**Dual Battery System**

**Battery Monitor**
- Red: +Battery (Main)
- Black: - Battery (GND)
- Blue: +Battery (Aux)
- Green: Control solenoid (ER2)

**Wires:**
- Red: +Battery (Main)
- Black: - Battery (GND)
- Blue: +Battery (Aux)
- Green: Control solenoid (ER2)

**Installation**

**Battery Isolator**
- Red: Main
- Black: GND
- Blue: Aux

**Wiring**

**Users Manual**

- **Display of Battery Voltage (Energy Level)**
  The battery voltage of each battery is visible for 30 sec after pushing the display button.

**LED indicators:**
- Green: Batteries are in the safe working range
- Yellow: Check batteries
- Red: Batteries should be charged

The LED's show the energy level if all loads are switched off.
- 12.6V = 100%
- 12.4V = 75%
- 12.2V = 50%
- 12.0V = 25%

11.0V = flashing and beeping indicates low battery situation

During first start-up software version is displayed
(SW Version 8.4: Main shows 6 and Aux 4 LEDs)

- **Display of Charge Voltage while charging**

**LED indicators:**
- Red: >14.5V: High charge, alarm>15V after 15minns,
- Yellow: >14.0V: Proper charge mode,
- Green: <14.0V: Save charge mode, no damage to batteries,

- **Bi-directional Automatic Battery Link**

While the engine is running the Main and Aux batteries are linked together for parallel charging from the alternator (green LED linked is on). If the engine is stopped, the two batteries will be disconnected automatically with some delay. Appliances as fridges, lights, compressors, inverters are now safely fed from the Aux battery. Extra charge on Aux battery (Solar) is detected and batteries are linked (green LED linked is on).

- **Manual Battery Link**

In an emergency situation (defective or empty Main Battery) or in case of higher power consumption the two batteries (Main & Aux) may be linked together by activating the link button once for 30 Mins, or twice in slow interval for 120 Mins. (red LED manually linked on and additionally flashes every 20 Sec, if in 120 Mins mode). After a laps of selected time or immediately after activating the auto button, the system returns to the automatic mode. The Load Sharing Function with the manual battery link reduces the stress on alternator, wiring and the batteries in conjunction with the use of electrical winches. Avoid to activate the auto button under full load.

- **Electric winch application**

Connect an electrical recovery winch to the main battery as shown in the wiring diagram. Before using the winch, it is recommended to activate the link button to 30 or 120 minutes, and run the engine and possibly use a snatch strap.
Installation Instructions

Connect the black, red and blue wires directly to the battery terminals as shown in the wiring diagram. Use protection hose for secure installation (passing firewall), otherwise use 6A fuse for blue and red wire at battery terminals. Extension of wires: black, red: 1.5mm²; blue: 0.5mm², no restriction in length < 10m total.

Use adequate wires (25mm²) for the heavy duty wiring from the batteries (+) to the IBS 200A relay (87/30 terminals), install a by-pass wire (25mm²) between Main Battery Minus (Starter) and Aux Battery Minus to increase winching performance. The terminal kit is included.

Check the polarity of the supply wires from the Battery Monitor: red = Battery PLUS, black = Battery Minus.

Check the correct wiring of the relay. The link of the relay terminals 85 to 87 has to be connected to Main Battery Side as shown in the wiring diagram. Do not over tighten power terminals 30 and 87 of relay 8Nm max, the relay is hot in normal application to keep the contacts securely closed.

The installation into a Toyota LandCruiser HDJ80 (version Europe) requires special instructions. Please contact IBS or your local dealer.

Unplug Monitor after service work or when battery(ies) has been changed to reset monitor software.

Applications

General Functions
This Battery Monitor has been designed for Dual Battery Systems. The Monitor displays the stored energy of both batteries and the charge voltage while charging them with an alternator, a solar panel or any other source. The Batteries are automatically linked for charging and isolated when discharging. In emergency situations a manual override function to link the batteries can be actuated. The new trailer battery recognition disengages the automatic and manual link function if aux battery is not present.

Applications:
- Commercial trucks, 4WD, Police, Military
- 4WDs / Expedition Vehicles
- Yachting, Mobil homes
- IBS RBM System Upgrade (Relay Booster Module)

For maximum system performance the optional RBM module offers full link start support from auxiliary battery even if starter battery has failed totally (empty/shortened cells) and shows less than 8.5V.

Warranty:
This warranty shall not apply to any product which has been subject to any misuse, negligence, accident or has been used (or opened, broken seal) for any other purpose than was designed.

5 year: Installation done by an IBS approved auto electrician.
2 year: Other installations.

Emergency Instructions

DO MODIFICATION ONLY IF HEAVY DUTY WIRING AND RELAY ARE STILL IN WORKING ORDER!

In case of a system damage by fire, welding spikes, salt water, accident/crash or total loss by theft of the battery monitor follow the instructions, how to link the batteries by a simple modification of the wiring close to the relay.
- Cut the green wire leading to the relay (Terminal 86), so that the remaining length of the green wire to the relay is long enough to make contact to the minus of one battery or a panel (GND).
- Connect this green wire from the relay to the minus of one battery or the panel. You hear the "CLACK", when the relay links the batteries.
- As long as the green wire is connected to minus, the relay is on and draws energy! There is no automatic disconnection anymore!

Specifications

System Setup MicroComputer
Architecture RISK
RoHS OK
Supply Voltage 4.18V
System Voltage 12V
Measuring Range (sense wire blue) 4.18V
Display Range (Battery Voltage) 11.0V, 12.8V
Display Range (Charge; Alternator, Solar) 13.0V, 14.5V
Linking threshold starter battery (link/sep) 13.1V/13.0V
Linking threshold Aux battery (link/sep) 13.1V/13.0V
Accuracy +/-1%
Consumption stand-by <0.5mA
Consumption max display active (30 sec) <20mA
Link failure detection / green linked LED slow blink/buzzer
Low battery alarm stage 1 main/aux red LED <12V/buzzer
Low battery alarm stage 2 main/aux red LED <11V/buzzer
Over charge alarm after 15 mins red LED 0.6A
Relay Consumption on-state 200A/500A
Relay Max/Continuous load/mins current silver AgSnO2
Torque for tightening the nut M6 8Nm max.

Start and gel batteries may be combined yes

Operating Temperature -40°C...+80°C
Housing ABS black IP40
Size 100x65x24 [mm]
Protection level IP62
Mount IBS RMS
Wires:
- red: Supply/Sense (Main Battery)
- black: GND (Main Battery)
- blue: Sense (Aux Battery)
- green: Control Relay (open collector)

Protection:
- against wrong polarity
- against overload of solenoid driving circuit

No liability for damages as a result of misuse, negligence, accident or wrong installation will be accepted from IBS!