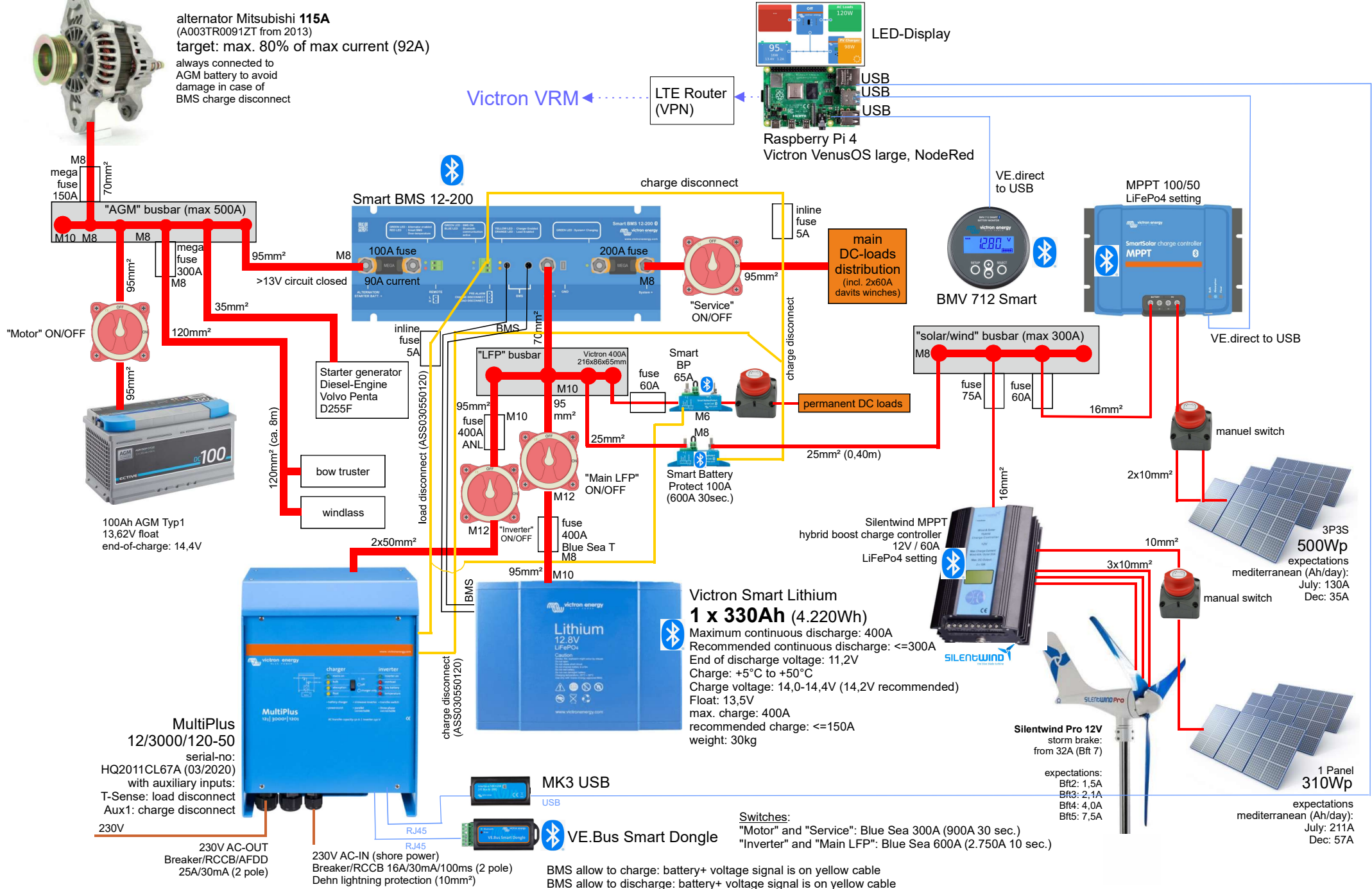


SY [redacted] cruising sailing yacht: LiFePo4 / schematic energy system overview (non professional)

Version: 12.09.2021 / 22:28 / Author: [redacted]



alternator Mitsubishi 115A
(A003TR0091ZT from 2013)
target: max. 80% of max current (92A)
always connected to AGM battery to avoid damage in case of BMS charge disconnect



Victron Smart Lithium
1 x 330Ah (4.220Wh)
Maximum continuous discharge: 400A
Recommended continuous discharge: <=300A
End of discharge voltage: 11,2V
Charge: +5°C to +50°C
Charge voltage: 14,0-14,4V (14,2V recommended)
Float: 13,5V
max. charge: 400A
recommended charge: <=150A
weight: 30kg

Silentwind Pro 12V
storm brake:
from 32A (Bft 7)
expectations:
Bft2: 1,5A
Bft3: 2,-1A
Bft4: 4,0A
Bft5: 7,5A

3P3S 500Wp
expectations
mediterranean (Ah/day):
July: 130A
Dec: 35A

1 Panel 310Wp
expectations
mediterranean (Ah/day):
July: 211A
Dec: 57A

BMS allow to charge: battery+ voltage signal is on yellow cable
BMS allow to discharge: battery+ voltage signal is on yellow cable

Switches:
"Motor" and "Service": Blue Sea 300A (900A 30 sec.)
"Inverter" and "Main LFP": Blue Sea 600A (2.750A 10 sec.)

MultiPlus
12/3000/120-50
serial-no:
HQ2011CL67A (03/2020)
with auxiliary inputs:
T-Sense: load disconnect
Aux1: charge disconnect
230V

230V AC-OUT
Breaker/RCCB/AFDD
25A/30mA (2 pole)

230V AC-IN (shore power)
Breaker/RCCB 16A/30mA/100ms (2 pole)
Dehn lightning protection (10mm²)

MK3 USB
USB

VE.Bus Smart Dongle
USB