



Victron 12 200 bms

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The Smart BMS 12/200 is an all-in-one Battery Management system for Victron Lithium-Iron-Phosphate (LiFePO4) Smart Batteries. It is designed for 12V systems with a 12V alternator.

It combines a Current Limiter, Battery Combiner, and Battery Protector to create a unique solution. The Smart BMS 12/200 monitors and protects each battery cell within the battery and will disconnect the alternator, charge sources or DC loads as necessary.

The dedicated alternator connection provides current limiting and one-way traffic from the alternator into the battery so any size can be connected safely to the Smart Lithium battery (or battery bank). Additionally, the starter battery stays protected from excessive discharge.

The BMS includes Bluetooth for monitoring and configuration, a remote on/off connector to turn the BMS (and the system) off via a remote switch and a pre-alarm contact to give a warning signal before the BMS will disconnect the batteries from the system.

We offer free shipping over \$49 (Lithium batteries & oversize items have a flat rate of \$149) We know returns are no fun so we aim to make the return process as hassle free as possible! We have a 60-day return policy, which means you have 60 days after receiving your item to request a return. For more information on returns, visit our return policy page.

I am having a lot of trouble finding a direct answer to the question of what is the recommended way to charge a Victron Smart 12,8/200-a lithium battery from an alternator.

Unfortunately there is not a direct answer, all three are possible and will work. It comes down to a system design and overall approach and what you are trying to achieve.

The critical design consideration is to ensure that the high acceptance rate of the Lithium battery can be managed so that the alternator does not over heat and burn out. All three will constrain the demand on the alternator and current available for charging, The BMS 12/100 and BMS 12/200 do this based on the size of fuse installed, while the DC-DC approach it through a charger approach that constrains the maximum amount of charge current. The DC-DC will constrains to a maximum of 30A, as that is the largest unit available. The 12/100 is up to 100A and 12/200 up to 200A.

In my view it would come down to what is the size of the existing alternator, and what you are using as a BMS. If you are using a VE.Bus BMS then you could use either of the following

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