

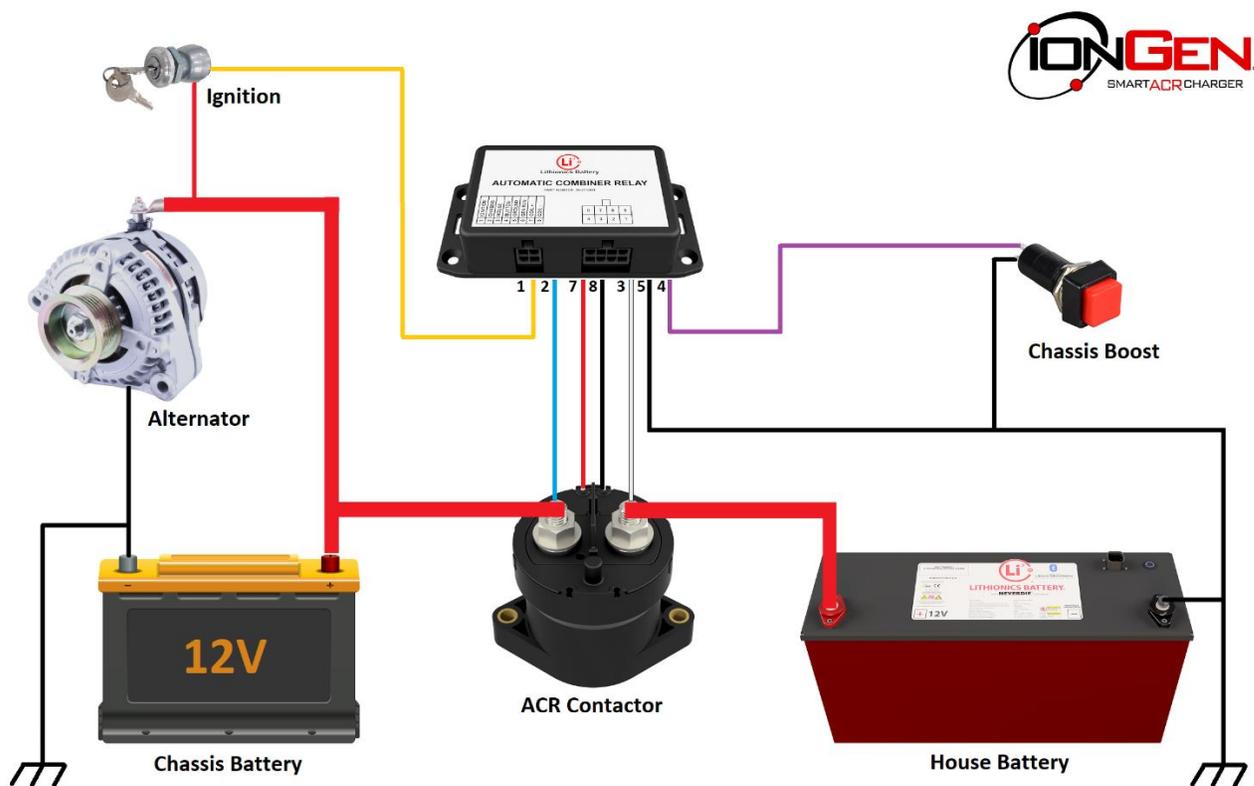
Automatic Combiner Relay Controller (ACR) Applications Overview

An Automatic Combiner Relay (ACR) is often used in vehicle applications such as RVs, Work Trucks, Marine vessels, etc. to allow charging separate Chassis and House batteries from common charge sources such as an engine alternator, inverter/charger, solar. In a typical vehicle the chassis battery is reserved for engine starting, while the house battery is used for “hotel” (or house loads) or work-related loads. Normally, when the engine is running, the chassis battery is charging, but when the vehicle is stationary and connected to the power grid, the house battery is charging. Our intelligent ACR allows customers to take advantage of all situations to keep both batteries charged, while keeping them separate when charging is not available or not desirable.

Lithium batteries have an advantage of absorbing as much charge current as possible during the bulk charge stage, which could overheat and potentially damage stock engine alternators, so our intelligent ACR reduces the duty cycle and allows cooling periods. At the same time, a lithium battery requires charge termination when fully charged, so our ACR keeps it disconnected after the charge cycle is completed.

In addition, the Lithionics Battery® ACR provides solutions for less common use cases where 2nd alternator is installed to charge the house battery, but its internal regulator is not designed for fine charge control of lithium batteries, as well as cases where a 3rd party battery disconnect (ex. Mastervolt Charge Mate Pro 40) is used to current-limit the alternator but needs an intelligent additional control to terminate the charge of a lithium battery.

Below is a functional diagram showing the typical components of a system where ACR is used to bridge Chassis and House batteries.



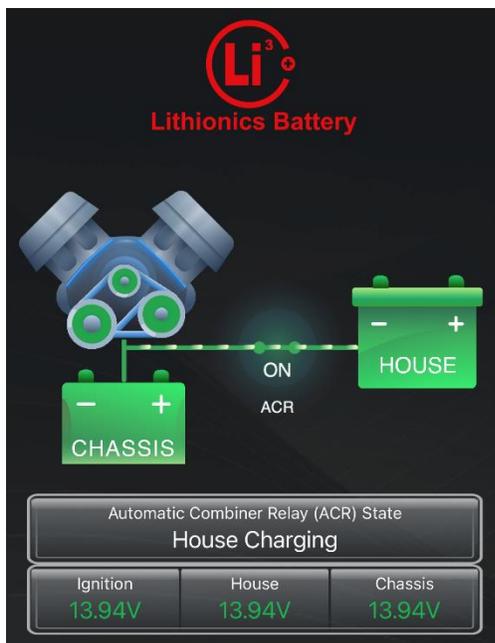
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ACR Logic Table

ACR logic table below lists all possible functional states and entry/exit conditions for each state.

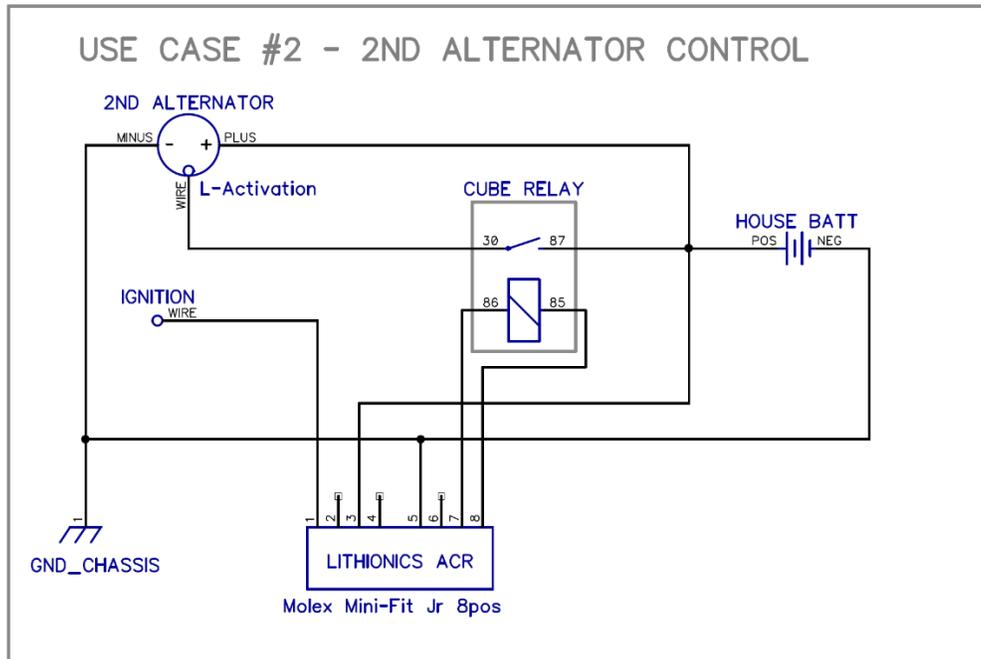
ACR STATE	State code	LED State	Enter conditions	ACR Contactor State	Exit conditions	Notes
STAND_BY	0	Short Blink	none, default state	OPEN	evaluate all inputs	all states exit into STAND_BY state
WARMING_UP	1	Slow Blink	Ignition change OFF -> ON	OPEN	(Warm_Up Timer > 30s) OR Ignition = OFF	
HOUSE_CHARGING	2	Solid On	(Ignition = ON) AND	CLOSED	(Ignition = OFF) OR	
			(Chassis > 13.2) AND		(Chassis < 12.0)@30s OR	Chassis conditions are disabled when \$CHASSIS=0 is set
			(House < 13.4V)		(House > 14.5V) OR	immediate disconnect if voltage reaches maximum allowed
					(House > 14.2V)@30min OR	allowing for 30 min absorption stage if voltage stays good
					(Genrun = ON) OR	generator inhibits alternator to prevent fighting of charge sources
			Charging Timer > 60min			
CHASSIS_CHARGING	3	Solid On	(Ignition = OFF) AND	CLOSED	(Ignition = ON) OR	Chassis function can be disabled in systems with 2nd alternator charging House and ACR controls the alternator via small relay
			(Chassis < 12.4V) AND		(Chassis < 12.0)@30s OR	Chassis conditions are disabled when \$CHASSIS=0 is set
			(House > 13.4V)		Charging Timer > 60min	
RESTING	4	Slow Blink	Charging Timer > 60m	OPEN	(Charging Timer > 75min) OR Ignition change	15 min resting period to cool off the alternator and settle down battery voltages, then repeat charge cycle as needed
BOOSTING	5	Solid On	Dash_Button change OFF -> ON	CLOSED	(Dash_Button Timer > 2min) OR (Dash_Button = ON) AND (Timer > 15min)	If button is pressed shortly, then merge for 2 minutes. If button is held down, then allow up to 15 min of merge time
GEN_RUNNING	6	Slow Blink	Genrun = ON	OPEN	(Genrun = OFF) OR BOOSTING state triggered	BOOSTING state disables GEN_RUNNING state
FAULT	7	Rapid Blink	(ACR_State = CLOSED) AND	OPEN	Ignition change	Possible contactor failure or loose lug when voltage across closed contactor is >0.5V
			ABS(Chassis - House) > 0.5V@5s			

ACR Support in the Lithionics Battery mobile app



Lithionics Battery Monitor app is available for free on Google Play and Apple App Store platforms. In addition to monitoring Lithionics Batteries the app is also able to connect to the Bluetooth interface in the ACR and monitor its status as well as voltages of both Chassis and House batteries. Battery icons can be Green or Red color, where Red color indicates a low voltage, which means the battery needs charging at the earliest opportunity. When ACR contactor is closed there is an animation of the charge current flow from Chassis to House or in reverse, depending on the ACR logic table shown above.

The app can also be used to update the ACR firmware, so when new features are released the customer can update their system using their mobile device. To access Firmware Update touch Settings gear icon in the upper right corner, then touch Firmware Update and follow instructions on the screen.



ACR Wiring Diagram – Case #3 Charge Mate Pro 40 Control

In this application a small chassis alternator must be current limited to maintain vehicle warranty, so instead of the contactor you can use a current limiting bridge such as Charge Mate Pro 40, which still needs to be disabled when the battery is fully charged, so an additional small relay is used to enable/disable the bridge and relay coil is controlled by the ACR. **NOTE:** Charge Mate is disabled by grounding its Switch terminal and enabled by floating the same terminal.

