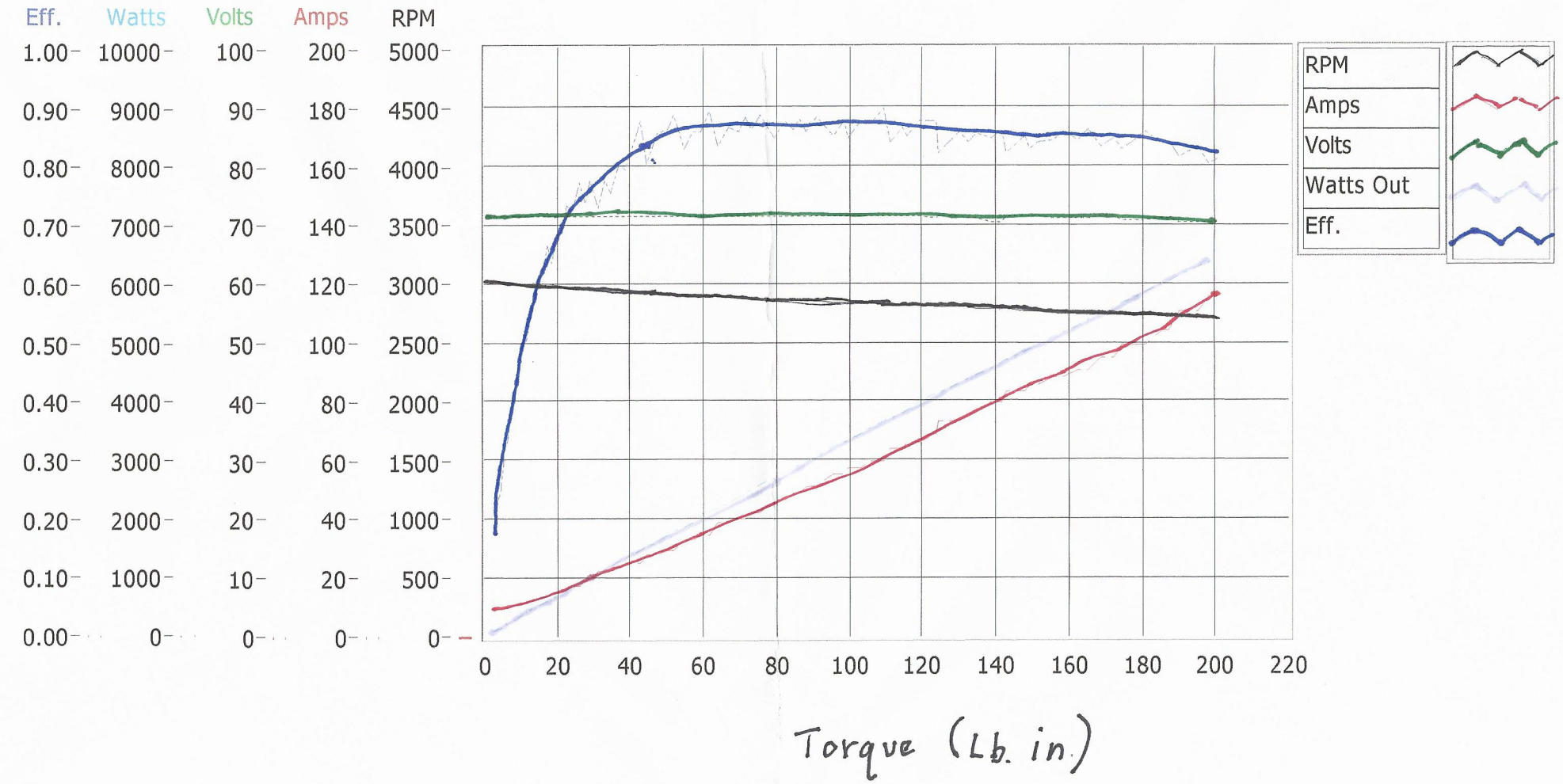
```
%Ciclo eficiencia
figure(3);
hold on;
contour(motoreff_w, motoreff_T, motoreff);
plot(speeds.signals.values(:,2)/rw*gratio,
Forces.signals.values(:,1)*rw/gratio,'k', 'LineWidth', 3);
xlabel('Motor Angular Speed [rad/s]');
ylabel('Motor Torque [Nm]');
legend('Motor Efficiency','Drive cycle');

%Potencia
figure(4);

subplot(3,1,1);
hold on;
plot(P.time/60, P.signals.values(:,1), 'b', 'LineWidth', 1.5);
ylabel('Inst. Power [kW]');
set(gca, 'XTickLabel', []);
grid on;

subplot(3,1,2);
hold on;
plot(Forces.time/60, Forces.signals.values(:,1), 'b', 'LineWidth',
1.5);
plot(Forces.time/60, Forces.signals.values(:,2), 'r', 'LineWidth',
1.5);
legend('Drive Force', 'Resistive Force');
ylabel('Force [N]');
set(gca, 'XTickLabel', []);
grid on;
```

4. Manuales

Se adjuntan a continuación los manuales y detalles técnicos obtenidos por los fabricantes. El orden establecido para los manuales es el siguiente:

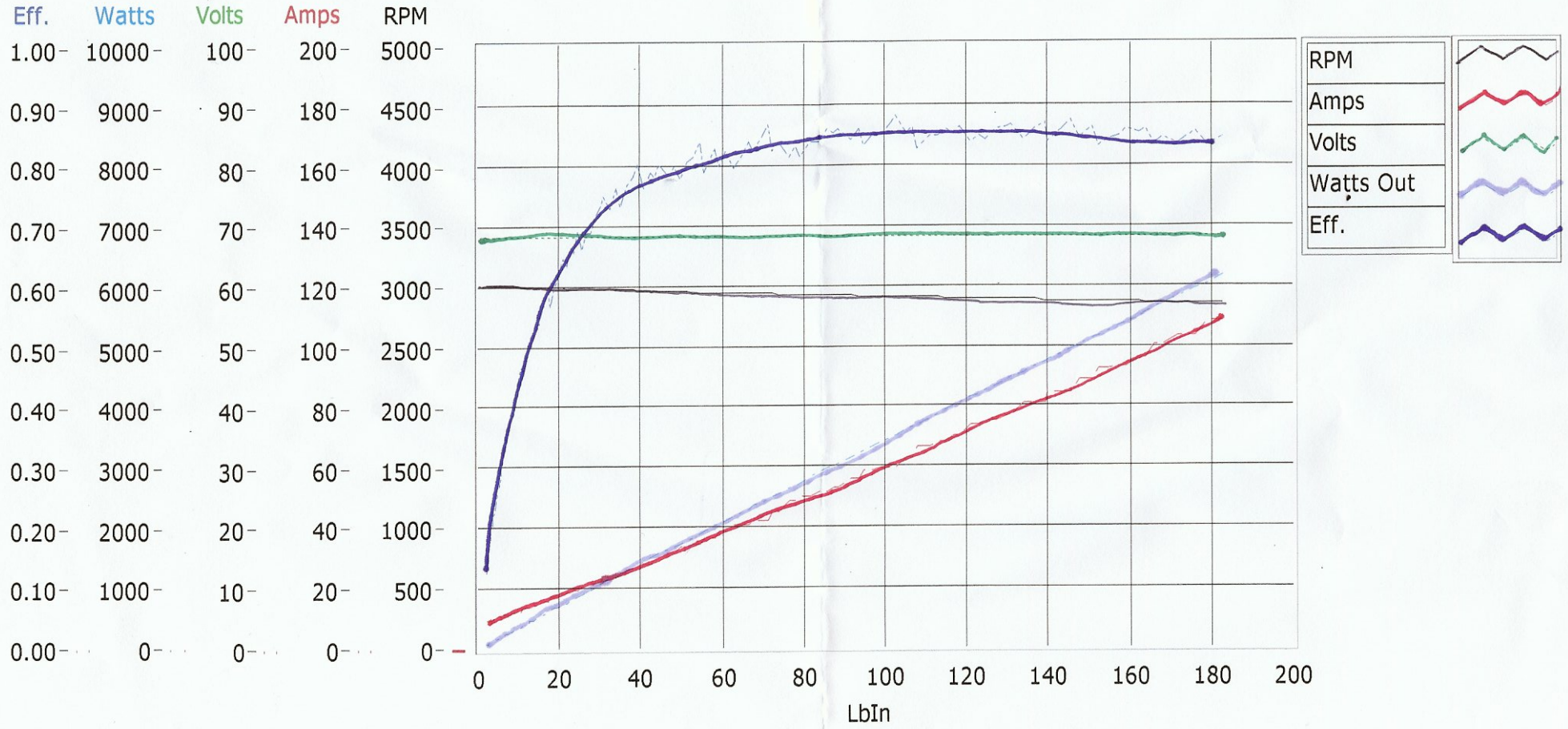
1. Motor
    - Dyno Plot Motenergy ME1114
    - Dyno Plot Motenergy ME1115
    - Dyno Plot MARS ME0913
2. Controlador
    - Manual Kelly Kelly KLS96601-8080I/IPS
    - Manual Sevcon Gen 4
3. Celdas de baterías
    - Celdas Kokam Cells
    - Celdas ThunderSky
4. BMS
    - BMS elithion Lithiumate Pro
5. Cargador
    - Zivan NG7

ME1114 REV-A 022-CW 2014.06.06

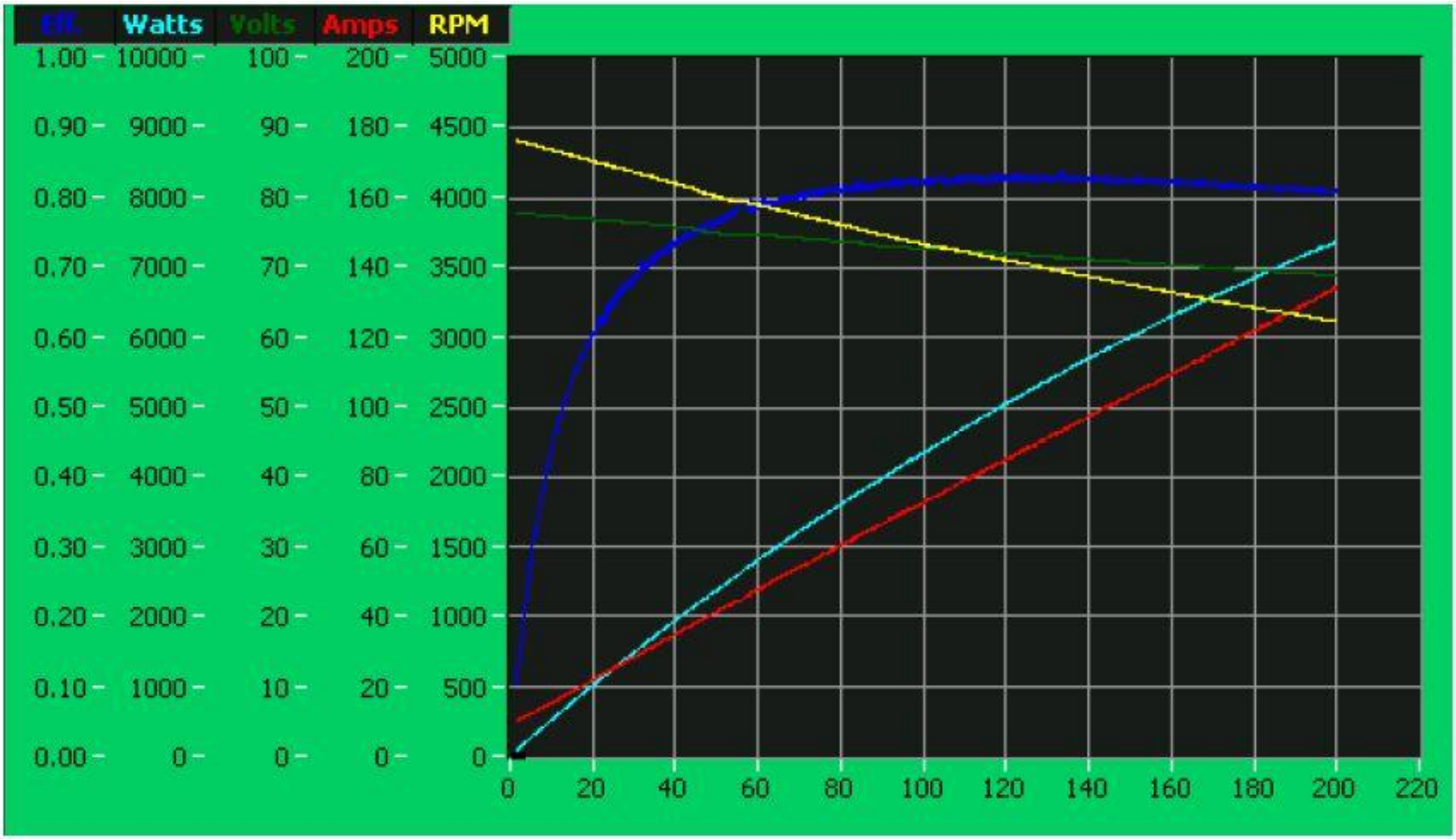


Note: This is a system plot. Input to control, output from motor.

ME1115 REV-A 015-CW 2012.11.16



Performance Data



Data taken with 77VDC battery input.
X-Axis is Torque in Pound Inches. (1 Pound Inch equals 0.11Nm)
Efficiency is the system efficiency including the motor and control losses.
The speed is proportional to the applied voltage. For 36VDC, the speed is 1/2.

Kelly KLS8080I/IPS Motor Controller User's Manual

KLS72501-8080I	KLS72601-8080I	KLS72701-8080I
KLS96501-8080I	KLS96601-8080I	KLS12201-8080I
KLS12301-8080I	KLS12401-8080I	KLS12601-8080I
KLS14201-8080I	KLS14301-8080I	
KLS72501-8080IPS	KLS72601-8080IPS	KLS72701-8080IPS
KLS96501-8080IPS	KLS96601-8080IPS	KLS12201-8080IPS
KLS12301-8080IPS	KLS12401-8080IPS	KLS12601-8080IPS
KLS14201-8080IPS	KLS14301-8080IPS	

Rev.1.6
Dec.2015

Contents

Chapter 1 Introduction

1.1 Overview

This manual introduces the Kelly sinusoidal wave brushless BLDC motor controllers' features, their installation and their maintenance. Read the manual carefully and thoroughly before using the controller. If you have any questions, please contact the support center of Kelly Controls, LLC.

Kelly's programmable motor controllers provide efficient, smooth and quiet controls for electric motorcycles, golf carts and go-carts, as well as industrial motor control. It is mainly supposed to solve noise problems of BLDC motor driving application. KLS controller can not support sensorless brushess motor for now.Compared to the traditional trapezoidal waveform control technology, this technique based on sinusoidal wave driving technology to reduce the operation noise and 1/3 switching loss, which well meets the noise reduction and efficiency requirements in the application of DC brushless motor. It uses high power MOSFET's and, SVPWM and FOC to achieve efficiencies of up to 99% in most cases. A powerful microprocessor brings in comprehensive and precise control to the controllers. It also allows users to adjust parameters, conduct tests, and obtain diagnostic information quickly and easily.People can program the KLS controller on PC software and Android App.There is one more choice for customers to program KLS controller now.The APP software is based on Tablet with Android OS.Customers may add a Z-TEK USB to RS232 cable for programming KLS controller if they want to use Android Tablet.

Both PC software and Android APP can provide one screen to monitor the controller parameters.Sometimes people can use a small Android Tablet as display device.

KLS8080I/IPS is designed by opto-isolated technology.We specify 8-30V for power supply which must be isolated from main battery pack B+/B-.You may use an isolated DCDC converter or a separate 12V battery for power supply.KLS8080I is supposed to work with BLDC motor with hall sensors.KLS8080IPS can work with brushless motor with Sin/Cosin speed sensors.

KLS8080I/IPS controller included the fuse and shunt on the case.

Chapter 2 Features and Specifications

2.1 General functions

(1) Extended fault detection and protection. Customers can read the error code in PC software or Android Tablet also.
(2) Monitoring battery voltage. It will stop driving if the battery voltage is too high and it will progressively cut back motor drive power as battery voltage drops until it cuts out altogether at the preset "Low Battery Voltage" setting.
(3) Built-in current loop and over current protection.
(4) Configurable motor temperature protection range.
(5) Current cutback at low temperature and high temperature to protect battery and controller. The current begins to ramp down at 90℃ case temperature, shutting down at 100℃.
(6) The controller keeps monitoring battery recharging voltage during regen braking.
(7) Maximum reverse speed and forward speed can be configured between 20% and 100% respectively and separately.
(8) A 4pin connector to RS232 port and a Z-TEK USB to RS232 cable allows for configuration, programming and software upgrades using the tablet which must be based on Android OS now.People can do the same things on PC software by using a standard USB to RS232 cable instead.
(9) Provision of a +5 volt and +12 volt output to supply various kinds of hall sensors.
(10) 5 switch inputs which are activated by connection to 12V. Default to throttle switch, brake switch,reversing switch,forward switch and Boost switch.
(11) 2 analog 0-5V inputs that default to throttle input, and motor temperature input
(12) Copy signal of one of sensors.
(13) Configurable boost switch. Enables the maximum output power achievable if the switch is turned on.
(14) 12V brake switch input used different port from motor temperature sensor.You can use both brake switch and motor temperature sensor functions at the same time on the latest version.Pin 25 is 12V brake switch input port.Pin1 is motor temperature sensor input port.
(15) Optional joystick throttle. A bi-symmetrical 0-5V signal for both forward and reversing.
(16) Configurable motor over-temperature detection and protection with the recommended thermistor KTY84-130 or KTY84-150.
(17) 3 hall position sensor inputs. Open collector, pull up provided.Sin/Cosin Speed sensors inputs.
(18) Brake analog regen mode.This regen mode doesn't need brake switch to support any more.Only available from software version 0106.KLS controller can not support reflashing.
(19) Enhanced regen brake function. A novel ABS technique provides powerful and smooth regen.The regen can happen at any speeds until zero speed.
(20) Cruise control.
(21) KLS-8080I/IPS can support Broadcast type CAN bus function.It is 250Kbps.

Caution! *The regen is not a safe function.Usually you may use the mechanical brake.*

2.2 Features

1) Intelligence with powerful microprocessor.
2) Synchronous rectification, ultra low drop, fast SVPWM and FOC to achieve very high efficiency.
3) Electronic reversing.
4) Voltage monitoring on 3 motor phases, bus, and power supply.
5) Voltage monitoring on voltage source 12V and 5V.
6) Current sense on all 3 motor phases.
7) Current control loop.
8) Hardware over current protection.
9) Hardware over voltage protection.
10) Configurable limit for motor current and battery current.
11) Low EMC.
12) Battery protection: current cutback, warning and shutdown at configurable high and low battery voltage.
13) Rugged aluminum housing for maximum heat dissipation and harsh environment.
14) Rugged high current terminals, and rugged aviation connectors for small signal.
15) Thermal protection: current cut back, warning and shutdown on high temperature.
16) Controller can do auto_Identification angle for different Sine/Cosine Speed sensors.Can adjust the zero-crossing point and signal amplitude to match different Sine/Cosine speed sensors.
17) Configurable high pedal protection: the controller will not work if high throttle is detected at power on.
18) Current multiplication: Take less current from battery, output more current to motor.
19) Easy installation: 3-wire potentiometer will work.
20) Standard PC/Laptop computer to do programming.There is one more choice for customers to program KLS controller.Standard Tablet with Android OS to do programming.Need a Z-TEK USB TO RS232 cable for connecting the controller to App program in Tablet.
21) User program provided. Easy to use. No cost to customers.
22) Support motors with any number of poles.
23) Up to 70,000 electric RPM standard. (Electric RPM = mechanical RPM * motor pole pairs;Motor pole pairs=Motor poles/2).

2.3 Specifications

•Frequency of Operation: 20kHz.
•Standby Battery Current: < 0.5mA.
•5V or 12V Sensor Supply Current: 40mA.
• Controller supply voltage range: PWR, 8V to 30V for pin7 and pin6 which must be isolated from main battery pack B+/B-.
•Supply Current, PWR, 30mA Typical.
•Configurable battery voltage range, B+. Max operating range: 18V to 1.25*Nominal Voltage.
•Standard Throttle Input: 0-5 Volts(3-wire resistive pot), 1-4 Volts(hall active throttle).
•Throttle Input: 0-5 Volts. Can use 3-wire pot to produce 0-5V signal.
•Main Contactor Coil Driver<2A.
•Full Power Operating Temperature Range: 0℃ to 70℃(MOSFET temperature).
•Operating Temperature Range: -40℃to 100℃ (MOSFET temperature).
•Motor Current Limit, 1 minute: 400A - 700A, depending on the model.
•Motor Current Limit, continuous: 200A - 300A, depending on the model.
•Max Battery Current :Configurable.

2.4 Name Regulation

The name regulation of Kelly KLS motor controllers:
KLS 8080I/IPS
KLS:Kelly BLDC motor controller based on sinusoidal waveform.KLS8080I is supposed to work with brushless motor with three hall sensors while KLS8080IPS can work with Sin/Cosin speed sensors.There are +5V,Sin,Cosin and GND I/O ports for brushless motor with Sin/Cosin speed sensors.
I:KLS8080I is designed by opto-isolated technology.We specify 8-30V for power supply which must be isolated from main battery pack B+/B-.

Kelly KLS8080I/IPS Sinusoidal Brushless Motor Controller			
Model	10 seconds Current(Amp)	Continuous Current(Amp)	Voltage(Volt)
KLS72501-8080I/IPS	500	200	24-72
KLS72601-8080I/IPS	600	240	24-72
KLS72701-8080I/IPS	700	280	24-72
KLS96501-8080I/IPS	500	200	24-96
KLS96601-8080I/IPS	600	240	24-96
KLS12201-8080I/IPS	200	80	24-120
KLS12301-8080I/IPS	300	120	24-120
KLS12401-8080I/IPS	400	160	24-120
KLS12601-8080I/IPS	600	240	24-120
KLS14201-8080I/IPS	200	80	24-144
KLS14301-8080I/IPS	300	120	24-144

Chapter 3 Wiring and Installation

3.1 Mounting the Controller

The controller can be oriented in any position which should be as clean and dry as possible, and if necessary, shielded with a cover to protect it from water and contaminants.

To ensure full rated output power, the controller should be fastened to a clean, flat metal surface with four screws. Applying silicon grease or some other thermal conductive material to contact surface will enhance thermal performance.

Proper heat sinking and airflow are vital to achieve the full power capability of the controller.

The case outline and mounting holes' dimensions are shown in Figure 1.

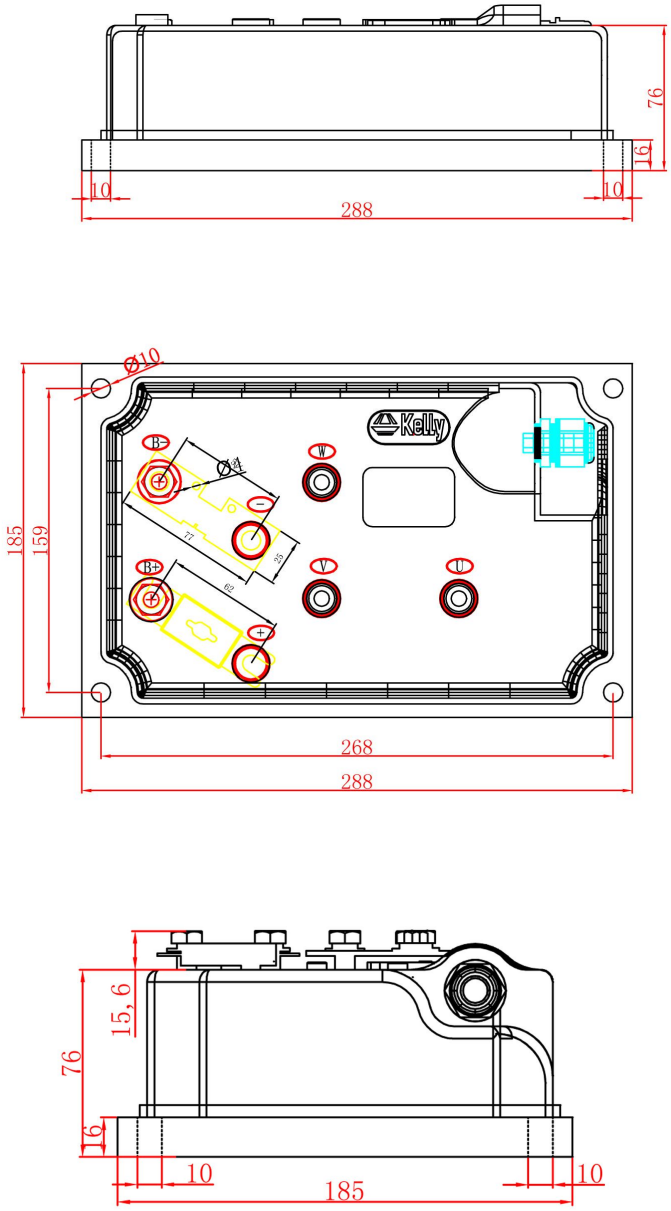


Figure 1:KLS8080I/IPS mounting holes' dimensions (dimensions in millimeters)

3.2 Connections

3.2.1 Pin definition of KLS8080I/IPS Controller

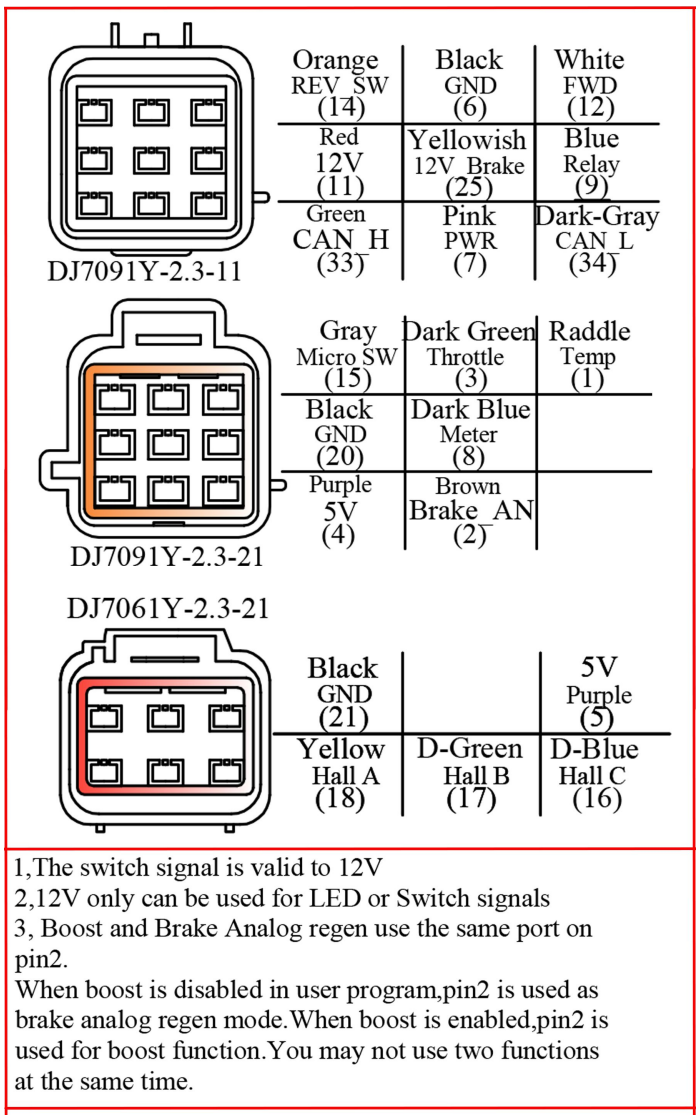


Figure 2:KLS8080I waterproof connector

DJ7091Y-2.3-11 Pin Definition

(14) REV_SW: Reverse switch input. Orange
(6) RTN: Signal return or power supply return. Black
(12) FWD: Forward switch White
(11) 12V:12V Source Red
(25) 12V brake switch. Yellowish
(9) Relay: Main contactor driver. Blue
(33)CAN-H:Green
(7) PWR: Controller power supply (input). Pink
(34)CAN-L:Dark Gray

DJ7091Y-2.3-21 Pin Definition

(15) Micro_SW: Throttle switch input. Gray
(3) Throttle: Throttle analog input, 0-5V. Dark Green
(1) Temp: Motor temperature sensor input. Raddle.
(20) RTN: Signal return. Black
(8) Meter: Copy signal of hall sensors. Dark Blue
(4) 5V: 5V supply output, <40mA. Purple
(2) Brake_AN：Brake variable regen or Boost function. Brown

DJ7061Y-2.3-21 Pin Definition

(21) RTN:Signal return. Black
(5) 5V: 5V supply output,<40mA.Purple
(18) Hall A: Hall phase A. Yellow 【This is Sine signal input on KLS8080IPS】
(17) Hall B: Hall phase B. Dark Green 【This is Cosine signal input on KLS8080IPS】
(16) Hall C: Hall phase C. Dark Blue【There is no hall C signal input on KLS8080IPS】

Notes:

1. All RTN pins are internally connected.
2. Meter function is to copy either of hall sensors.
3. Switch to 12V is active. Open switch is inactive.

Caution:

- Do not apply power until you are certain the controller wiring is correct and has been double checked. Wiring faults will damage the controller.
- Ensure that the B- wiring is securely and properly connected before applying power.
- The preferred connection of the system contactor or circuit breaker is in series with the B+ line.
- All contactors or circuit breakers in the B+ line must have precharge resistors across their contacts. Lack of even one of these precharge resistors may severely damage the controller at switch-on.

3.2.2 Standard Wiring of KLS8080I/IPS Controller

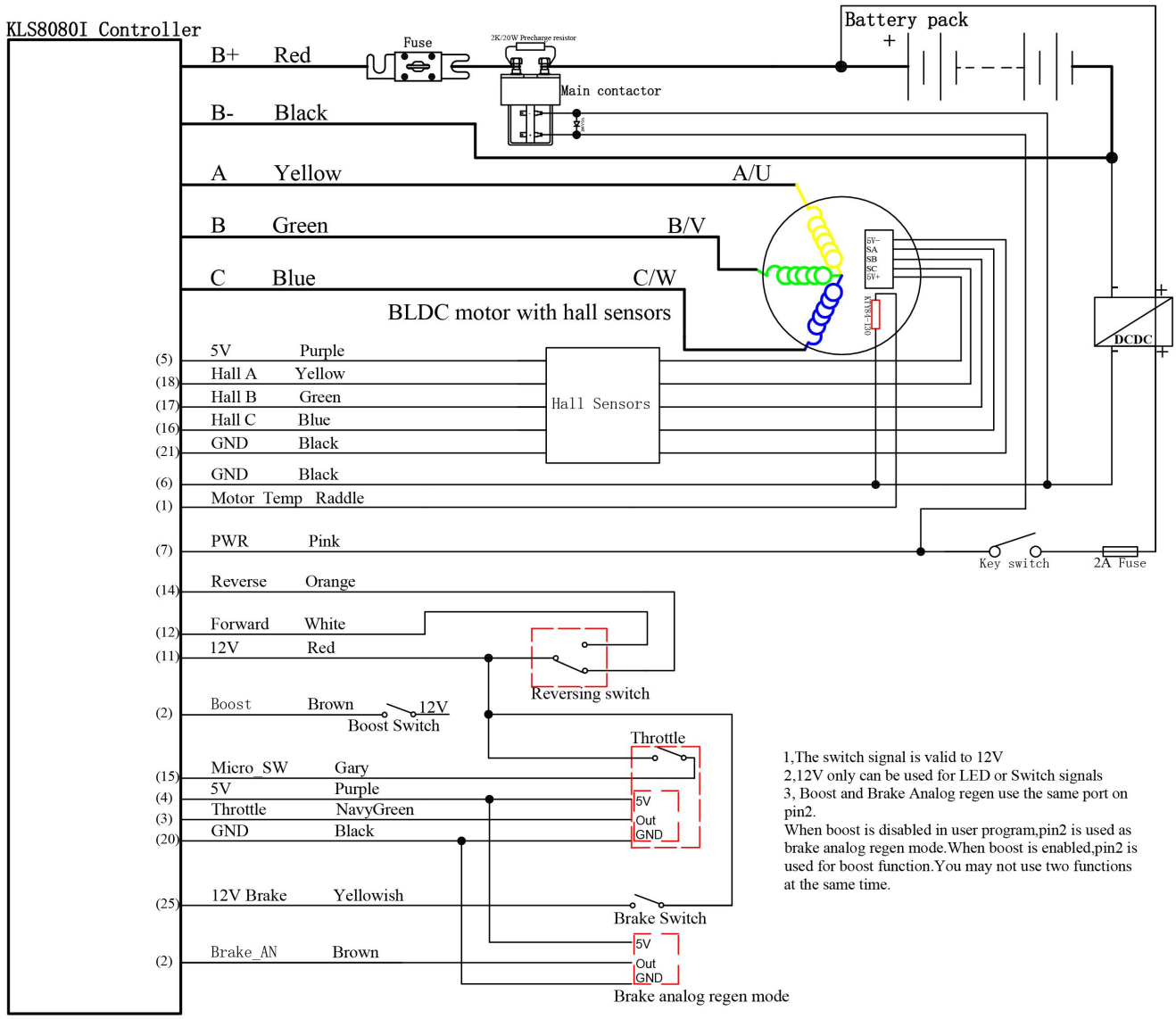


Figure 3: KLS8080I controller standard wiring

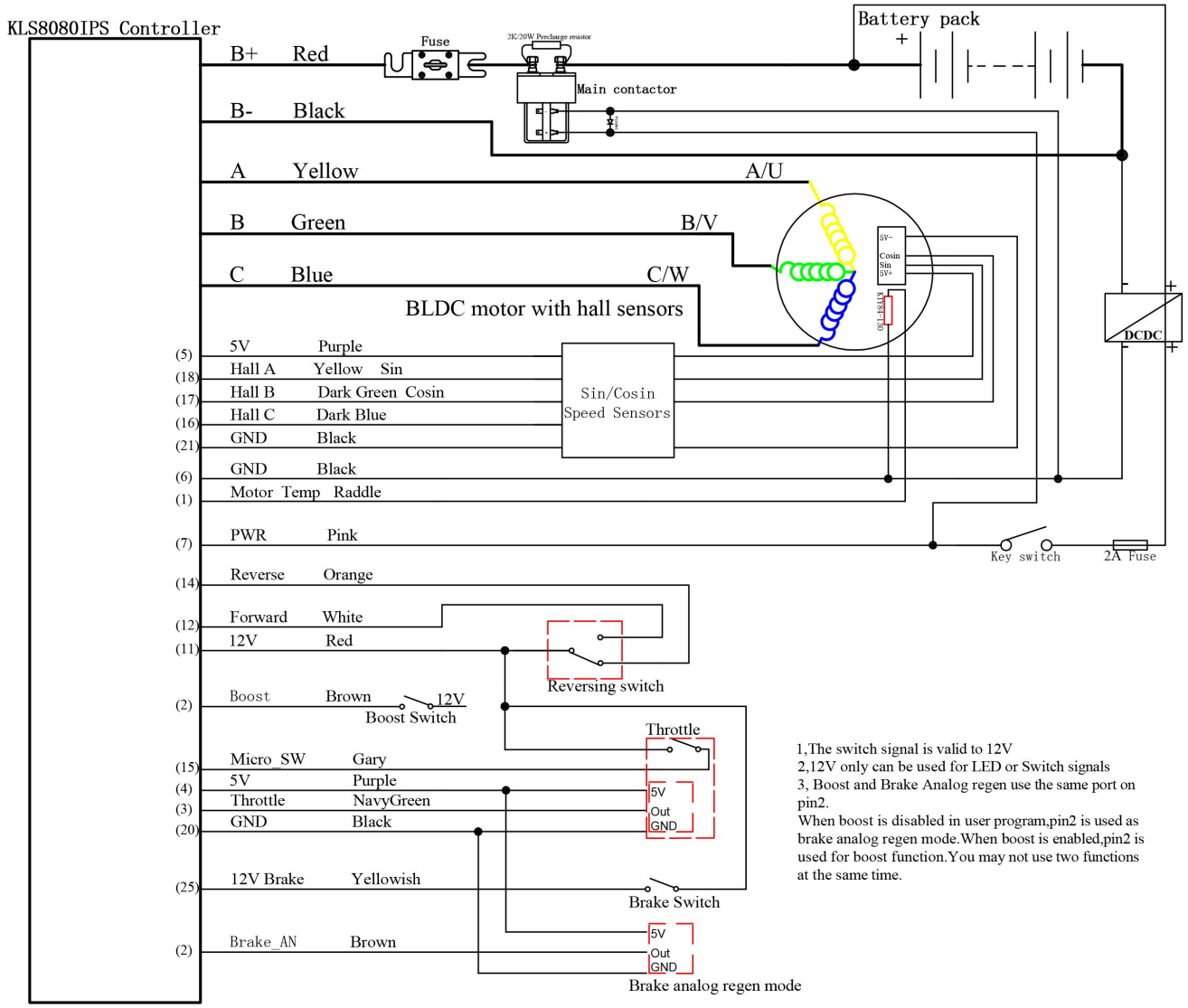


Figure 4: KLS8080IPS controller standard wiring

3.2.3 Optional wiring of KLS8080I/IPS controller

The 12V input signal of the pin supplies the second braking function of the controller.

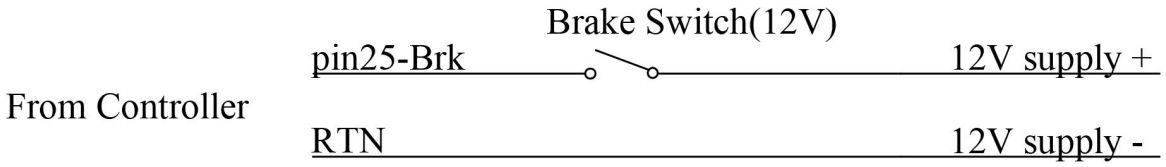


Figure 5: Wiring of brake switch(12V): 12V is provided by external source.

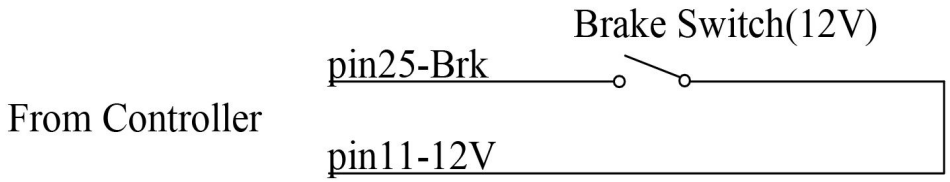


Figure 6: Wiring of brake switch(12V): 12V is provided by KLS8080I controller on pin11

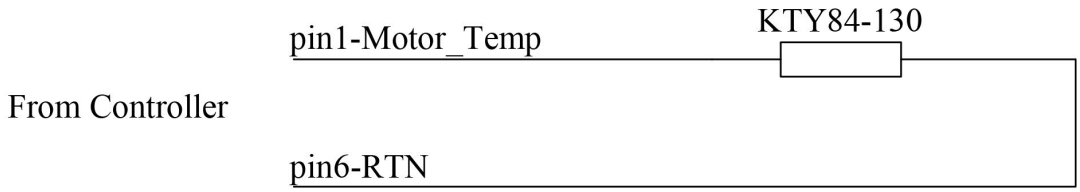


Figure 7: Wiring diagram for motor temperature sensor

NOTE: The motor temperature sensor and brake switch used the same I/O port on pin1.Both functions can not be used at the same time.KLS controller can support KTY84-150 and KTY84-130 thermistors.

3.2.4 Communication Port

A 4pin connector to RS232 port is provided to communicate with host computer for calibration and configuration.

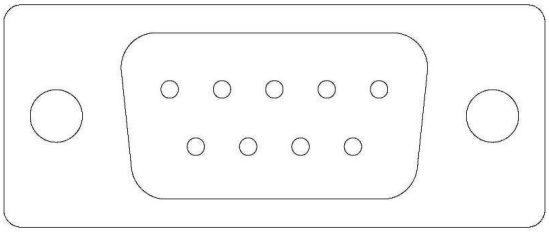


Figure 8: RS232 Interface on 4pin connector to RS232 converter

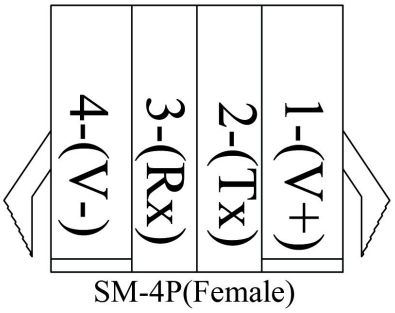


Figure 9: SM-4P connector for communication interface on KLS8080I controller

3.3 Installation Check List

Before operating the vehicle, complete the following checkout procedure. Use LED code as a reference as listed in Table 1.

Caution:

- **Put the vehicle up on blocks to get the drive wheels off the ground before beginning these tests.**
- **Do not allow anyone to stand directly in front of or behind the vehicle during the checkout.**
- **Make sure the PWR switch and the brake is off**
- **Use well-insulated tools.**

- Make sure the wire is connected correctly
- Turn the PWR switch on.
- The fault code will be detected automatically at restart.

- With the brake switch open, select a direction and operate the throttle. The motor should spin in the selected direction. Verify wiring or voltage and the fuse if it does not. The motor should run faster with increasing throttle. If not, refer to the Table 1 code, and correct the fault as determined by the fault code.
- Take the vehicle off the blocks and drive it in a clear area. It should have smooth acceleration and good power.

Chapter 4 Programmable Parameters

KLS Configuration program allow users to set parameters according to the vehicle actual working environment so as to be at its best.

The default parameters of the controller are not recommended for all applications. Make sure set the proper parameters before making any test to avoid danger.

Customers can do program on PC software or Android App.The Android Tablet is prefered.First of all,people need to do Identification angle function for KLS controller before running the motor.The controller needs to be connected to batteries,motor and throttle before Identification operation.That is to say,it is not enough to connect only power supply(PWR=pin7) to batteries for Identification Angle operation.

Please download the instruction how to use Identification angle function from our website. www.kellycontroller.com/support.php

4.1 Step 1

(1)Low Volt: The min voltage of reporting this fault - Range 18~180
Controller will not operate when battery voltage is near the value so as to protect battery.
Suggestion: Set according to the practical situation.By default,it is set at 18V.

(2)Over Volt: The max voltage of reporting this fault - Range 18~180
Controller will not operate when battery voltage is higher than the value so as to protect battery and controller.
Suggestion: Set according to the practical situation.
Here is the max voltage for each model.
72V controller:90V
96V controller:120V
120V controller:136V
144V controller:180V

Controller Rated voltage	Under Voltage Range (V)	Over Voltage Range(V)
72V	18~90	18~90
96V	18~120	18~120
120V	18~136	18~136
144V	18~180	18~180

Figure 4.1

(3)Current Percent: Phase Current Percent. Range: 20~100
Functional description: The max motor current is (The Value * Peak Current of the Controller).
Suggestion: Factory default is 100%.

(4)Battery Limit: Battery Limit Current, Limit the max value of Battery Current. Range: 20~100
Functional description: Set max battery current so as to protect battery. A lower value means a lower battery output current and better protective effect. But excessively low value will affect acceleration.
Suggestion: Factory default is 100%.

(5)Identification Angle: Please download the instruction to how to use Identification angle function from the website.
www.kellycontroller.com/support.php
If you can read 85 in Identification Angle item,that is to say,the system is stable and normal.Please fill in 170 for Identification Angle item in user program.Then
please click Write button in user program.Please wait a few seconds before restart the power supply.You will see some info on Monitor screen after power supply is
reset.If you see Reset error on the Monitor screen,that is to say,the auto_Identification is finished.You can see 85 in the Identification Angle item again.And the controller will
blink error code.This is normal.Please reset the power supply again.Then everything will be fine.The motor is ready to be drived by the KLS controller.
Range: 85 or 170,nothing else.

(6)TPS Low Err: Hall active pedal, if lower than the value, report the fault of TPS Type. Range: 0~20
(7)TPS High Err: Hall active pedal, if higher than the value, report the fault of TPS Type. Range: 80~100
As you may know,the output of hall throttle from Kelly is about from 0.86V to 4.2V.
Our controller will report 3.3 error code if the output of hall throttle is below 0.5V or above 4.5V by default.
The controller will think the hall throttle is shorted or damaged if the output is beyond the range from 0.5V to 4.5V.
You can adjust the threshold voltage below or above 0.5V.The controller will report the 3.3 code to protect the system according to different types of hall throttle.
Because there are many different hall throttle suppliers in the world.The initial output can not be

always in the range of 0.5V to 4.5V.

But it doesn't make any differences if you choose 0-5V or 3-wire pot for the throttle type.That is to say,these two settings are only useful for hall active throttle or pedal when you chose throtle type at 2.

As the same goes,it is valid to adjust the high threshold voltage above 4.5V or below 4.5V. Usually the hall output voltage is 4.2V Max.If you adjust it to lower value which is near 4.2V,it may trigger the error code in normal way.

(8)TPS Type: TPS Type, 1:0-5V 3-wire 0-5K pot,5K is normal,2K-20K can be used;2:Hall active throttle or pedal. Range: 1~2

(9)TPS Dead Low: TPS Dead Zone Low. Range: 5~40
Functional description: Set throttle effective starting point
Suggestion: Set according to the practical situation, factory default is 20%*5V=1.0V.

(10)TPS Dead High: TPS Dead Zone High. Range: 60~95
Functional description: Set throttle effective ending point
Suggestion: Set according to the practical situation, factory default is 80%*5V=4.0V.

(11)Brake sensor type:Brake sensor type for brake variable regen mode:
1:0-5V 3-wire 0-5K pot,5K is normal,2K-20K can be used;2:Hall active throttle or pedal. Range: 1~2

(12)Brake sensor Dead Low: Brake sensor Dead Zone Low. Range: 5~40
Functional description: Set throttle effective starting point
Suggestion: Set according to the practical situation, factory default is 20%*5V=1.0V.

(13)Brake sensor Dead High: Brake sensor Dead Zone High. Range: 60~95
Functional description: Set throttle effective ending point
Suggestion: Set according to the practical situation, factory default is 80%*5V=4.0V.

(14)Max output Fre: Max output frequency. Unit:Hz
Functional description:It will affect the top speed of the motor.
Suggestion: Set according to the practical situation, factory default is 1000Hz.Please don't set it 1000Hz above.

(15)Max Speed: Max Speed [rpm]. Range: 0~10000 By default,it is set at 4000.

(16)Max Fwd Speed %: The forward speed of the percentage of maximum speed. Range: 20~100 By default,it is set at 100%

(17)Max Rev Speed %: The reverse speed of the percentage of maximum speed. Range: 20~100 By default,it is set at 100%

(18)PWM Frequency: Frequency of PWM operation. Unit:KHz
Functional description:20KHz is better for hub motor with strict quiet control.
Suggestion: Set according to the practical situation, factory default is 20KHz.Please don't set it 20KHz above.
Value Range:10KHz or 20KHz

(19)Start-up H-Pedal:
Value range: Enable and Disable
Functional description: If enabled, the controller will detect the current pedal status at power up. If throttle got effective output, the controller will report fault and not operate.
Suggestion: Set according to the practical situation, factory default is Enable.

(20)Brake H-Pedal:Releasing Brake High Pedal Disable
Value range: Enable and Disable
Functional description: If enabled, the controller will detect the current pedal status when release the brake. If throttle got effective output, the controller will report fault and not operate.
Suggestion: Set according to the practical situation, factory default is Disable.

(21)NTL H-Pedal:Neutral position High Pedal Disable.Only useful when Three gears switch function is enabled.
If enable,the controller will detect the current pedal position or signal When the switch is in neutral poistion.
If the throttle got effective output signal,the controller will not operate and report fault code.
Suggestion: Set according to the practical situation, factory default is Disable.

(22)Joystick function:
If enable,the controller can drive the motor on two directions without using any reversing switch. Just one single throttle can drive the motor on forward and reversing direction.
The stick shift throttle firmware can be called wig-wag or joystick operation.It is only a software function.Usually It is useful for electric boat project.You still can use the common 0-5K pot or 0-5V throttle for the controller.If you don't choose the joystick,you operated the throttle in this way.The motor speed will increase when the throttle is from 0V to 5V.
If you enable joystick for this controller in user program,you will start the motor from 2.5V position.2.6V to 5V is forward.2.4V to 0V is backward.
2.4V to 2.6V is the throttle dead zone.Customers can adjust the throttle dead zone in user program also.
Please note the common throttle will spring back to original position if you release the throttle.
Suggestion:factory default is Disable.

(23)Three Gears switch:It is used for function of F-N-R control.
Please check the wiring diagram in the manual for F-N-R control.

Suggestion: Set according to the practical situation, factory default is Disable.
(20-A)Three Gears Switch
Value range: Enable and Disable
Functional description: If enabled, the Forward switch will be activated. Please see figure 4.1.
Suggestion: Set according to the practical situation, factory default is Disable.
(20-B)Foot Switch
Value range: Enable and Disable
Functional description: If enabled,the foot switch will be activated.The controller will not accept the throttle signal if the foot switch is turned off. Please see figure 4.1.
Suggestion: Set according to the practical situation, factory default is Disable.

Configuration		Pin Status			Running Status
Forward Switch	Foot Switch	FWD_SW (12)	REV_SW (14)	Foot (15)	
Enable	Disable	OFF	OFF	x	Neutral
		OFF	ON	x	Reverse
		ON	OFF	x	Forward
		ON	ON	x	Neutral
Disable	Enable	x	OFF	OFF	Can't operate
		x	ON	OFF	Can't operate
		x	ON	ON	Reverse
		x	OFF	ON	Forward
Disable	Disable	x	OFF	x	Forward
		x	ON	x	Reverse

Note: X means can be on or off

Figure 4.2

(24)Boost:If enabled,the controller will output max power for a while.
Boost function is just full throttle position when you turn on boost switch even if the throttle is not operated at all.
The boost function is still based on limiting of the motor current and battery current settings in user program.
If disabled,the controller can provide brake sensor regen mode on the same pin as pin2.
Suggestion: Set according to the practical situation, factory default is Disable.So the default function is brake variable regen mode.

(25)Foot switch:It is used for microswitch.If enabled,the controller will only accept the throttle signal after received the valid foot switch signal.
If there is no foot switch signal,the controller will ignore the throttle signal.
Suggestion: Set according to the practical situation, factory default is Disable.

(26)Cruise Control:Value range: Enable and Disable
If enable,if you hold throttle at certain position about 3-4 seconds,the controller will get into Cruise control.
Release throttle and turn the throttle again or turn on the brake switch will make the Cruise control quit.
Suggestion:factory default is Disable.

(27)Change Direction:
If the direction is not what you expected after finish the Identification angle operation,please just choose Change Direction item.
Please click Write button to activate Change Direction function.The motor direction will be what you expected after the power supply is reset.
Suggestion:factory default is Disable.

4.2 Step 2

(1)Motor Poles: Motor Poles, The pair pole number*2. Range: 2~128
Suggestion: Set according to the real motor poles on the nameplate of the motor, factory default is at 8.

(2)Speed Sensor Type: Speed Sensor Type, 2:Hal, 3:Resolver, 4:Line Hall. Range: 2~4
Different sensors type.By defualt,it is set at 2
If you have a motor with 5V,Sin/Cosin,GND speed sensors,please choose it at 4.And please inquire the KLS-8080IPS model before ordering.

(3)Resolver Poles: Resolver Poles, The pair pole number*2. Range: 2~32
It is only used for the Resolver sensor type.

(4)Motor Temp Sensor: Motor Temp Sensor, 0:None, 1:KTY84-130 or 150. Range: 0~1
High Temp Cut Out ° C: Motor High Temp Cut Out, nominal value 130° C. Range: 60~170
Resume ° C: Motor High Temp Resume Temp, nominal value 110° C.The controller will resume work when the motor temp is at 110 degrees inside. Range: 60~170

(5)Line Hall Zero:It is only useful when the speed sensor is at 4.
Zero-Crossing point of Sine/Cosine linear hall sensors output signal.Usually the Sine/Cosine speed sensor supplier provided sensors with 2.5V or 3.0V zero-crossing point.
You can change it back between 2.5V and 3.0V if the motor can not run.
Suggestion: Set according to the practical situation, factory default is 613(3.0V) for Mars 1114/1115/1302/1304 from Motenergy company.
Value Range:0-1023 maps 0-5V

(6)Line Hall Amplitude:The position signal based on Zero-crossing point.It is only useful when the speed sensor is at 4.
For example,if the Line hall Amplitude is 1.1V,the signal output of Sine/Cosine sensors is from

1.9V to 4.1V.(3-1.1=1.9V;3+1.1V=4.1V)
Value Range:0-1023 maps 0-5V

(7)Line Hall High Err:It is only useful when the speed sensor is at 4.
If the signal output of Sine/Cosine speed sensor is above this setting,the controller will report hall error.Please adjust Line Hall High Err to a higher value to eliminate this error.
Value Range:0-1023 maps 0-5V

(8)Line Hall Low Err:It is only useful when the speed sensor is at 4.
If the signal output of Sine/Cosine speed sensor is below this setting,the controller will report hall error also.Please adjust Line Hall Low Err to a lower value to eliminate this error.
Value Range:0-1023 maps 0-5V

4.3 Step 3

(1)RLS_TPS Brk %: RLS TPS Braking Percent, the percent of Releasing Pedal BRK in max braking. Range: 0~50
This is used to adjust the regen current of releasing throttle regen mode type.The regen will happen as long as the throttle is released completely.
Factory set is 0

(2)NTL Brk %: NTL Braking Percent, the percent of Neutral Braking in max braking. Range: 0~50
Only useful when you enable Three gears switch in user program.
The regen will happen when you turn F-N-R switch from Forward or backward to Neutral position.
Factory set is 0

(3)Accel Time: Accel Time, the time of TPS Torque from 0 to max, accuracy 0.1s, 5 is equal to 0.5s. Range: 1~250
Factory set is 10

(4)Accel Rls Time: Accel Release Time, the time of TPS Torque from max to 0, accuracy 0.1s. Range: 1~250
Factory set is 1

(5)Brake Time: Brake Time, the time of Brake Torque from 0 to max, accuracy 0.1s. Range: 1~250
Factory set is 15

(6)Brake Rls Time: Brake Release Time, the time of Brake Torque from max to 0, accuracy 0.1s. Range: 1~250
Factory set is 1

(7)BRK_SW Brk %: BRK_SW Braking Percent, the percent of BRK_SW in max braking. Range:

0~50
The brake switch regen mode.You have to turn on the brake switch after the throttle is released for the regen to occur.
Factory set is 10

(8)Brake Analog regen Brk%:It is used to adjust the max regen percentage of brake variable regen mode.
This regen mode doesn't need brake switch to support any more for KLS controller.

(9)Torque Speed KP: Speed Percent Kp in Torque Mode. Range: 0~10000 Factory set is 3000
Torque Speed KI: Speed Integral Ki in Torque Mode. Range: 0~500 Factory set is 80
Speed Err Limit: Speed Error Limit in Torque Mode. Range: 50~4000 Factory set is 1000
These three parameters are used for PID adjustment.
If you think the acceleration performance is very very strong,please adjust them to a lower value respectively.

(10)Change Dir brake:Value range: Enable and Disable
It is only useful when you Enable the joystick function.
If you want to get swift direction changing by using joystick function,you may enable Change Dir brake item in user program.
It will help the motor change the direction of motor quickly after you shift throttle from 0V to 5V,or from 5V to 0V.
Suggestion:factory default is Disable.

Note: Thermistor is optional. Default to KTY84-130 or 150

Chapter 5 Maintenance

There are no user-serviceable parts inside the controllers. Do not attempt to open the controller as this will void your warranty. However, periodic, exterior cleaning of the controller should be carried out.

The controller is a high powered device. When working with any battery powered vehicle, proper safety precautions should be taken that include, but are not limited to, proper training, wearing eye protection, avoidance of loose clothing, hair and jewelry. Always use insulated tools.

5.1 Cleaning

Although the controller requires virtually no maintenance after properly installation, the following minor maintenance is recommended in certain applications.

- Remove power by disconnecting the battery, starting with battery positive.

- Discharge the capacitors in the controller by connecting a load (such as a contactor coil, resistor or a horn) across the controller's B+ and B- terminals.
- Remove any dirt or corrosion from the bus bar area. The controller should be wiped with a moist rag. Make sure that the controller is dry before reconnecting the battery.
- Make sure the connections to the bus bars, if fitted are tight. To avoid physically stressing the bus bars use two, well-insulated wrenches.

5.2 Configuration

You can configure the controller with a host computer through either an RS232 or USB port.

- Disconnect motor wiring from controller for configuring existing parameters in the user program or Android APP. If this operation is too much extra job for you, please make sure the motor must be stopped before programming.
- The controller may display fault code, but it doesn't affect programming or configuration.But it will affect the Identification angle operation.Please try to eliminate the error codes before Identification angle operation.
- Use a straight through RS232 cable or USB converter provided by Kelly to connect to a host computer. Provide >+18V to PWR（for a 24V controller, provide >+8V）. Wire power supply return(supply negative) to any RTN pin.
- KLS controller requires a 4pin connector to Kelly RS232 Converter to support the communication.And customers may need a Z-TEK USB cable for Tablet with Android OS.

Customers may download PC software or Android APP to program the controller before running the motor.You may do Identification angle for brushless motor with hall sensors after running the software or Android APP.Every item in the configuration program can show the explanation automatically when you click it.

Caution:

- **Make certain that the motor is connected before trying to run Identification angle function in the configuration software.The controller needs to be connected to batteries,motor and throttle before Identification operation.That is to say,it is not enough to connect only power supply(PWR=pin7) to batteries for Identification Angle operation.**
- **Configuration software will be regularly updated and published on the website. Please Update your Configuration Software regularly. You must uninstall the older version before updating.**
- **Please try to use Identify function for motor and hall sensors in the user program**

Table 1: ERROR CODES

Buzzer Error Codes

Code		Explanation	Solution
1,1	¤ ¤	Automatic error identification	1. Wrong wiring of motor phase line or hall. Please suspend the motor when enable Auto-Identify function.
1,2	¤ ¤¤	Over voltage error	2. Battery voltage is too high for the controller. Check battery volts and configuration. 3. Regeneration over-voltage. Controller will have cut back or stopped regen. 4. This only accurate to ± 2% upon Overvoltage setting.
1,3	¤ ¤¤¤	Low voltage error	1. The controller will clear after 5 seconds if battery volts returns to normal. 2. Check battery volts & recharge if required.
1,4	¤ ¤¤¤¤	Reserved	
2,1	¤¤ ¤	Motor did not start	Motor did not reach 25 electrical RPM within 2 seconds of start-up. Hall sensor or phase wiring problem.
2,2	¤¤ ¤¤	Internal volts fault	1. Measure that B+ & PWR are correct when measured to B- or RTN. 2. There may be excessive load on the +5V supply caused by too low a value of Regen or throttle potentiometers or incorrect wiring. 3. Controller is damaged. Contact Kelly about a warranty repair.
2,3	¤¤ ¤¤¤	Over temperature	The controller temperature has exceeded 100℃. The controller will be stopped but will restart when temperature falls below 80℃.
2,4	¤¤ ¤¤¤¤	Throttle error at power-up	Throttle signal is higher than the preset 'dead zone' at Power On. Fault clears when throttle is released.
3,1	¤¤¤ ¤	Reserved	
3,2	¤¤¤ ¤¤	Internal reset	May be caused by some transient fault condition like a temporary over-current, momentarily high or low battery voltage. This can happen during normal operation.
3,3	¤¤¤ ¤¤¤	Hall throttle is open or short-circuit	When the throttle is repaired, a restart will clear the fault.
3,4	¤¤¤ ¤¤¤¤	Angle sensor error	1.Speed sensor type error，customers may set the

			correct sensor type through user program or App. Please download how to use Identification function instruction from our website. 2.Incorrect wiring. 3.Speed sensor is damaged or defective.Or feedback signal is erratic.
4,1	¤¤¤¤ ¤	Reserved	
4, 2	¤¤¤¤ ¤¤	Reserved	
4, 3	¤¤¤¤ ¤¤¤	Motor over-temperature	Motor temperature has exceeded the configured maximum. The controller will shut down until the motor temperature cools down.
4, 4	¤¤¤¤ ¤¤¤¤	Hall Galvanometer sensor error	1.Hall galvanometer device is damaged inside the controller. This error code is only valid for KLS-8080I controller.
Customers may read error codes in PC software or Android Tablet			

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SEVCON®

Partner with Performance

Gen4

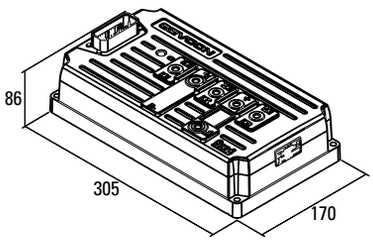
AC MOTOR CONTROLLER

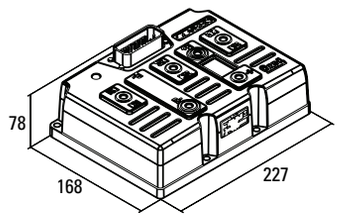
The Gen4 range represents the latest design in compact AC Controllers. These reliable controllers are intended for on-road and off-road electric vehicles and feature the smallest size in the industry for their power capacity.

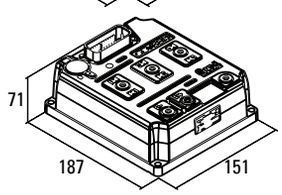
Thanks to the high efficiency it is possible to integrate these controllers into very tight spaces without sacrificing performance. The design has been optimised for the lowest possible installed cost while maintaining superior reliability in the most demanding applications.

FEATURES

- Advance flux vector control
- Autocheck system diagnostic
- Integrated logic circuit
- Hardware & software failsafe watchdog operation
- Supports both PMAC motor and AC induction motor control
- Integrated fuse holder
- IP66 protection







Gen4

KEY PARAMETERS

Model	Size 2	Size 4	Size 6	Size 2	Size 4	Size 6	Size 2	Size 4	Size 6	Size 2*	Size 4	Size 6*
Nominal Battery Voltage	24 VDC	24 to 36 VDC		36 to 48 VDC			72 to 80 VDC			96 to 120 VDC		
Max operating voltage	34.8 VDC	52.2 VDC		69.6 VDC			116 VDC			150 VDC		
Min. operating voltage	12.7 VDC			19.3 VDC			39.1 VDC			48 VDC		
Peak Current (2min)	300A	450A	650A	275A	450A	650A	180A	350A	550A	150A	300A	450A
Boost Current (10 sec)	360A	540A	780A	330A	540A	780A	215A	420A	660A	180A	360A	540A
Cont. Current (60 min)	120A	180A	260A	110A	180A	260A	75A	140A	220A	60A	120A	180A

*Not yet available. Please contact Sevcon.

MULTIPLE MOTOR FEEDBACK OPTIONS

Gen4 provides a number of motor feedback possibilities from a range of hardware inputs and software control, allowing a great deal of flexibility.

- Absolute UVW encoder input
- Absolute Sin/Cos encoder input
- Incremental AB encoder input

INTEGRATED I/O

Gen4 includes a fully-integrated set of inputs and outputs (I/0) designed to handle a wide range of vehicle requirements. This eliminated the need for additional external I/O modules or vehicle controllers and connectors.

- 8 digital inputs
- 2 analogue inputs (can be configured as digital)
- 3 contactor/solenoid outputs
- 1 encoder supply output - programmable 5V or 10V

OTHER FEATURES

- A CANopen bus allows easy interconnection of controllers and devices such as displays and driver controls.
- The CANbus allows the user to wire the vehicle to best suit vehicle layout since inputs and outputs can be connected to any of the controllers on the vehicle and the desired status is passed over the CAN network to the relevant motor controller.
- The Gen4 controller can dynamically change the allowed battery current by exchanging CAN messages with a compatible Battery Management System.
- Configurable as vehicle control master or motor slave.

CONFIGURATION TOOLS

Sevcon offers a range of configuration tools for the Gen4 controller, with options for Windows based PC or calibrator handset unit. These tools provide a simple yet powerful means of accessing the CANopen bus for diagnostics or parameter adjustment. The handset unit features password protected access levels and a customized logo start-up screen.

SEVCON®

Partner with Performance

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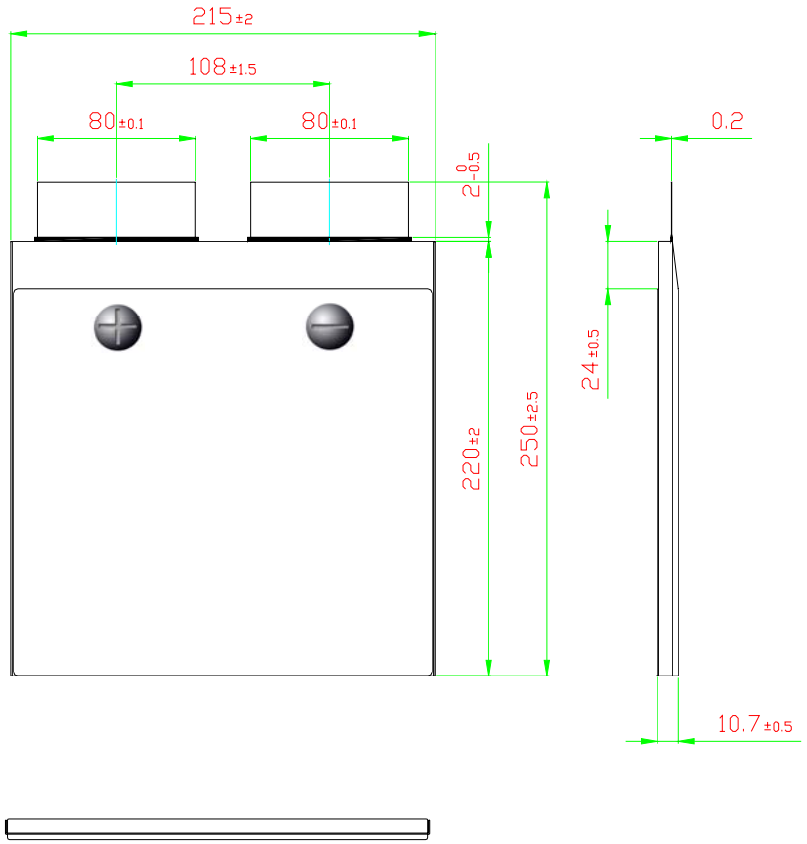
Cell Specification Data

SLPB 100216216H

Kokam Co., Ltd.

Cell Specification



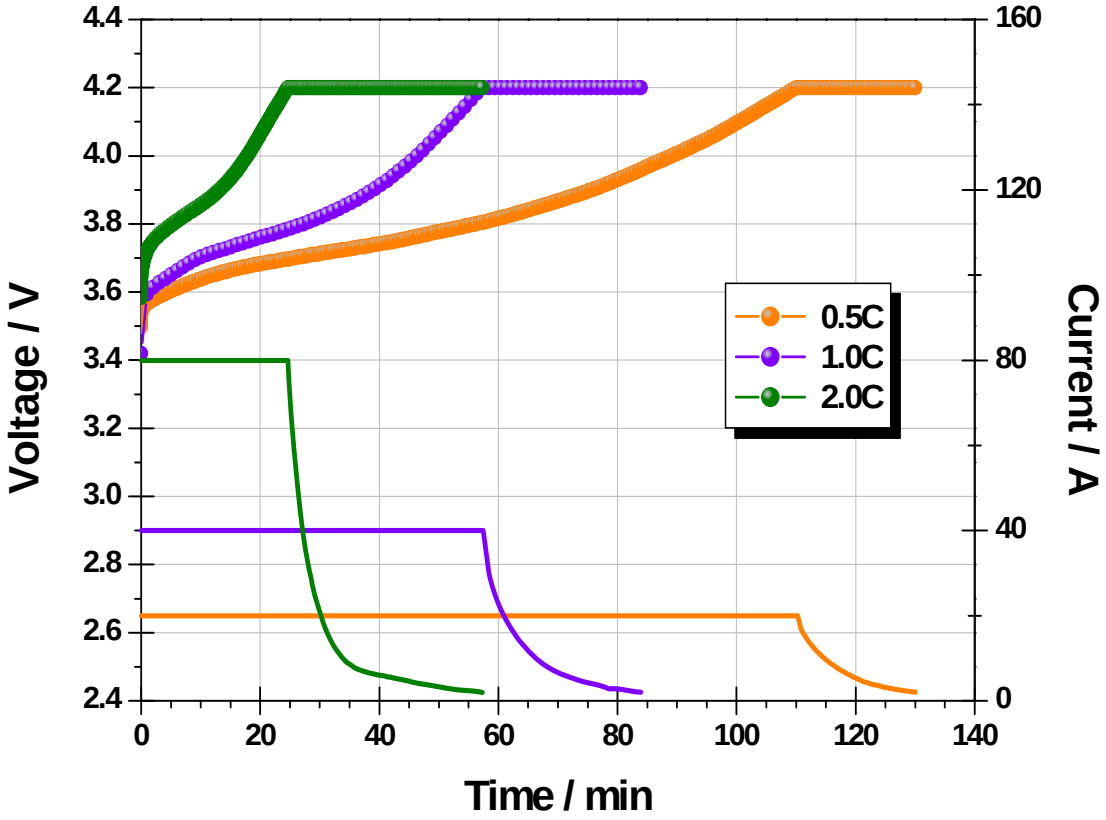
Typical Capacity[1)]		40.0 Ah
Nominal Voltage		3.7 V
Charge Condition	Max. Current	120.0 A
	Voltage	4.2V ± 0.03 V
Discharge Condition	Continuous Current	200.0 A
	Peak Current	400.0 A
	Cut-off Voltage	2.7 V
Cycle Life [@ 80% DOD] [2)]		> 3,000 Cycles
Operating Temp.	Charge	0 ~ 40 ℃
	Discharge	-30 ~ 60 ℃
Dimension	Thickness (mm)	10.7 ± 0.5
	Width (mm)	215 ± 2.0
	Length (mm)	220 ± 2.0
Weight (g)		1,100 ± 40

1) Typical Capacity : 0.5C, 4.2~2.7V @25°C
2) Voltage range : 4.15V ~ 3.40V

Charge Characteristics

SLPB 100216216H 1.0C = 40.0A

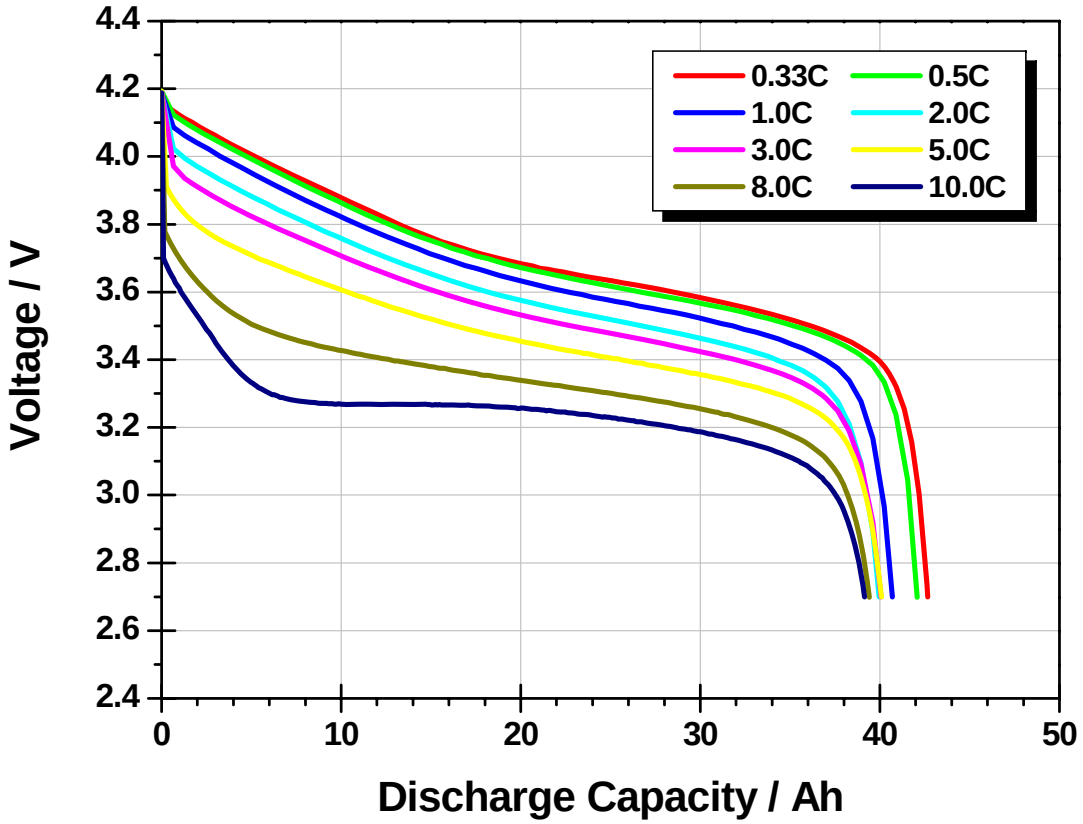
❖ Charge : CC-CV, 0.5C~ 2.0C, 4.2V, 2.0A Cut-off @ 23℃±3℃



Discharge Characteristics

SLPB 100216216H 1.0C = 40.0A

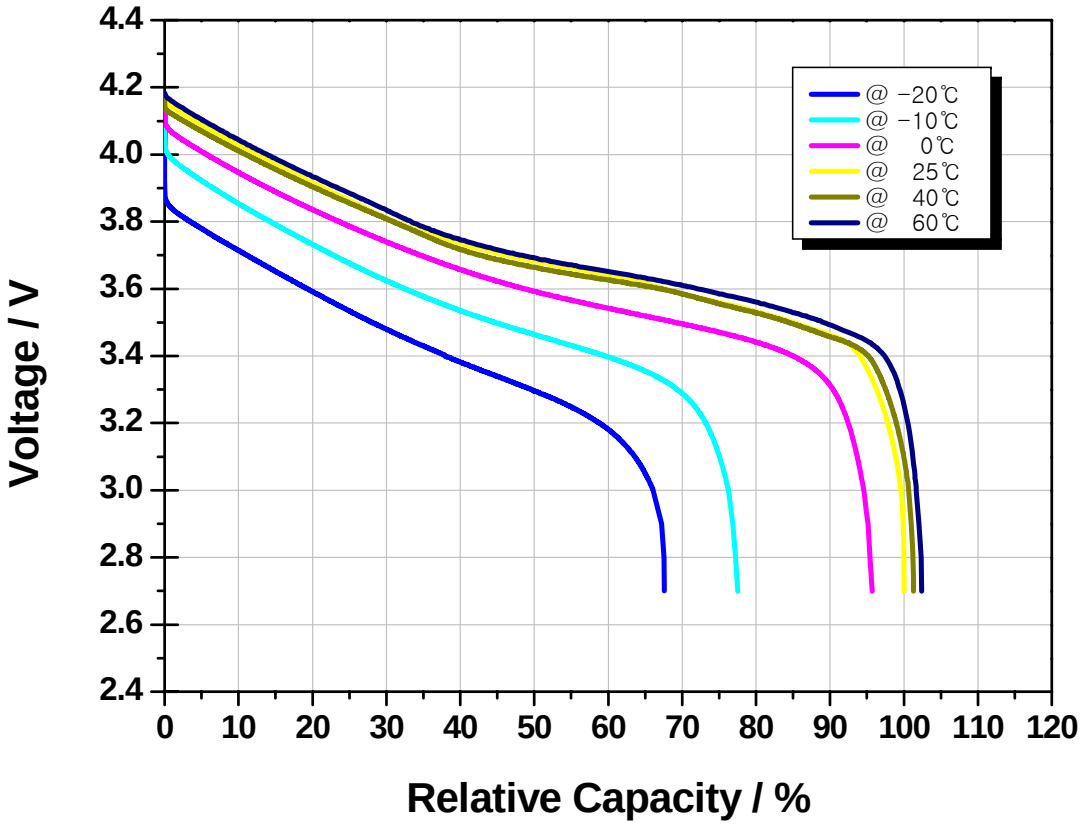
- Charge : CC-CV, 0.5C, 4.2V, 2.0A Cut-off @ 23℃±3℃
- Discharge : CC, 0.5C~10.0C, 2.7V Cut-off @ 23℃±3℃



Temperature Characteristics

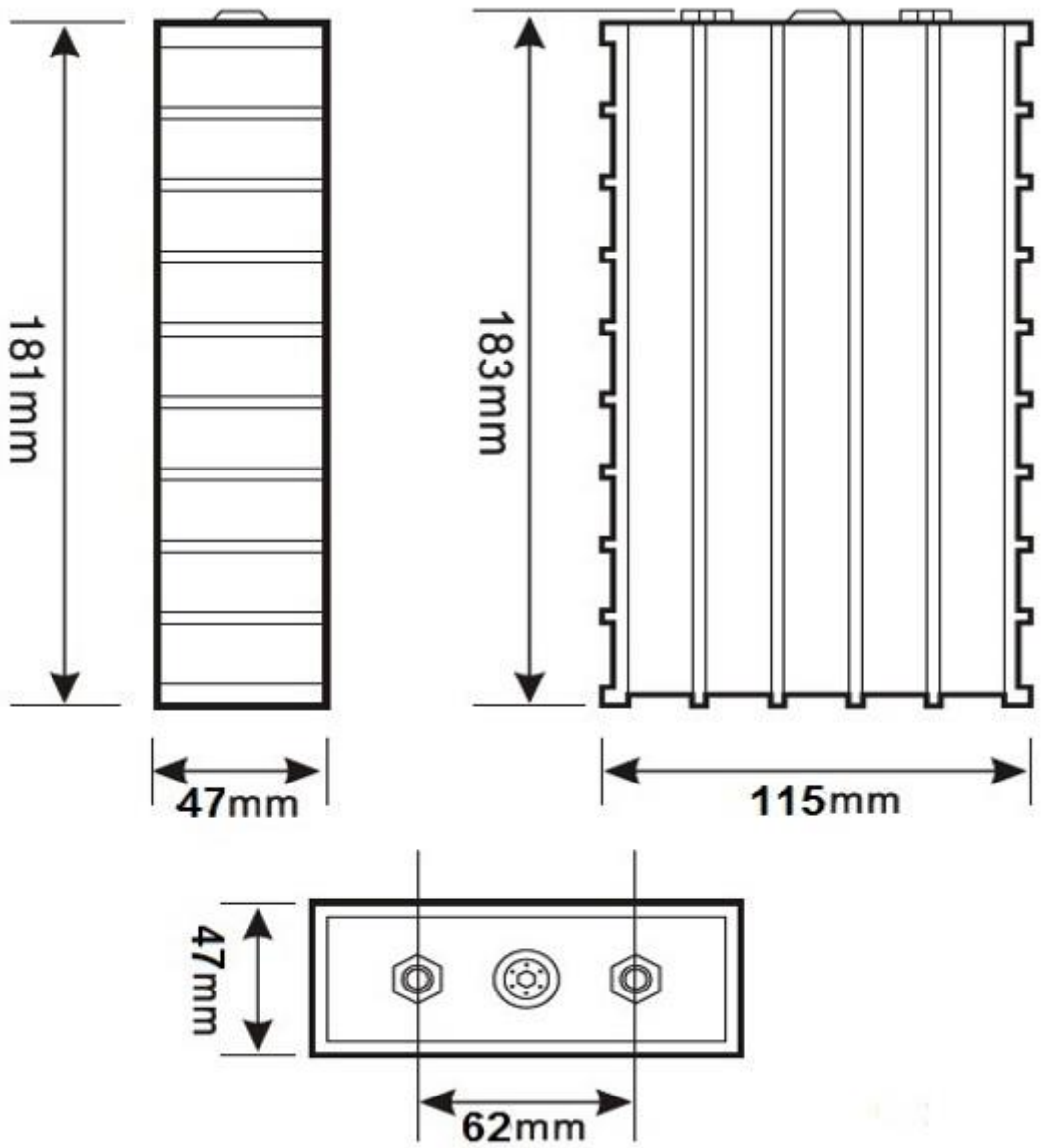
SLPB 100216216H 1.0C = 40.0A

- Charge : CC-CV, 0.5C, 4.2V, 2.0A Cut-off @ 23℃±3℃
- Discharge : CC, 1.0C, 2.5V Cut-off @ each temp.
- Stand for 2hr @ Setting Temperature



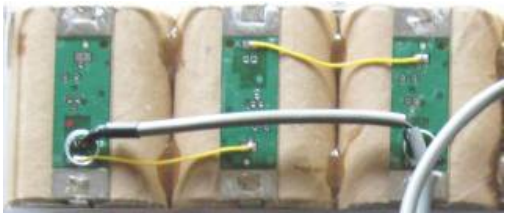
LFP040AHA cell specification

Model name	LFP040AHA	Alternative product marking TS-LFP40AHA, WB-LYP40AHA
Nominal voltage	3.2 V	Operating voltage under load is 3.0 V
Capacity	40 AH	+/- 5%
Operating voltage	max 4.0V - min 2.8V	At 80% DOD
Deep discharge voltage	2.5 V	The cells is damaged if voltage drops bellow this level
Maximal charge voltage	4 V	The cells is damaged if voltage exceeds this level
Optimal discharge current	< 20 A	0.5 C
Maximal discharge current	< 120 A	3 C, continuous for max 15 minutes from full charge
Max peak discharge current	< 400 A	10 C, maximal 5 seconds in 1 minute
Optimal charge current	< 20 A	0.5 C
Maximal charge current	< 120 A	< 3 C with battery temperature monitoring
Maximal continuous operating temperature	80 °C	The battery temperature should not increase this level during charge and discharge
Dimensions	115 x 183 x 47 mm	Millimeters (tolerance +/- 2 mm)
Weight	1.6 kg	Kilograms (tolerance +/- 150g)



Elithion Lithiumate™

Battery Management System for large Lithium Ion packs



This off-the-shelf, sophisticated BMS will transform your Li-Ion or Lipo pack from a collection of cells to a true smart battery.

Description

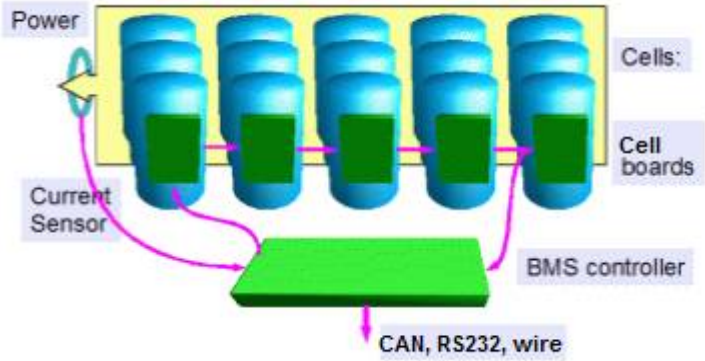
Performs monitoring, evaluation, communication, balancing and protection of the battery.

Versatile:
- Compatible with most chargers, motor drivers
- Fully configurable, field programmable
- Supports all cell form factors
- Handles most Lithium chemistries
- CAN and RS232 communications

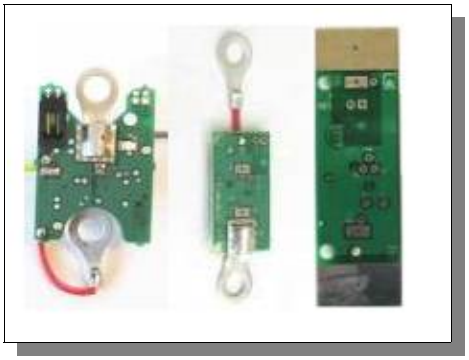
Safe:
- Protects pack from over current
- Detects loss of isolation
- Distributed = few wires in HV pack

Easy to install:
- Off the shelf components
- Single wire to adjacent cell boards

Life prolonging:
- Balances pack's SOC
- Protects pack from under/over voltage, charge and temperature



In its most basic form, the BMS consists of a BMS controller and a number of cell boards.



A wide array of cell boards is available to be mounted on cells of many form factors.

Elithion Inc
Electronics for Li-Ion
Phone: 1-720-466-7006, 1-888-800-7030. talk (at) elithion.com
3393 Iris Ave Ste 110, Boulder CO 80301 USA

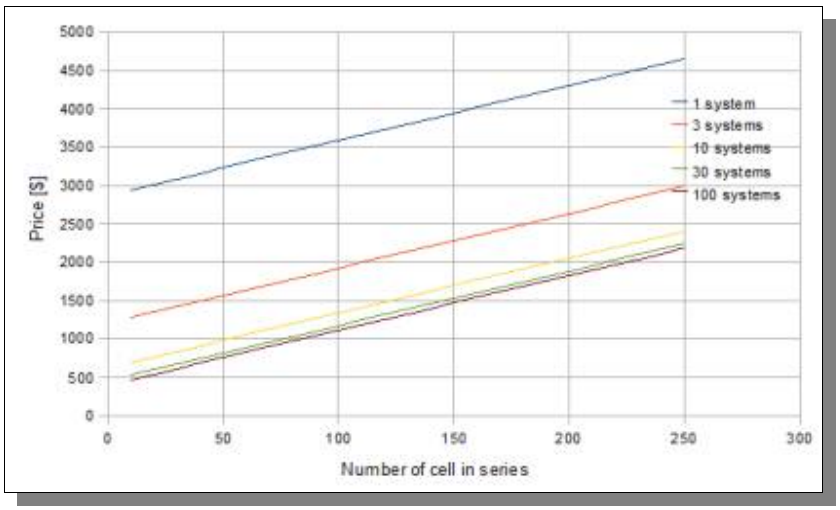
Specifications

Item	Value	Units
Controller		
Supply voltage	12	Vdc nom
12 V supply current	100	mAdc max
Control inputs' voltage	0 to 12	Vdc nom
Digital outputs' sink current	1.5	Adc max
Analog outputs' voltage	0 to 5	Vdc
RS232 rate	19200	baud
CAN rate	125, 250 or 500	kHz
Number of cells monitored	1 to 255	-
Operating temperature	-40 to +80	°C
Volume	0.8	liters
Current sensor		
Sensed battery current	5 to 600	Adc
Cell boards		
Cell voltage sensing range	2.09 to 4.54	Vdc
Cell voltage sensing accuracy	+/-10	mVdc
Cellboard temperature sensing accuracy	+/-2	°C
Cell current drain, standby	2.0	uA max
Cell current drain, operating	2	mA max
Cell current drain, balancing	200	mA nom
Battery isolation	2.5	kV

For complete details and specifications, please go to http://lithiumate.com

Prices

The Lithiumate BMS is competitively priced for medium and large quantities. In general. the price depends on the number of cells in series, and includes deep discounts for quantities of more than a few units.



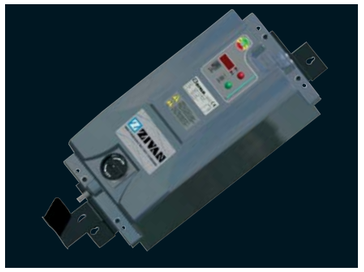
Sep "11

Elithion Inc
Electronics for Li-Ion
Phone: 1-720-466-7006, 1-888-800-7030. talk (at) elithion.com
3393 Iris Ave Ste 110, Boulder CO 80301 USA

Tensione batteria Battery Voltage Tension de la Batterie Batterie Spannung Voltaje bateria	Tempo di ricarica - Charging time Temps de charge - Ladezeit Tiempo de carga 7÷8,5 h	9÷11 h	12÷13 h	Model	Tipo Type Type Typ Tipo	VAC	I1	IMAX	Rete Mains Reseau Netz Red
24	**480-720**	**800-960**	**1040-1120**	**NG5**	**24V 120A**	**400**	**100**	**120**	**7**
24	**575-865**	**960-1150**	**1250-1345**	**NG9**	**24V 145A**	**400**	**120**	**144**	**8**
24	**960-1440**	**1600-1920**	**2080-2240**	**NG9+**	**24V 200A**	**400**	**200**	**200**	**14**
36	**480-720**	**800-960**	**1040-1120**	**NG5**	**36V 120A**	**400**	**100**	**120**	**10**
36	**575-865**	**960-1150**	**1250-1345**	**NG9**	**36V 145A**	**400**	**120**	**144**	**12**
48	**385-575**	**640-770**	**830-895**	**NG5**	**48V 95A**	**400**	**80**	**96**	**11**
48	**480-720**	**800-960**	**1040-1120**	**NG7**	**48V 120A**	**400**	**100**	**120**	**14**
48	**575-865**	**960-1150**	**1250-1345**	**NG9**	**48V 145A**	**400**	**120**	**144**	**16**
48	**650-970**	**1080-1295**	**1405-1510**	**NG9+**	**48V 160A**	**400**	**135**	**162**	**18**
72	**265-395**	**440-530**	**570-615**	**NG5**	**72V 65A**	**400**	**55**	**66**	**11**
72	**335-505**	**560-670**	**730-785**	**NG7**	**72V 85A**	**400**	**70**	**84**	**14**
72	**430-650**	**720-865**	**935-1010**	**NG9**	**72V 110A**	**400**	**90**	**108**	**18**
80	**240-360**	**400-480**	**520-560**	**NG5**	**80V 60A**	**400**	**50**	**60**	**11**
80	**300-450**	**500-600**	**650-700**	**NG7**	**80V 75A**	**400**	**62,5**	**75**	**14**
80	**385-575**	**640-770**	**830-895**	**NG9**	**80V 100A**	**400**	**80**	**96**	**18**

Tutti i modelli sono disponibili anche per batterie a ricircolo d'aria (richiedere il codice corrispondente per compilare l'ordine d'acquisto correttamente).
Every model is available for air lift batteries (please, allocate the correct code in the Purchase Order).
Tous les modèles sont disponibles aussi pour batterie avec brassage d'air (merci de demander le code correspondant pour rédiger l'Ordre d'Achat correctement).
Jedes Gerät ist für Luftumwalzung lieferbar (bitte fragen Sie vor der Bestellung nach der entsprechenden Bestellnummer).
Todos los modelos son también disponibles para baterías que llevan bomba de aire (preguntar por el codigo correspondiente para una cumplimentación correcta del pedido).

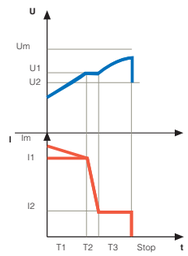
Sono disponibili ulteriori modelli per altre tensioni di batteria.
Further models are available for other battery voltages.
D'autres modèles sont disponibles pour des batteries de différentes tension.
Weitere Geräte sind lieferbar für andere Batteriespannungen.
Están disponibles más modelos para diferentes voltajes de batería.



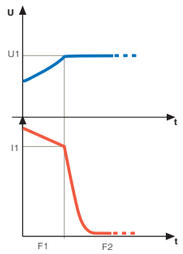
NG5 con Air pump

Principali curve di carica | Main charging curves | Courbes de charge principales | Hauptladekurven | Principales curvas de carga

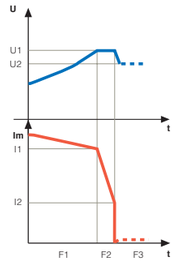
IUIa/WUIa



WUo



WU_1U_2oB



Sono disponibili altre curve per batterie e applicazioni speciali.
More and different charging curves are available for special batteries and non-standard applications.
Il est possible d'être fournis à la demande avec plus de courbes de charge pour batteries et applications spéciales.
Bei Bedarf können weitere Kennlinien für bestimmte Batterien und Anwendungen erfragt werden.
En nuestra gama se pueden encontrar según petición otras curvas por baterías y preparaciones especiales.

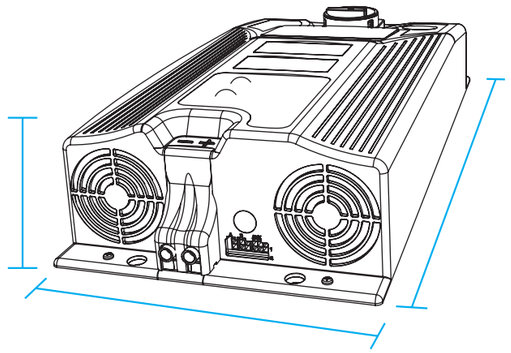
ZIVAN®
HIGH FREQUENCY BATTERY CHARGERS
SISTEMA QUALITÀ CERTIFICATO (QUALITY SYSTEM CERTIFIED) UNI EN ISO 9001:2000
ZIVAN SRL
Via Bertona, 63/1 | 42028 Poviglio (RE) ITALIA
Tel. +39 0522 960593 | Fax +39 0522 967417
info@zivan.it | www.zivan.it

Ed. 1 Rev. 5

NG5 | NG7 | NG9

ZIVAN®
HIGH FREQUENCY BATTERY CHARGERS

Carica Batteria trifase
Battery Charger three-phase
Chargeur de Batterie triphasé
Batterie Ladegerät dreiphasen
Cargador trifásico



peso | weight | Gewicht | peso: ***9,0 kg***

I Caricabatteria trifase NG5/7/9 sono dispositivi innovativi con caratteristiche di versatilità, affidabilità ed efficienza davvero uniche. Su di essi è possibile installare differenti software che possono variare le caratteristiche di carica ed adattarle a qualsiasi tipo di batteria. L'elevata potenza e l'alta efficienza di questi Caricabatteria Zivan garantiscono un notevole risparmio energetico ed un conseguente vantaggio economico. Ciò permette di ammortizzare in breve tempo l'investimento sulla scelta dell'alta frequenza, classificandoli tra i prodotti sul mercato col migliore rapporto qualità/prezzo.
The Three-phase Chargers NG5/7/9 are innovative devices with extraordinary versatility, reliability and efficiency. Different software may be installed in order to change the charging features and to adapt them to every kind of battery. The high power and efficiency of these chargers assures the user of considerable energy savings with subsequent economic benefit. Thanks to this advantage, the investment in High Frequency products is quickly amortized. The Zivan chargers are classified amongst the products with the best quality/price ratio on the market.
Les chargeurs triphasés NG5/7/9 sont des dispositifs innovants avec caractéristiques d'adaptabilité, de fiabilité et d'efficacité vraiment exceptionnels. Il est possible d'y installer différents softwares qui permettent de changer les caractéristiques de recharge et de les adapter à tous les types de batterie. La puissance élevée et le rendement exceptionnel des Chargeurs ZIVAN garantissent une économie considérable d'énergie directement répercutée sur la facture d'électricité. Il est alors possible d'amortir en peu de temps l'investissement sur la choix de la haute fréquence, il faut classifier ces chargeurs parmi les produits avec le meilleur rapport qualité/prix sur le marché.

Der Dreiphasen - HF - Batterielader NG5/7/9 ist ein innovatives Gerät mit außerordentlicher Vielseitigkeit, Zuverlässigkeit und mit hohem Wirkungsgrad. Durch Softwarewechsel kann das Gerät an die unterschiedlichsten Einsatzfalle und Batterietypen angepasst werden. Die große Leistung und der gute Wirkungsgrad diese Zivan-Laders sorgen für bemerkenswerte Energieeinsparung und handfeste wirtschaftliche Vorteile. Dank diese Vorteile hat sich der Kauf eines Hochfrequenz-Ladegerätes in kürzester Zeit amortisiert, auch weil diese Geräte zu den Produkten mit dem besten Preis/ Leistungsverhältnis auf dem Markt gehören.
Los cargadores trifásicos NG 5/7/9 son un dispositivo innovador con caracteristicas de versatilidad, fiabilidad y eficencia verdaderamente unicas. A este dispositivo pueden ser instalados diferentes software que permiten de variar las caracteristicas de recarga y adaptarlas a cualquier tipo de batería. La elevada potencia junta a la gran eficiencia de estos modelos de cargador aseguran un importante ahorro energético y consecuentemente una ventaja económica que permiten amortizar en tiempos breves la inversión sobre de la elección de la Alta Frecuencia. Esto permite que sean clasificados entr los majores artículos en el mercado considerando de la relación entre la calidad y el precio.

NG5 | NG7 | NG9

ZIVAN®
HIGH FREQUENCY BATTERY CHARGERS

Caratteristiche Tecniche

CARICA BATTERIA TRIFASE Mod. NG5 / 7 / 9

- Tensione di ingresso: **400 VAC** ± 15% Trifase
- Frequenza di ingresso: 50 - 60 Hz
- Rendimento: > 87 %
- Potenza minima assorbita: < 10 W
- Corrente assorbita dalla batteria: < 0,5 mA
- Temperatura di funzionamento: da - 20 a + 50 °C
- Protezione contro il cortocircuito in uscita (fusibile)
- Protezione contro l'inversione di polarità (fusibile)
- Curva di carica: programmabile
- Visualizzazione V/I con display digitale
- Precisione sulla tensione di uscita: ± 0,5 %
- Compensazione termica della tensione di carica (con sonda in opzione)
- Segnalatore acustico di allarme
- Contatti ausiliari di presenza rete e carica terminata (CB standard) o di comando pompa e carica terminata (CB con pompa aria)
- Ventilazione: forzata
- Contenitore: base metallica, coperchio in ABS autoestinguente
- Dimensioni: 545 x 265 x 115 mm
- Peso: 9 kg
- Tipo di protezione: IP20
- Conforme ai requisiti della Direttiva Bassa Tensione e della Direttiva EMC.

carrelli elevatori / lift trucks
chariots elevateurs / Gabelstapler
carretillas elevadoras

veicoli elettrici
electric vehicles
véhicules électriques
Elektrofahrzeuge
vehículos eléctricos

nautica / boating
nautisme / Boote
nautica

Technical Features

THREE-PHASE BATTERY CHARGER Mod. NG5 / 7 / 9

- Input voltage: **400 VAC** ± 15% Three Phase
- Input frequency: 50 - 60 Hz
- Efficiency: > 87 %
- Minimum power absorbed: < 10 W
- Current absorbed by the battery: < 0,5 mA
- Operating temperature: from - 20 to + 50 °C
- Output short-circuit protection (fuse)
- Inverse polarity protection (fuse)
- Charging Curve: programmable
- Visualization V/I with digital display
- Accuracy on output voltage: ± 0,5 %
- Thermal compensation of battery voltage (optional with thermal sensor)
- Acoustic alarm
- Auxiliary contacts of main presence and end of charge (Standard Charger) or of air pump control and end of charge (Charger with air pump)
- Cooling: forced
- Case: Metal base, cover in self-extinguishable ABS
- Size: 545 x 265 x 115 mm
- Weight: 9 kg
- Enclosure class: IP20
- In conformity with the requirements of the Low Voltage Directive and of the Directive EMC.

Caractéristiques Techniques

CHARGEUR DE BATTERIE TRIPHASÉ Mod. NG5 / 7 / 9

- Tension d'entrée: **400 VAC** ± 15% Triphasé
- Fréquence d'entrée: 50 - 60 Hz
- Rendement: > 87 %
- Puissance minimum absorbée: < 10 W
- Courant minimum absorbé: < 0,5 mA
- Température de fonctionnement: de - 20 à + 50 °C
- Protection contre le court-circuit en sortie (fusible)
- Protection contre l'inversion de polarité (fusible)
- Courbe de charge: programmable
- Visualisation V/I avec display digitale
- Précision sur la tension de sortie: ± 0,5 %
- Compensation thermique de la tension de charge (en option avec la sonde)
- Indicateur acoustique d'alarme
- Contacts auxiliaires de présence secteur et charge terminée (Chargeur Standard) ou de commande pompe et charge terminée (Chargeur avec pompe)
- Ventilation: forcée
- Boîtier: base métallique, couvercle en ABS auto extinguible
- Dimensions: 545 x 265 x 115 mm
- Poids: 9 kg
- Type de protection: IP20
- Conformément à la Directive Basse Tension et la Directive EMC.

Technische Merkmale

BATTERIE LADEGERÄT DREIPHASEN Mod. NG5 / 7 / 9

- Eingansspannung: **400 VAC** ± 15% Dreiphasig
- Eingangfrequenz: 50 - 60 Hz
- Wirkungsgrad: > 87 %
- Minimale Leistungsaufnahme: < 10 W
- Stromaufnahme aus der Batterie: < 0,5 mA
- Umgebungstemperatur: von -20 bis + 50 °C
- Ausgangsseitig Kurzschlussfest (Sicherung)
- Verpolungsschutz (Sicherung)
- Ladekennlinie programmierbar
- V/I Anzeige mit digital display
- Genauigkeit der Ausgangsspannung: ± 0,5 %
- Temperaturüberwachung der Batterie und Kompensation der Ladespannung (optional mit Sensor)
- akustische Alarmmeldung
- Steckkontakte für Losfahrschutz und Ladeschlussmeldung (Ladegerät Standard) oder für EUW und Ladeschlussmeldung (Ladegerät mit Lüftpump)
- Zwangsbelüftung
- Gehäuse: Metallgrundplatte, Haube aus ABS
- Abmessungen: 545 x 265 x 115 mm
- Gewicht: 9 kg
- Schutzart: IP20
- In Übereinstimmung mit den Forderungen der Niederspannungsvorschrift und mit der Vorschrift EMC.

Características Técnicas

CARGADOR TRIFÁSICO Mod. NG5 / 7 / 9

- Voltaje de alimentación: **400 VAC** ± 15% Trifàsico
- Frecuencia de entrada: 50 - 60 Hz
- Rendimento: > 87 %
- Minima potencia absorbida: < 10 W
- Corriente absorbida de la batería: < 0,5 mA
- Temperatura de funcionamiento: desde - 20 hasta + 50 °C
- Protección contra cortocircuito de salida (fusible)
- Protección contra inversión de polaridad (fusible)
- Curva de carga: programable
- Visualisación de V/I a través del display digital
- Precisión sobre la tensión de salida: ± 0,5 %
- Compensación térmica de la tensión de batería (opcional con sonda)
- Indicador acústico de alarma
- Contactos auxiliares de presencia de red y final de carga (Cargador Standard) o del control de la bomba del aire y final de carga (Cargador con bomba del aire)
- Ventilación: forzada
- Carcasa: base metálica, tapa en ABS autoextinguiente
- Tamaño máximo: 545 x 265 x 115 mm
- Peso: 9 kg
- Protección: IP20
- Este dispositivo está en conformidad con las Reglas de la baja tensión y la Regla de EMC.

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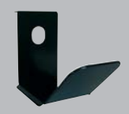

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Accessori | Accessories
Accessoires | Zubehör
Accesorios

1 | **cod. P14004** - 300 cm
KIT PROLUNGA LED d 10, - Visualizza la fase di Carica del Caricabatteria (foro fissaggio d 14 mm).
KIT LED EXTENSION d 10, - Displays the charging phase of the Charger (fixing hole d 14,mm).
INDICATEUR EXTERNE d 10, - Il permet de visualiser les phases de la recharge (trou de fixation d 14mm).
LED-VERLANGERUNG d 10, - Durch unterschiedliche Farben wird die aktuelle Ladephase des Gerätes angezeigt (Befestigungsdurchmesser d 14, mm).
KIT DE PROLONGA LED d 10, - Visualiza la fase de carga del cargador (agujero de ajuste d 14 mm).

2 | **cod. P13003** - 200 cm
cod. P13007 - 400 cm
IINDICATORE ESTERNO d 20 - Visualizza la fase di Carica del Caricabatteria (foro fissaggio d 22 mm).
REMOTE INDICATOR d 20, - Displays the Charging phase of the Charger (fixing hole d 22 mm).
INDICATEUR EXTERNE d 20, - Il permet de visualiser les phases de la recharge (trou de fixation d 22 mm.
EXTERNE LADESTROMANZEIGE d 20, - Durch unterschiedliche Farben wird die aktuelle Ladephase des Gerätes angezeigt (Befestigungsdurchmesser d 22 mm).
INDICADOR DE BATERÍA EXTERNO d 20, longitud 200 cm - Visualiza la fase de carga del cargador (agujero de ajuste d 22 mm).

3 | **cod. P13005** - 200 cm
cod. P13013 - 500 cm (standard)
cod. P13005A - 10 m
SONDA TERMICA - Regola la tensione costante della fase di gassificazione in funzione della temperatura della batteria.
THERMAL SENSOR - Controls the constant voltage of the gasification phase, depending on the battery temperature.
SONDE THERMIQUE - Elle règle la tension constante de la phase de gazéification en fonction de la température de la batterie.
TEMPERATURSENSOR - Es wird die konstante Ladespannung in der Gasungsphase in Abhängigkeit der Batterietemperatur überwacht.
SENSOR TÉRMICO - Fija el voltaje constante durante la fase de gasificacíon en función de la temperatura de la batería.

4 | **cod. P04001**
KIT STAFFA REGGICAVI AIR PUMP
CABLE HOLDER FRAME AIR PUMP KIT
KIT ÉTRIER PORTE CÂBLES BRASSAGE
LUFT PUMPE KABELHALTER
ESTRIBO PORTA CABLES POR BOMBA DE AIRE

5 | **cod. P13004** - 200 cm
cod. P13004A - 10 m
SONDA TERMICA E INDICATORE ESTERNO d 20, (foro fissaggio d 22 mm).
THERMAL SENSOR AND REMOTE INDICATOR d 20, (fixing hole d 22 mm).
SONDE THERMIQUE ET INDICATEUR EXTERNE d 20, (trou de fixation d 22 mm).
TEMPERATURSENSOR UND EXTERNE LADESTROMANZEIGE d 20, (Befestigungsdurchmesser d 22 mm).
SENSOR TÉRMICO Y INDICADOR DE BATERÍA EXTERNO d 20, (agujero de ajuste d 22 mm).

6 | **cod. P14009** - 200 cm
SONDA TERMICA E INDICATORE LED d 10, (foro fissaggio d 14 mm).
THERMAL SENSOR AND LED INDICATOR d 10, (fixing hole d 14 mm).
SONDE THERMIQUE ET INDICATEUR EXTERNE d 10, (trou de fixation d 14 mm).
TEMPERATURSENSOR UND LED-VERLANGERUNG d 10, (Befestigungsdurchmesser d 14 mm).
SENSOR TÉRMICO Y INDICADOR LED d 10, (agujero de ajuste d 14 mm).

7 | **cod. P04509**
PIEDISTALLO - Supporto per posizionamento a terra.
STAND - A support to place the Charger on the ground.
SUPPORT METALLIQUE - il permet d'y fixer le chargeur pour une courte durée, notamment lors de la location du matériel.
FUSSGESTELL - Halterung für Bodenbetrieb.
PEDESTAL de soporte a tierra.

8 | **cod. P14000**
PASSAGGIO CAVI - Permette un adeguato passaggio dei cavi dietro al Caricabatteria nel caso di un'installazione a muro.
CABLES WAY THROUGH - Allows an appropriate wall installation, thanks to an adequate passage of the cables behind the Charger.
PASSAGE CABLES - Il permet de guider les câbles à l'arrière du chargeur lors de son installation au mur.
ABSTANDSHALTER MIT KABELBEFESTIGUNG - ermöglicht eine fachgerechte Wandinstallation des Ladegerätes.
PASA CABLES - Permite una correcta instalación a la pared del cargador.

9 | **cod. Z-C14587**
ROLL BAR