



INTEGRAL E POWER INSTALLATION GUIDE

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Software Version 3.0



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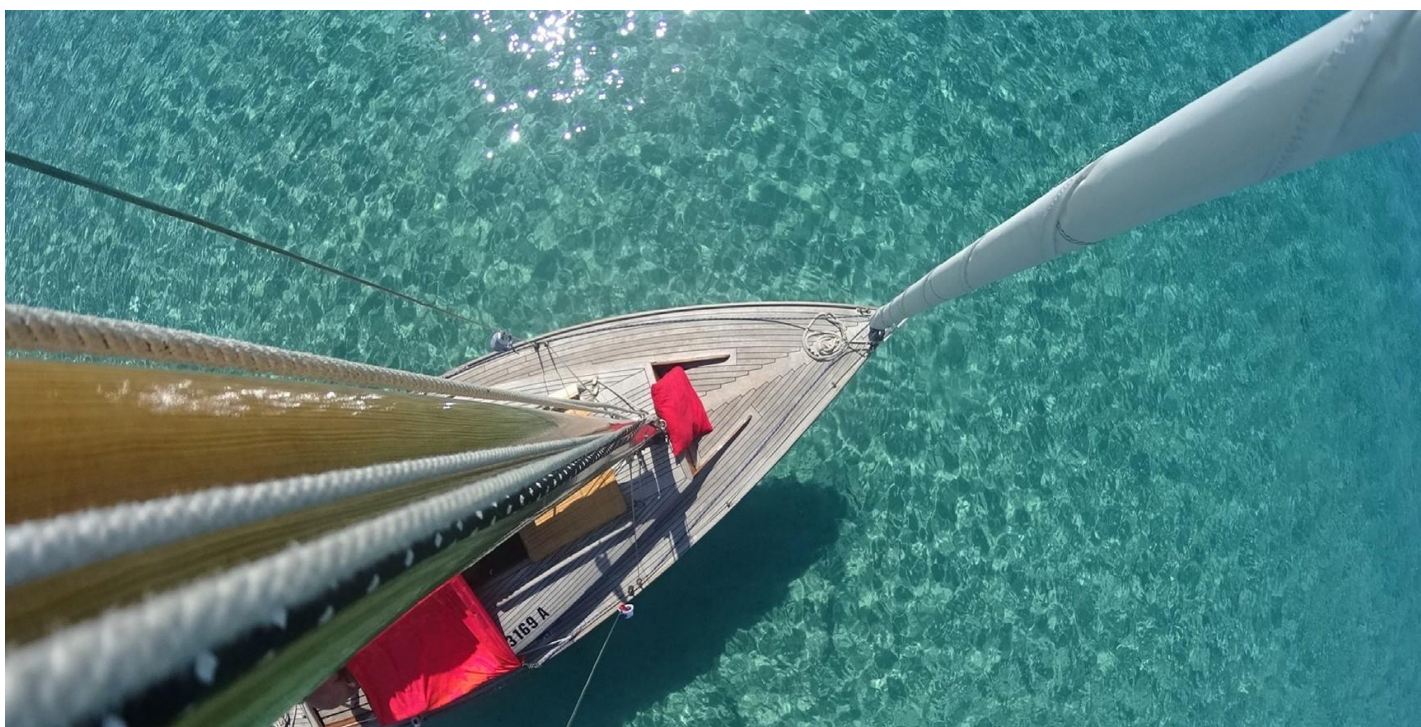
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1 INTRODUCTION

Integrel is a modern, intelligent way of generating, storing and distributing electrical energy in off-grid applications such as recreational marine craft. Integrel is completely automatic, delivering significant amounts of energy seamlessly throughout the vessel without user input. It is fuel-efficient, reducing overall fuel consumption for propulsion and generation, and very cost-effective with virtually no maintenance costs. Integrel completely replaces a conventional generator (genset) and delivers all the power needed to make living on board as comfortable as living at home. For the boat builder, the Integrel system simplifies the electrical energy system substantially.

An Integrel system provides all a vessel's energy needs in one consolidated package. The system also provides additional safety, engine, and battery management tools for the end user to handle modern lithium-ion battery banks. The system automatically alerts the user when batteries need to be recharged. Simple busbar connections are provided for all AC and DC voltages, and no changes are required to the downstream electrical system of a vessel.



NOTE!

Integrel is classified as an 'extra low voltage DC system' and falls within the scope of the International Standard ISO 13297:2020 and ABYC E11 Standard. It is strongly recommended that a copy of these standards is studied before proceeding with the installation of the Integrel system. Nothing in this guide supersedes these two standards and if conflicting information is found, the standards will always prevail.

1.1 Target Audience Assumptions

It is assumed the reader of this installation guide is a trained electrical installer with adequate knowledge of marine electrical engineering terms, concepts, language, and abbreviations.

1.2 Contact Details

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1.3 Limited Liability

1.3.1 Disclaimer

Integrel Solutions has taken great care in preparing the information contained in this manual and the information is believed to be accurate, comprehensive, and reliable at the time of publishing. The equipment operator must have an appropriate skill level to minimise the risk of injury or equipment damage during installation and operation.

It is the responsibility of the operator of the equipment and components detailed in this manual to ensure that the equipment and components are used in the manner intended, are correctly installed, and are suitable for end-user requirements.

Integrel Solutions does not provide any representations or warranties, expressed or implied, as to the accuracy or completeness of the information contained in this manual.

To the extent permitted by law, Integrel Solutions does not assume any responsibility or liability for any injury, loss or damage incurred as a result of any use or reliance upon the information contained within this manual other than for such injury, loss or damage which it would be unlawful for Integrel Solutions to attempt to exclude.

1.4 Acknowledgements



The Integrel team would like to offer a special thankyou to **Nigel Calder** for providing editorial and technical comments as well as a thorough review of this document. Thanks Nigel!

2 HEALTH AND SAFETY

IMPORTANT HEALTH AND SAFETY INSTRUCTIONS. Electromechanical equipment, including generator sets, transfer switches, switchgear, and accessories, can cause bodily harm and pose life-threatening danger when improperly installed, operated, or maintained. To prevent accidents be aware of potential dangers and act safely. Read and follow all safety precautions and instructions.

SAVE THESE INSTRUCTIONS!

This manual has several types of safety precautions and instructions: Danger, Warning, Caution, and Notice.

2.1 Health and Safety Notices

Be aware of signs or symbols when installing and operating the system. The following examples indicate common signage; study the documentation to learn and understand each.

Safety decals affixed to the equipment in prominent places alert the operator or service technician to potential hazards and explain how to act safely.



DANGER

Danger indicates the presence of a hazard that **will cause severe personal injury, death, or substantial property damage.**



WARNING

Warning indicates the presence of a hazard that **can cause severe personal injury, death, or substantial property damage.**



CAUTION

Caution indicates the presence of a hazard that **will or can cause minor personal injury or property damage.**



HIGH VOLTAGE/ HIGH CURRENT

High voltage or high current indicates voltages or currents that **can cause severe personal injury or death.**



EXPLOSIVE MATERIALS

Materials that may explode if mishandled or incorrectly used, this **can cause severe personal injury, death, or substantial property damage.**



FLAMMABLE OR HIGH TEMPERATURE MATERIAL

Flammable or high temperature material that **can cause severe personal injury, death, or substantial property damage.**

2.2 Health and Safety during Installation

While installing this system, caution should be taken throughout the entire installation process. Installation of an Integral system requires working with batteries, engines and some heavy lifting.

2.2.1 Accidental Starting and Moving Parts

Fitting the Integral system involves the use of engines and other moving components such as hatch covers, and other associated parts used on leisure and sailing craft.

Utmost care must be taken when opening hatches and lockers. Make sure you remove or securely support hatches and lockers in a safe manner.

Lock off any engine start buttons to ensure against accidental starting.

	 WARNING Accidental starting can cause severe injury or death. Disconnect cables to avoid accidental starting when working on engines. When working near moving engines avoid all moving parts and do not wear loose clothes that could get caught.
--	---

2.2.2 Battery Safety

Use tools with insulated handles. Remove the negative (-) lead first when disconnecting the batteries. Reconnect negative (-) leads last when reconnecting the batteries. Never connect the negative (-) battery conductor to the positive (+) connection terminal of the starter solenoid. Do not test the battery condition by shorting the terminals together.

Explosive fuel vapours can cause severe injury or death. Take additional precautions when using petroleum gas, diesel, natural gas, butane, and propane.

	 WARNING Sulfuric acid in batteries can cause severe injury and burns. Wear protective goggles, gloves and clothing. Battery acid can cause burns and blindness. Lithium-Ion can explode or catch fire Take care when handling or operating Li-Ion batteries
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2.2.3 Hazardous Noise

Engine noise and Hazardous noise can cause hearing loss. Generator sets not equipped with sound enclosures can produce noise levels greater than 105 dBA. Prolonged exposure to noise levels greater than 85 dBA can cause permanent hearing loss. Wear hearing protection when near an operating generator set or propulsion engine.

2.2.4 Working with Engines

Fitting the Integral system involves running engines for long periods of time. Ensure the vessel is suitably configured to reduce inhalation of emissions while the system is running.

	 WARNING Engines can release toxic fumes, emit excessive heat and can be hazardous when running When running engines, ensure you are well clear of moving parts, in a ventilated area and ensure that you are not inhaling toxic fumes such as carbon monoxide. This may cause illness or even death if exposed for extended periods. Engines may get hot causing burns and permanent damage.
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2.2.5 Hazardous Voltages

Short circuits - hazardous voltage/current can cause severe injury or death.

Short circuits can cause bodily injury and/or equipment damage. Do not contact electrical connections with tools or jewellery while adjusting or repairing equipment. Remove all jewellery before servicing equipment.

Grounding electrical equipment - hazardous voltage will cause severe injury or death.

Electrocution is possible whenever electricity is present. Ensure you comply with all applicable codes and standards. Electrically ground the equipment, transfer switch, and related equipment and electrical circuits. Turn off the main circuit breakers of all power sources before servicing the equipment. Never contact electrical leads or appliances when standing in water or on wet ground because these conditions increase the risk of electrocution.

Connecting the battery and the battery charger - hazardous voltage will cause severe injury or death.

Reconnect the battery correctly, positive to positive and negative to negative, to avoid damage to the battery charger and battery.

Servicing the generator set when operating - exposed moving parts will cause severe injury or death.

Keep hands, feet, hair, clothing, and test leads away from belts and pulleys when the engine or generator is running. Replace guards, screens, and covers before operating the generator.

2.2.6 Heavy Lifting

Some of the equipment involved with the installation may be heavy. Where practical, use lifting equipment such as straps and lifting hoists. Some components, including batteries, may need to be lifted into tight and awkward locations. Plan ahead, move components into place in a safe and sensible manner to prevent damage to people, components, and equipment.

3 THE INTEGRAL SYSTEM

3.1 General System Assembly

The schematics in Section 5 provide examples of standard Integral installations, please review them. Integral provides a custom schematic for each installation; if you don't have a schematic for your system, please contact Integral Solutions and we will create a schematic for you.

3.2 System Operation

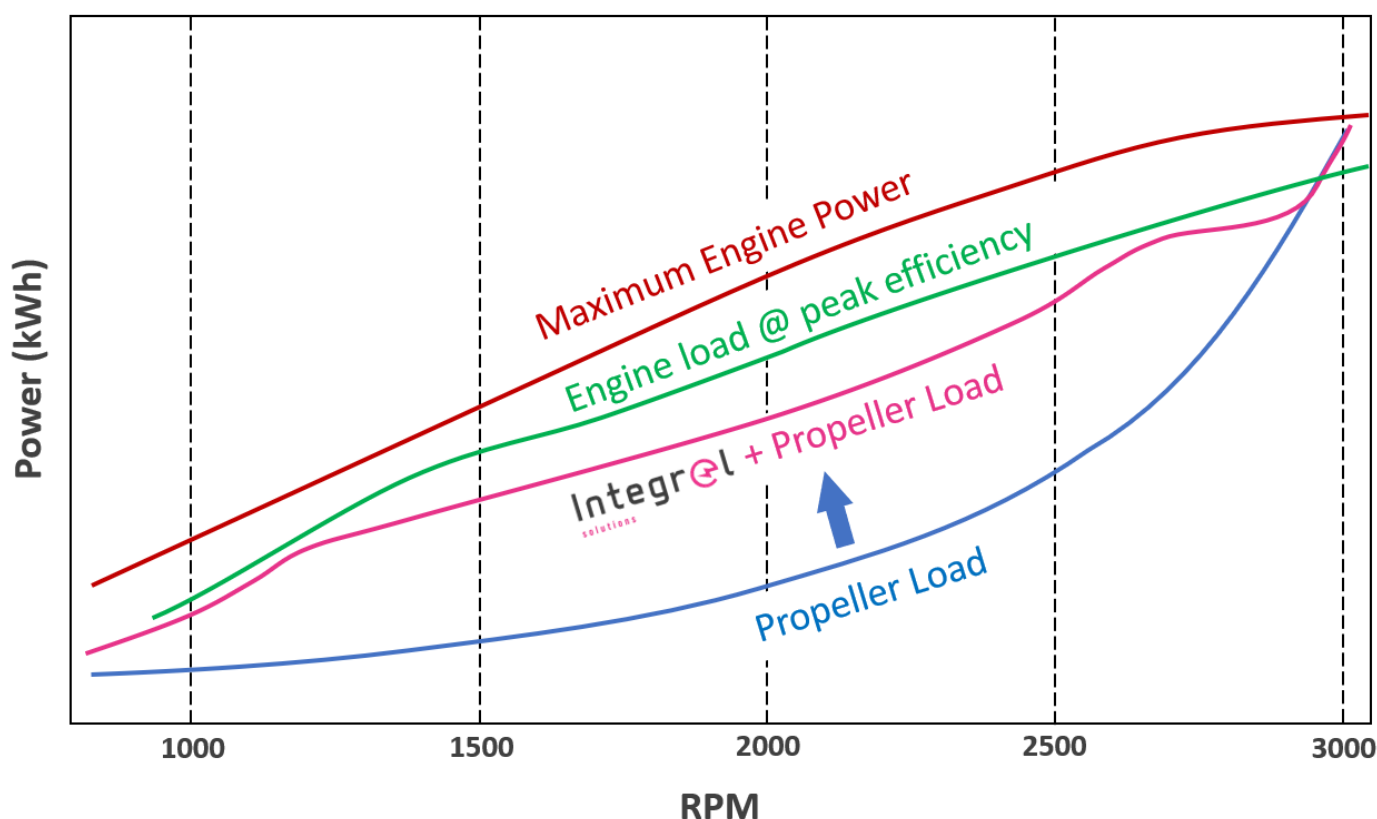
The information in this section is intended to help you understand how the system operates.

The Integral System operates by following complex preconfigured algorithms to charge and monitor 48V, 24V and 12V battery banks as well as working with the engine to produce an efficient charge that does not cause excessive loads on the engine.

The system has been designed with safety and redundancy as a priority. It is important to constantly manage and monitor the state of all batteries, including battery voltage, current and temperature.

3.2.1 Integral makes the engine run more efficiently

The following graph shows how Integral makes an engine run closer to optimal efficiency. Over nearly the entire RPM range, the propeller (blue line) uses much less power than the engine produces when running at optimal efficiency (green dashed line). When Integral is generating, it adds a load to the engine in addition to the propeller load; the combined load (pink dashed line) is much closer to the optimal engine load. The result? The engine runs more efficiently AND generates large amounts of usable energy with closer to optimal fuel usage.



3.2.2 Power Control with PWM

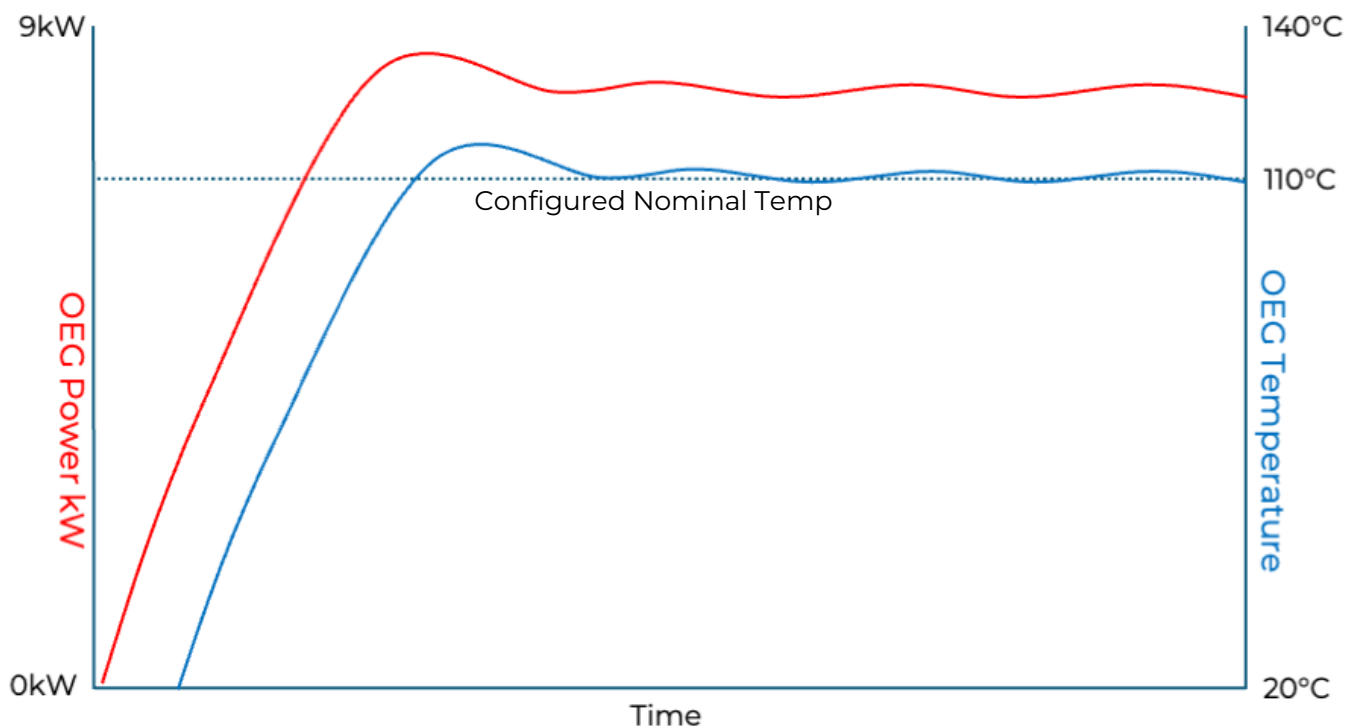
Pulse Width Modulation (PWM) controls power (in kW) to charge the batteries. Typically, as the engine speed (RPM) increases, the PWM increases; although PWM also depends on various other factors including temperature, battery charge state, in-gear transitions, and rapid changes to engine speed.

3.2.3 Power Generation vs. Engine Speed

As the engine speed (RPM) increases, the amount of charging power also increases. Under ideal conditions (low battery state of charge and cool temperatures) charging power peaks around 9 kW. At peak power output, the Integral Generator starts to get hot.

3.2.4 Power Generation vs. Temperature

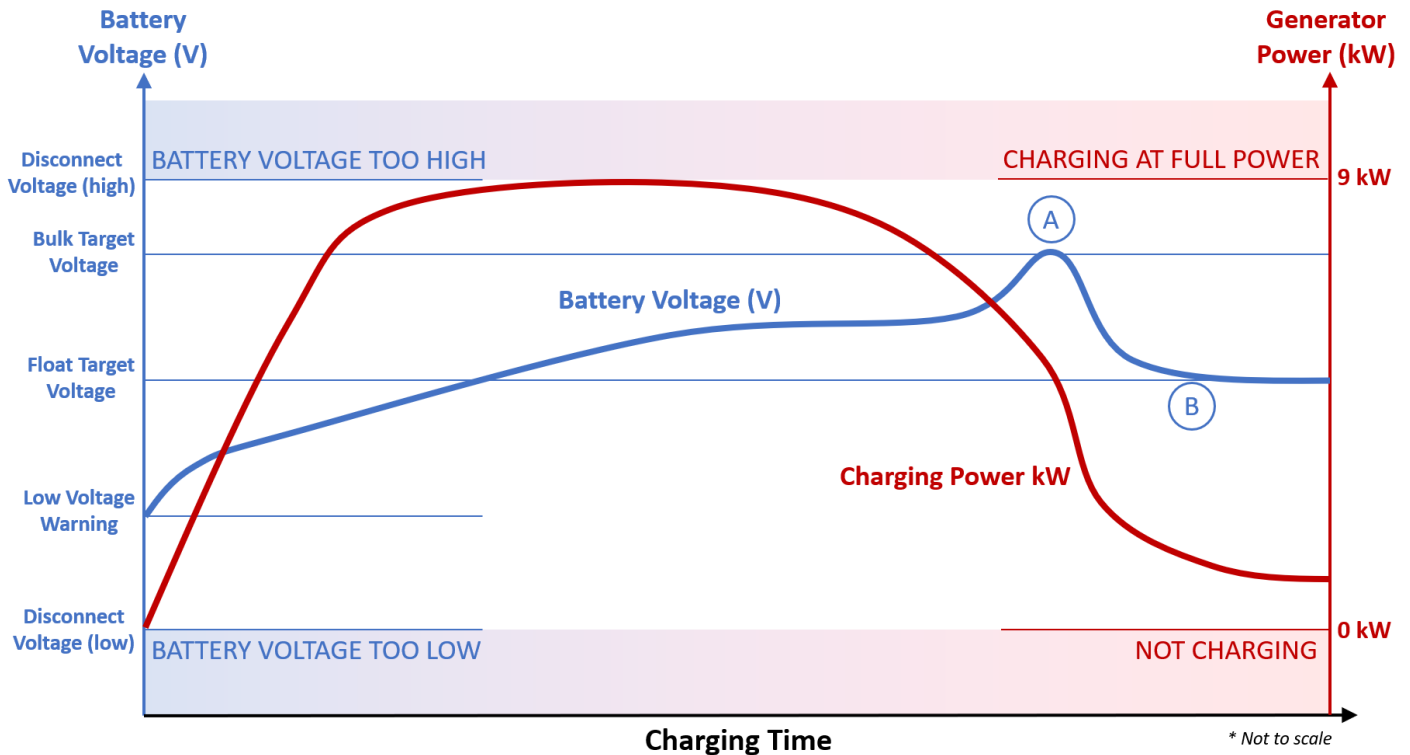
The Integral Generator is air cooled and gets hotter as it generates more power. When the generator reaches its configured nominal, around 110°C (230°F), the Integral system reduces power output to limit temperature increases and works to keep this stable around the nominal.



3.2.5 Charging and Setpoints

The following graph illustrates how the Integral System charges LiFePO₄ Lithium batteries. This curve does not take temperature into consideration; real charge curves may exceed temperature limits and fail to reach the maximum 9 kW power output.

In the graph, setpoints are marked corresponding to system parameters documented in Section 7 of this guide. Warning voltages display on the Integral screen and disconnect voltages open the Integral Smart Switch at these setpoints. This operation prevents the system over charging or discharging batteries which in turn avoids potential damage to the battery(s).



3.3 Integral System Components



9kW On-Engine Generator (OEG)

The electrical power source of the Integral System



System Controller

The 'black box' that monitors and controls system components



Engine Mounting Kit

Each mounting kit is designed specifically to suit the make / model of the propulsion engine



Battery Sensor(s)

Monitors the state of a battery bank (aka 'string' of batteries)



Integral Smart Switch

Disconnects battery load if a safety or battery critical event occurs



Integral Touchscreen

Monitors and controls the Integral System, and allows viewing of engine and battery data



Integral Junction Box

Provides a connection point for the Integral (Argo) CAN bus network



Integral Breaker Switch Panel

The panel switch is fitted with breaker switches to provide a way to power the system ON/OFF as well as act as a protection device

3.4 Third Party Equipment

On most systems, third-party equipment forms a significant part of the installation. It is advisable to follow the installation manuals and requirements of third-party equipment in conjunction with this installation manual. Some of the following equipment may already be installed as part of an existing system.

3.4.1 Batteries

The Integral system works with batteries from various manufacturers including Victron, MG Energy, Mastervolt and Lithionics.



3.4.2 External Battery Management System (BMS)

The following pictures show examples of a Victron Lynx Smart BMS and the MG Master LV BMS. All batteries require a BMS; the BMS may be incorporated inside the battery for some models.

NOTE! Integral strongly recommends the BMS is updated to use the latest software available from the manufacturer at the time of installation.

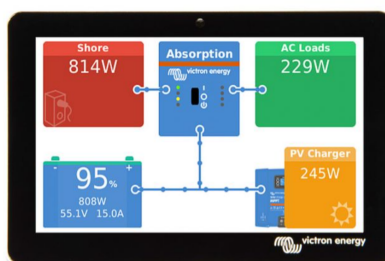


3.4.3 Battery Monitors / Displays

Most lithium battery brands supported by Integral provide a dedicated display to indicate battery status including voltage, current and power status, warnings, errors, State of Charge (SoC) and more. Several examples are shown below.



Mastervolt EasyView 5



Victron Touch GX
(used with the Cerbo GX)



MG Energy Monitor

3.4.4 DC/DC Converters

Most systems require one or more DC/DC converters to convert power from 48V to either 24V or 12V. Examples include Mastervolt and Victron DC/DC converters shown here.

DC/DC converters vary by brand and model. If you plan to use a DC/DC converter to charge lithium batteries, ensure the DC/DC can be configured with an appropriate lithium charge profile.



NOTE! Victron Orion DC/DC converters can **NOT** be used to charge Lithium batteries!

3.4.5 Inverter/Chargers

Inverter/Chargers manage the conversion of DC/AC power and distribution of shore power throughout the vessel; they are typically included with all systems. If supplied by Integral, the inverter/charger comes with a manual from the manufacturer. If an inverter/charger has already been installed, we strongly recommend obtaining a manual to aid installation.

NOTE! Ensure you have the correct communication cables and configuration software for the inverter/charger(s) as well as other related system components. In nearly all installations, settings need to be changed to operate correctly with the battery system.



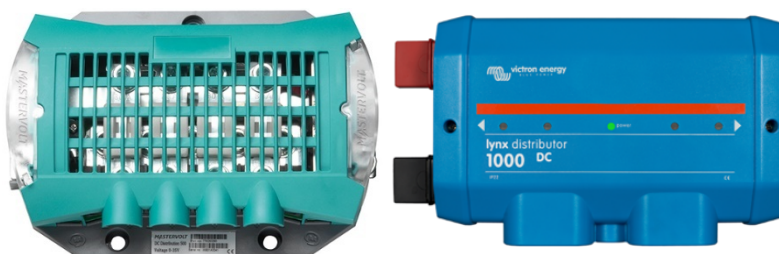
3.4.6 Galvanic Isolators

Used in conjunction with AC shore power systems, a galvanic isolator helps prevent galvanic corrosion of any submerged metal parts of the vessel. If the vessel uses an isolation transformer, a galvanic isolator is not needed.



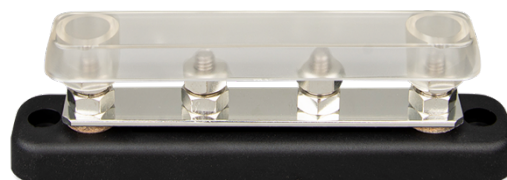
3.4.7 Power Distributors

Power distributors are modular DC busbars used to connect batteries and power management devices. They are typically connected with the larger power management system and can be remotely monitored. Some distributors include fuses, others do not.



3.4.8 Simple Busbar

Busbar(s) are often used to connect conductors together. They are used for safety circuits as well as common grounds. Always label each busbar clearly to denote which circuit it belongs to.



3.4.9 Isolating Switches

Isolating switches are required in electrical systems and are used to isolate charging systems from batteries. Sometimes isolating switches are replaced with solenoid switches with remote operation.



3.4.10 Isolating Solenoids

Isolating solenoids are often used to isolate charging systems from batteries in place of an Isolating Switch. These are readily available up to 500 Amp in a remote configuration or with local operation.



3.4.11 Fuses

Fuses are critical and recommended for use wherever possible to prevent damage to Integral and third-party equipment. See Annex D – Guide to Fuses for information on fuse sizes, types and locations.



3.4.12 Crimps and Ferrules

To adhere to marine standards, all electrical system AC or DC conductors at any voltage must be terminated. The following images show common termination methods, including usage.



Cable Lugs Crimp Terminals

Used to crimp thick heavy gauge conductors; typically crimped using hydraulic or electric crimpers



Ring Crimp Terminals

Used to crimp any mounting type connections including groundings and voltage tap connections



Ferrule Crimps

Used to crimp any conductor that fits into any screw or push fit terminal



RJ45 Plugs

Terminates CAT 5 and CAT 6 cables; used with the Integral CAN bus Network

4 PRE-FIT SURVEY

4.1 Introduction

Prior to starting the installation, it is beneficial to carry out a visual survey of the boat to identify where the individual components will be installed. This is particularly important for the batteries which are likely to be the largest and heaviest items. For specific sizes and weights, please refer to the manufacturer's website.

NOTE!

All devices must be installed 500mm above the bilge line.

Do not install batteries anywhere there is potential risk for water ingress presently or in the future.
For example, do not install batteries directly below engine cover seals where seal deterioration may occur over time.

4.2 Existing Electrical Systems

A review of existing systems should be considered. This may impact the location of busbars, switches, and batteries. Care should be taken to ensure the system is installed without excessive runs of conductors or wiring. Items that may impact the system include:

- PV (photovoltaic/solar) systems
- Inverters
- Auxiliary battery banks including 12V, 24V, house batteries, thruster batteries etc.
- Shore power supply systems
- Electrical thrusters, including power supply batteries
- DC/DC converters for 12V and/or 24V
- Any 110VAC and/or 230VAC supply systems
- Domestic systems
- Air conditioning systems
- Inverter chargers
- Wind turbines
- Multi-Functional Displays (MFD) such as B&G, Simrad, Garmin, etc.
- Any devices connected to the NMEA 2000 backbone

4.3 Batteries

Batteries must be installed in a **dry space** and well clear of any area where there might be water ingress or excessive moisture (see [ISO 13297:2020](#), [ABYC E-10 ANS \(2021\)](#), and [ABYC TE-13 2020](#) for further details). All batteries, but particularly Lithium-Ion batteries, are sensitive to temperature. It is essential that batteries are positioned in the coolest possible location in the boat with sufficient air circulation. Lithium-Ion batteries automatically disconnect if their internal temperature exceeds a safety threshold, which in some cases may be as low as 45°C (113°F). If prolonged operation in high ambient temperatures is required, careful attention must be paid to the manufacturers safe operating limits, and battery choices should be made accordingly. In addition, some batteries may have low temperature usage limits.

4.4 Conductor Routing

Routes for conductors should be identified as part of the survey, bearing in mind that conductor lengths should be kept to a minimum to reduce weight and power losses. Details of recommended conductor

sizes are provided in Annex C – Conductor Guides. Most vessels have conduits for major conductor runs and these should be used where possible. Points to remember when running conductors include:

- Positive and negative power conductors should be run together to reduce stray magnetic fields.
- Conductors should always be kept clear of bilge areas.
- Data cables, AC power conductors and DC conductors should be run separately (if possible) to minimise coupling of electrical noise and interference.

4.5 Integral Generator

The generator is mounted on the front end of the engine and is normally driven from an additional pulley bolted to the existing crank pulley. The Integral generator may extend outside the normal envelope of the engine; be sure to check there is sufficient room to accommodate any overhang. Installation instructions are provided with each specific engine mounting kit.

4.6 Integral Controller

When mounting the controller, it is important to remember that while the system is in use, the Controller produces a large amount of heat; internal fans are used to extract heat during normal operation. If the Controller overheats, the system shuts down, so it is important to ensure adequate ventilation is provided around the Controller. For additional information, see the Controller installation instructions, taking specific care to note the ventilation direction.

4.7 Integral Touchscreen

The Integral Touchscreen can be mounted remotely from other system components but should be positioned in a location where any alarms can be heard. If the Integral system is connected to a third-party multi-function display (MFD) configured to display Integral operational data including alarms and warnings, then the Touchscreen may be located in a more discrete location.

4.8 Smart Switches and Isolators

The system can be fitted with an Integral Smart Switch and/or manual isolator switch(es); the location of these switches is important. Even though the Smart Switch can be operated remotely with the Integral Touchscreen, it is advisable to place the switch in a location where it can be easily accessed. The same guidance applies to any third-party manual switches.

4.9 Battery Bank Sensor

The Battery Bank Sensor measures battery parameters including individual battery voltage and battery bank temperature. The Sensor communicates with the Integral Controller via a CAT 5 cable. Bank Sensors should be placed on the most negative battery cable of each string of batteries closest to the battery. Bank Sensors should be secured in place (typically with a cable tie) to avoid movement along the cable.

4.10 Integral Panel Switch

Except when the boat is in long term storage the Integral system should always remain on, therefore the panel switch should be located in a position where it cannot be knocked. It must however still be readily accessible since it must be turned off when the boat is left for long periods of time as noted earlier.

The Integrel system uses a very small amount of power in sleep mode but can draw up to 6A from the 12V power supply whilst generating. DC/DC converters should also be switched off using the panel switch should the boat be left for long periods without shore power.

4.11 Busbars

Busbars are used as a primary means of connecting DC power conductors. Busbar(s) should be covered to prevent any accidental contact that may cause shorts.

4.12 Inverter/Charger

The inverter function converts 48VDC from the batteries into either 110VAC or 230VAC. Integrel recommends installation of an inverter/charger sized to provide the peak continuous AC power needed for mains AC house loads. The charger function charges the 48V batteries when shore power is available.

The location of the inverter/charger is less critical as it does not need much maintenance, however it does generate heat. It is important to install it in an area with sufficient ventilation that does not suffer from heat accumulation. It must also be installed in a dry location free of moisture.

4.13 DC/DC Converter

DC/DC converters convert power from 48VDC batteries to 24VDC and/or 12VDC to power lower voltage appliances and/or charge batteries. DC/DC converters generate a large amount of heat and need to be located in a place that has space to cool. Note that the 48V and 24V/12V negative terminal are typically not connected internally and must be externally connected on a common negative busbar.

4.14 Fuses

Fuses are used throughout the system. Please ensure you follow the schematic as this indicates where fuses are placed in the circuit. Refer to Annex D – Guide to Fuses for fuse sizing. Overcurrent protection sizing and location must comply with the requirements of ISO 13297 and ABYC E-11.

5 SCHEMATICS

This chapter provides information to describe system wiring.

Integrel equipment is supplied with wiring looms that are labelled to aid installation. Loom pinouts are documented in Section 13.

The schematics on the following pages provide several examples of typical Integrel system installations. The major system components shown in these example are:

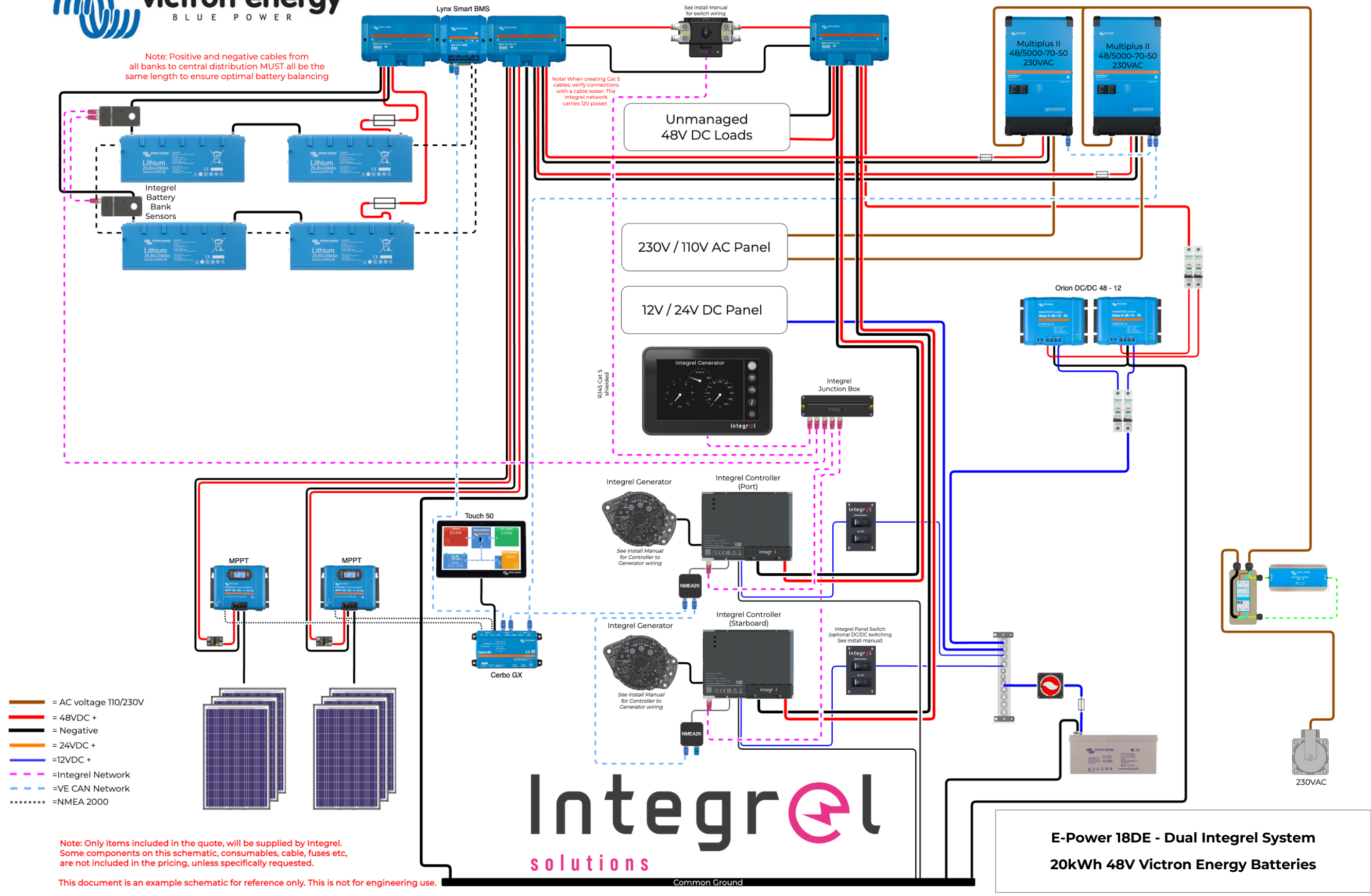
- Dual Integrel system
- 48V battery banks
- Battery Bank Sensors to monitor 48V battery banks, but also 12V/24V Lithium or Gel/Flooded
- Inverters, used to convert 48V DC to mains to power domestic loads including air conditioning
- DC/DC converters for charging any auxiliary 12V/24V battery banks
- Solar panels and MPPT charge controllers
- MCBs (circuit breakers) and consumer units

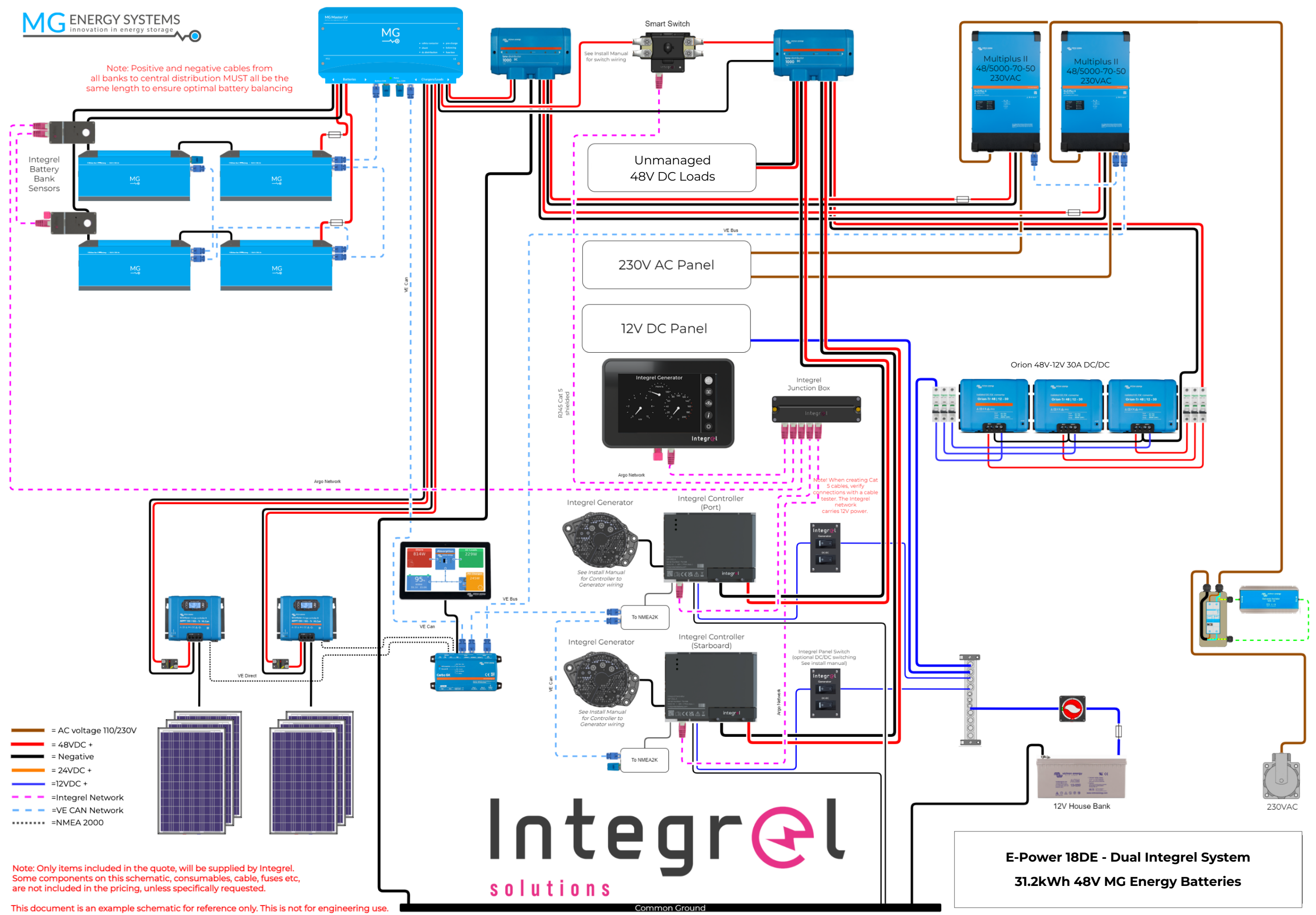
NOTE!

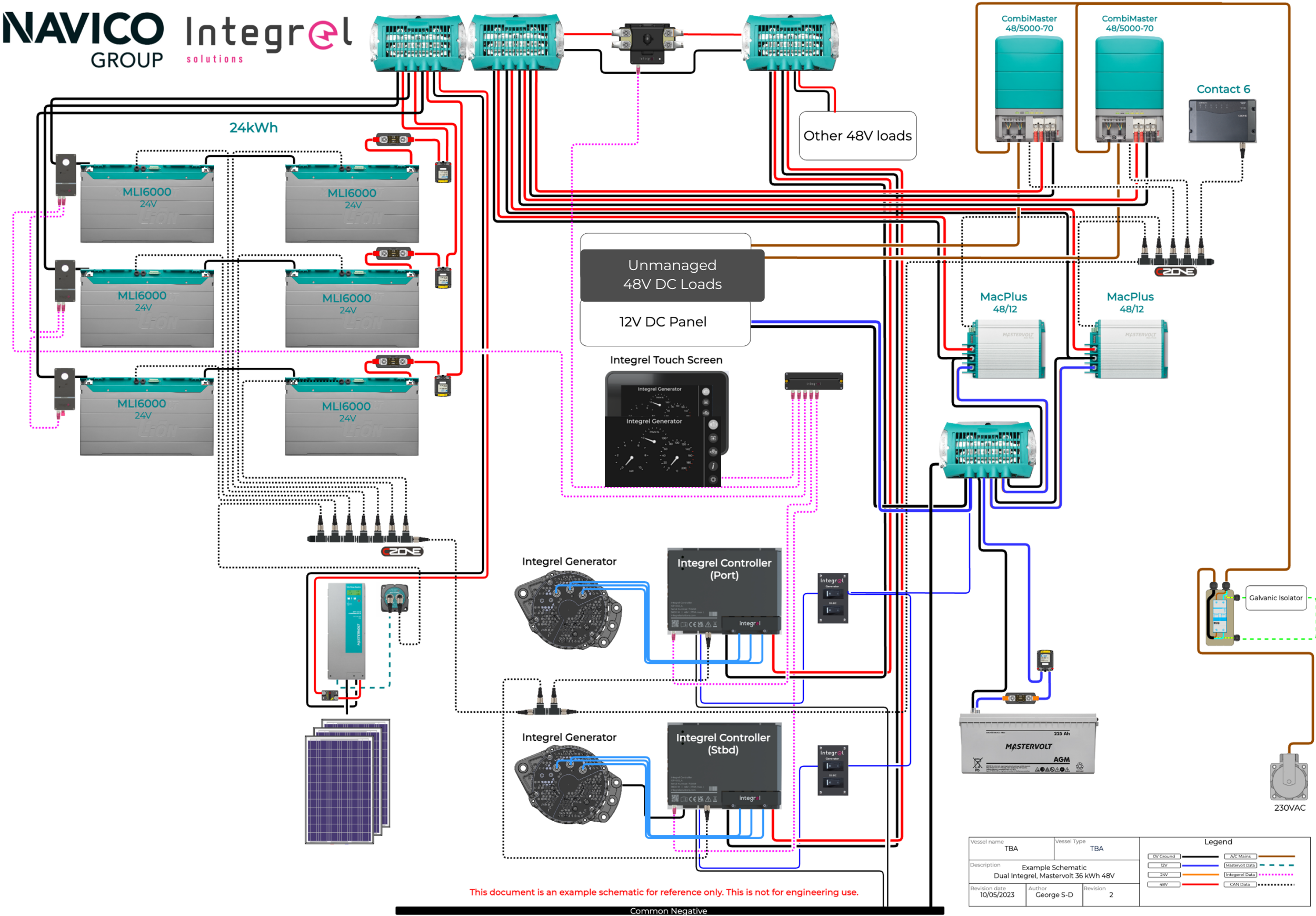
The following schematics do not include fuse types, locations, and conductor diameters. Please see Annex D – Guide to Fuses for information on fuses and fuse locations.



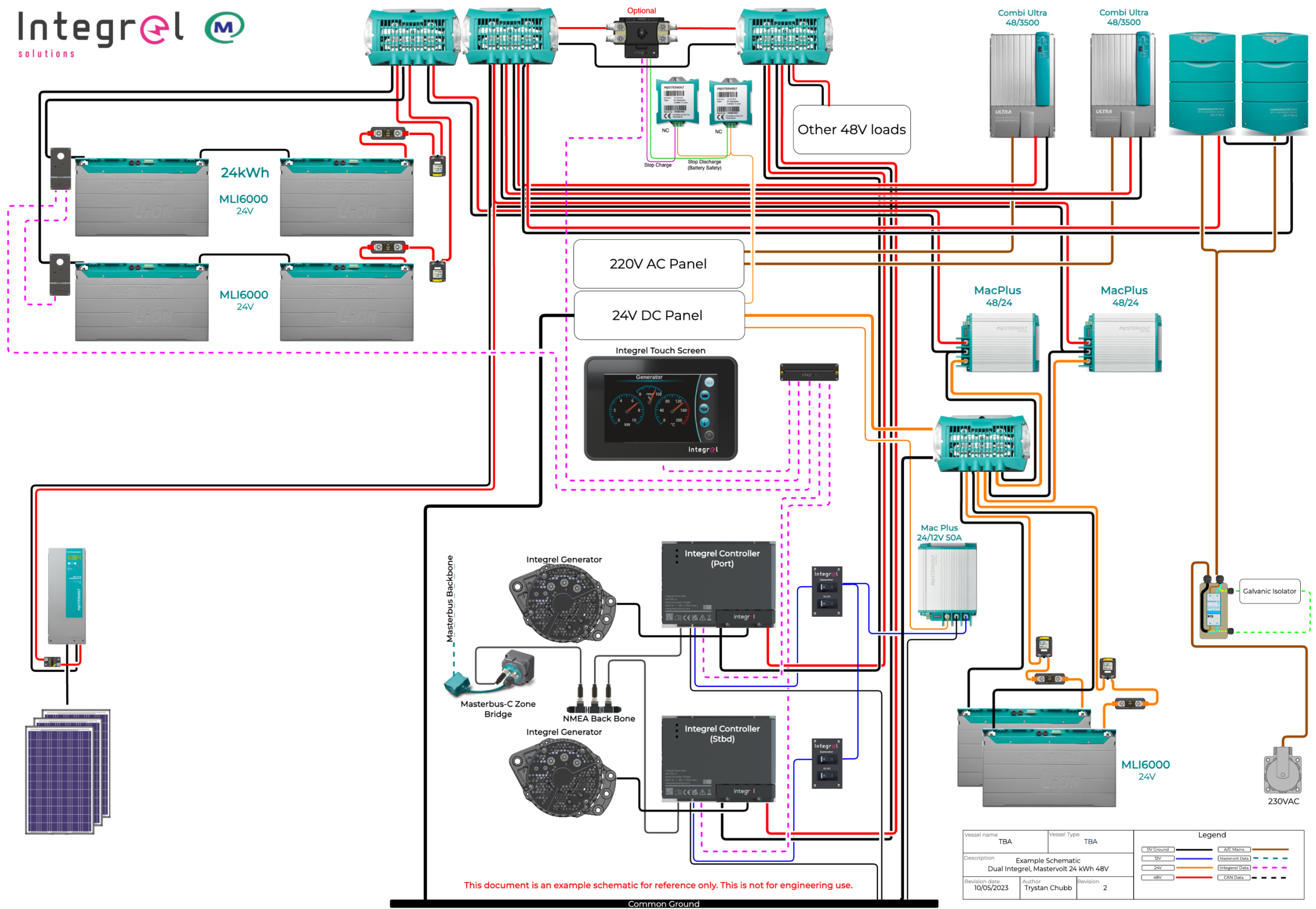
Note: Positive and negative cables from all banks to central distribution MUST all be the same length to ensure optimal battery balancing







E-Power 18DE - Dual Integrrel System
24kWh 48V Mastervolt Batteries

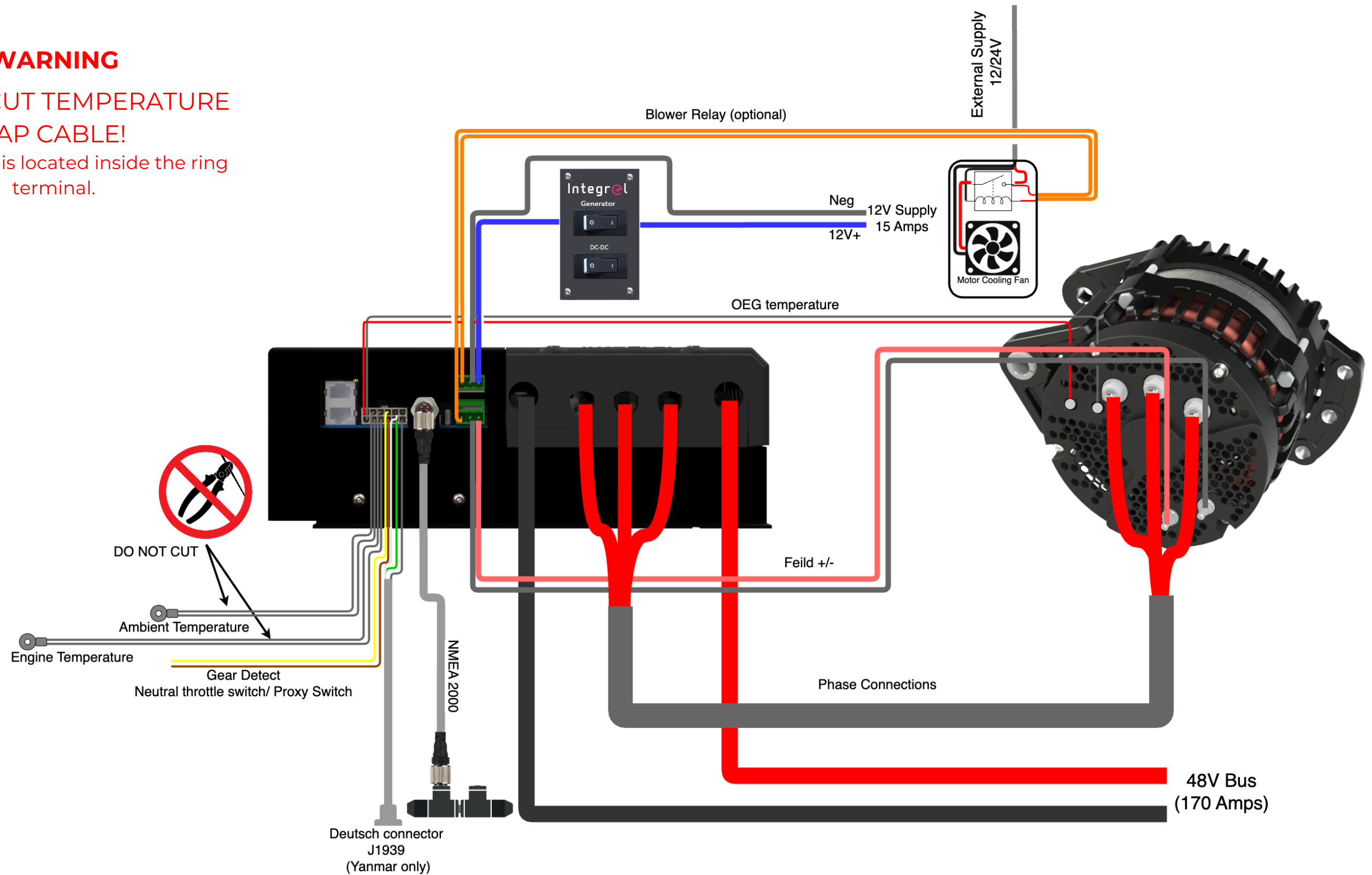


5.1 Wiring the Integrel Generator and Controller

WARNING

DO NOT CUT TEMPERATURE
TAP CABLE!

A thermistor is located inside the ring
terminal.



5.2 Wiring Integrel Bank Sensor(s) to Mastervolt Batteries

The following schematic illustrates Bank Sensor wiring on Mastervolt Batteries. Note that fuses should **always** be installed on the positive voltage taps to protect conductors from accidental shorts to ground. Any fuse between 0.5A to 5A may be used.

When wiring voltage taps, the 0V tap is always connected to the **most negative** terminal, and the highest number voltage tap is always connected to the **most positive** terminal on the non-battery side of the Switch.

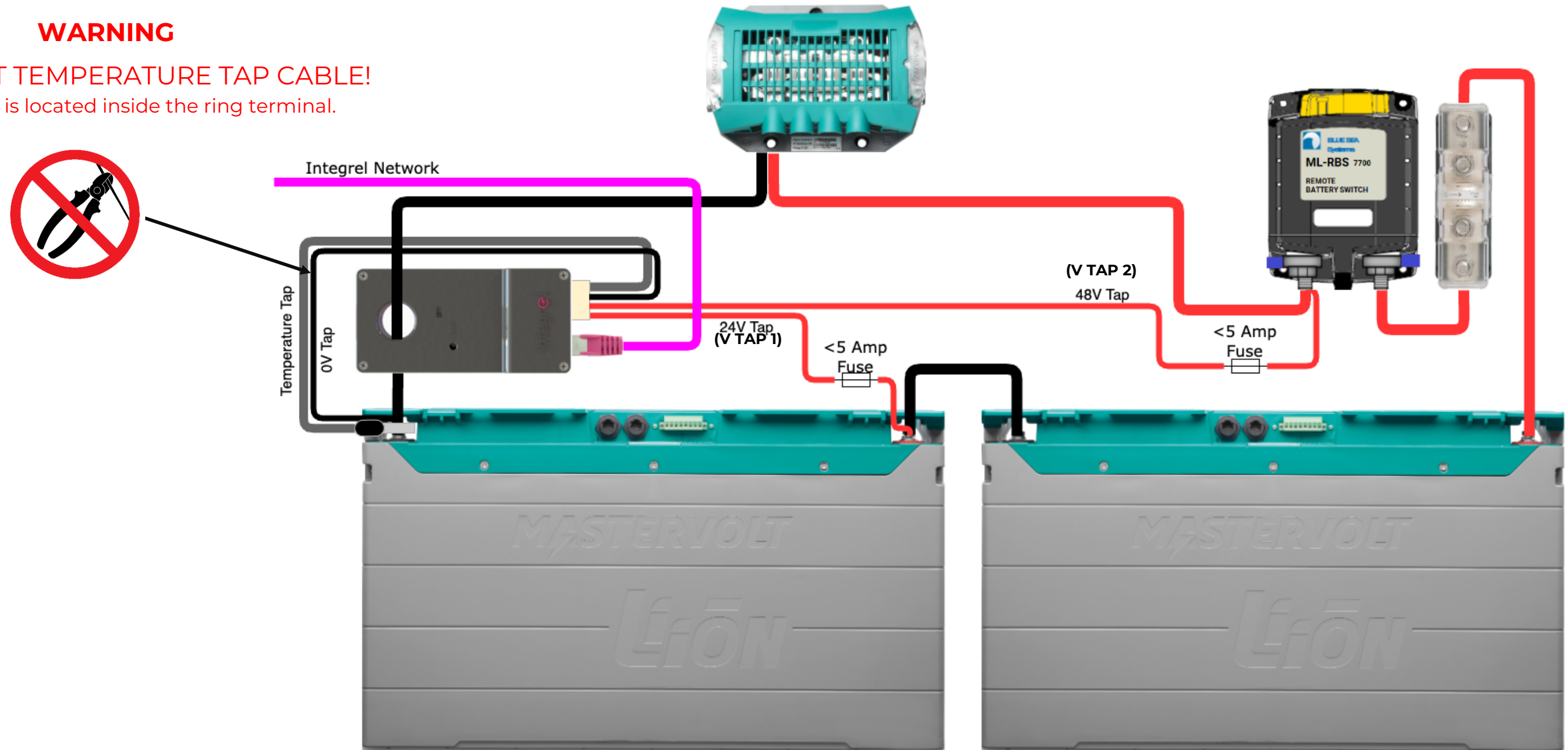
The example system shown below has 2 x 24V batteries in series to create a 48V bank. The 0V tap is connected to ground (0 volts), the 1V tap is connected to 24V (middle connection between the batteries) and the 2V tap is connected to 48 volts.

Check the labels on the Bank Sensor loom.

WARNING

DO NOT CUT TEMPERATURE TAP CABLE!

A thermistor is located inside the ring terminal.



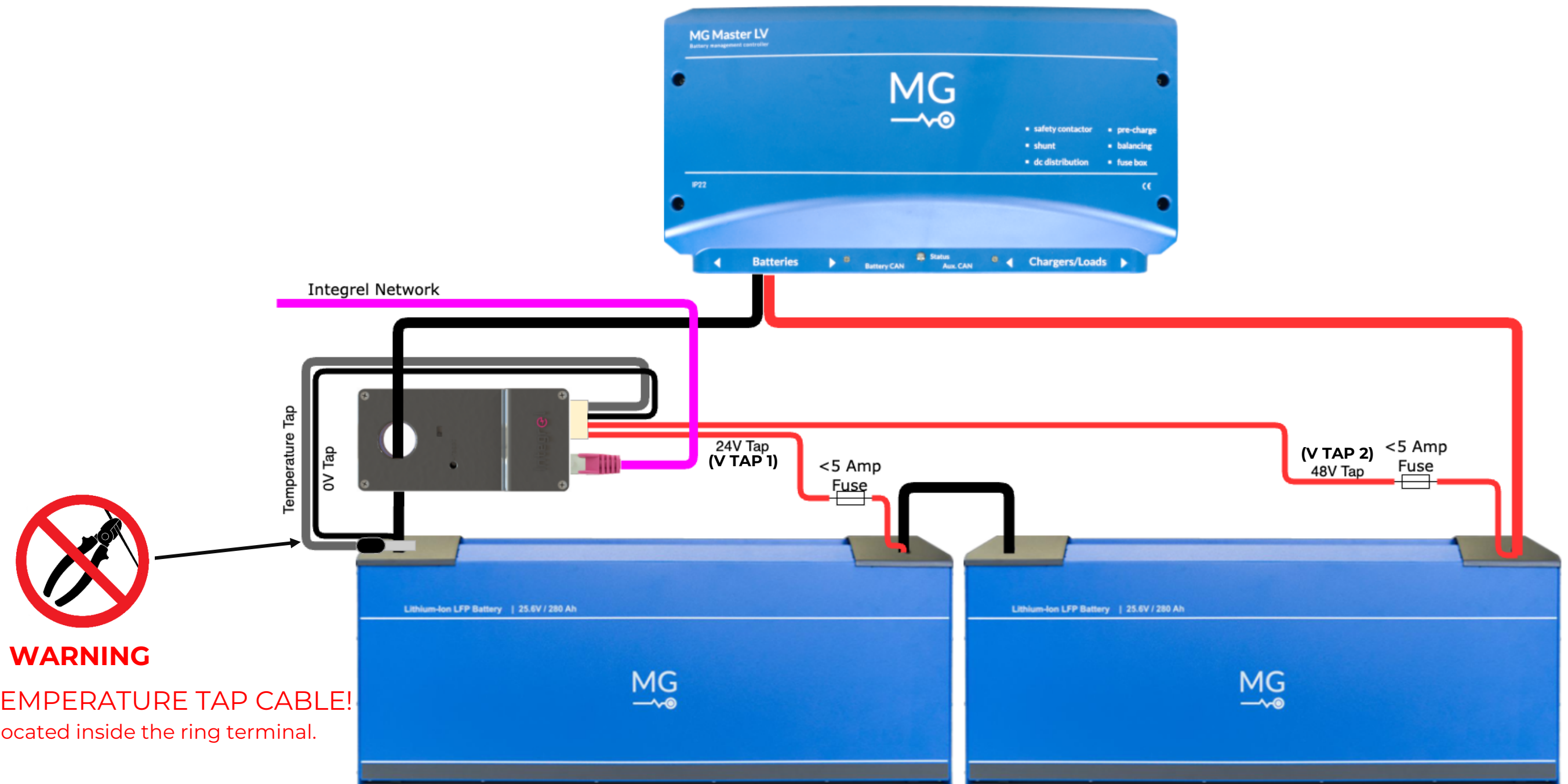
5.3 Wiring Integral Bank Sensor(s) to MG Energy Batteries

The following schematic illustrates Bank Sensor wiring on MG Energy Batteries. Note that fuses should **always** be installed on the positive voltage taps to protect conductors from accidental shorts to ground. Any fuse between 0.5A to 5A may be used.

When wiring voltage taps, the 0V tap is always connected to the **most negative** terminal, and the highest number voltage tap is always connected to the **most positive** terminal.

The example system shown below has 2 x 24V batteries in series to create a 48V bank. The 0V tap is connected to ground (0 volts), the 1V tap is connected to 24V (middle connection between the batteries) and the 2V tap is connected to 48 volts.

Check the labels on the Bank Sensor loom.



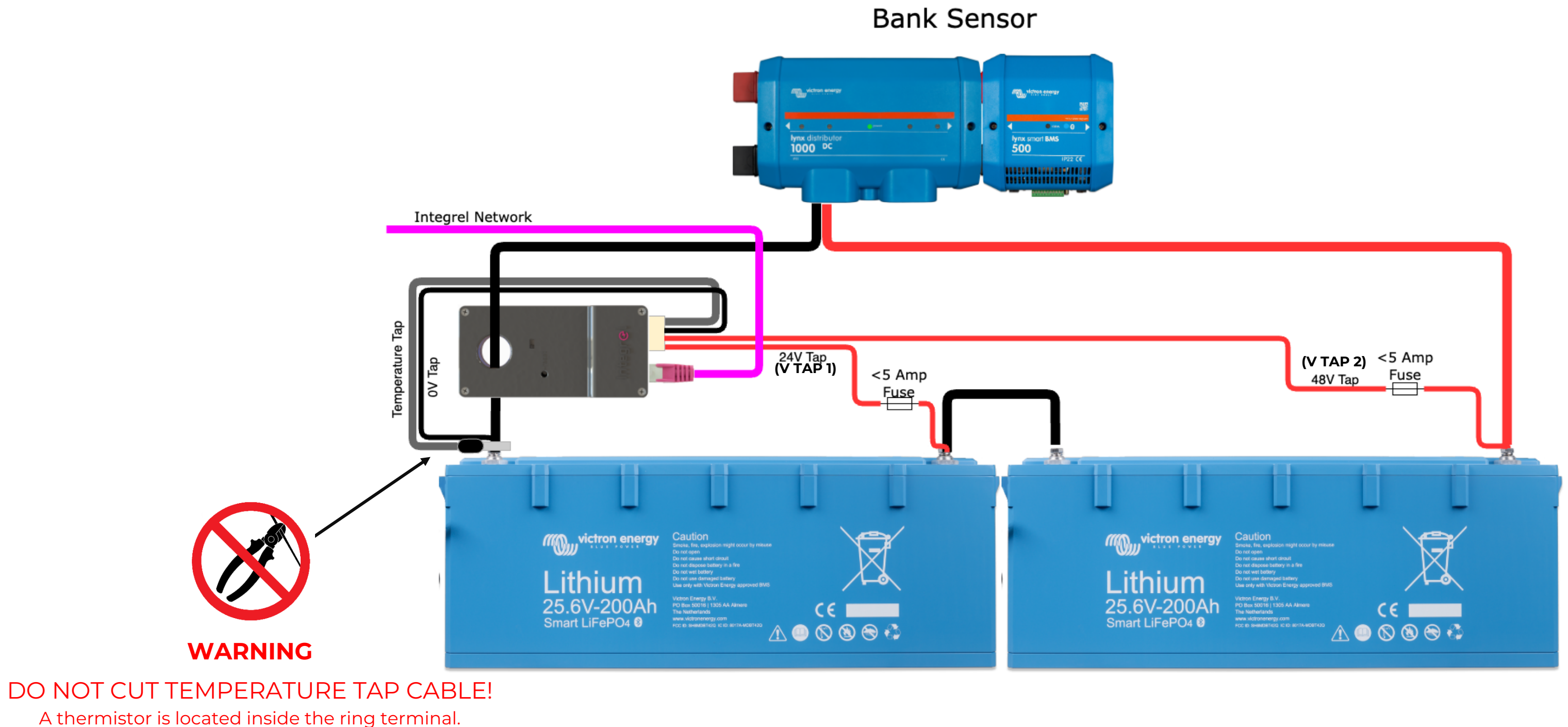
5.4 Wiring Integral Bank Sensor(s) to Victron Energy Batteries

The following schematic illustrates Bank Sensor wiring on Victron Energy Batteries. Note that fuses should **always** be installed on the positive voltage taps to protect conductors from accidental shorts to ground. Any fuse between 0.5A to 5A may be used.

When wiring voltage taps, the 0V tap is always connected to the **most negative** terminal, and the highest number voltage tap is always connected to the **most positive** terminal.

The example system shown below has 2 x 24V batteries in series to create a 48V bank. The 0V tap is connected to ground (0 volts), the 1V tap is connected to 24V (middle connection between the batteries) and the 2V tap is connected to 48 volts.

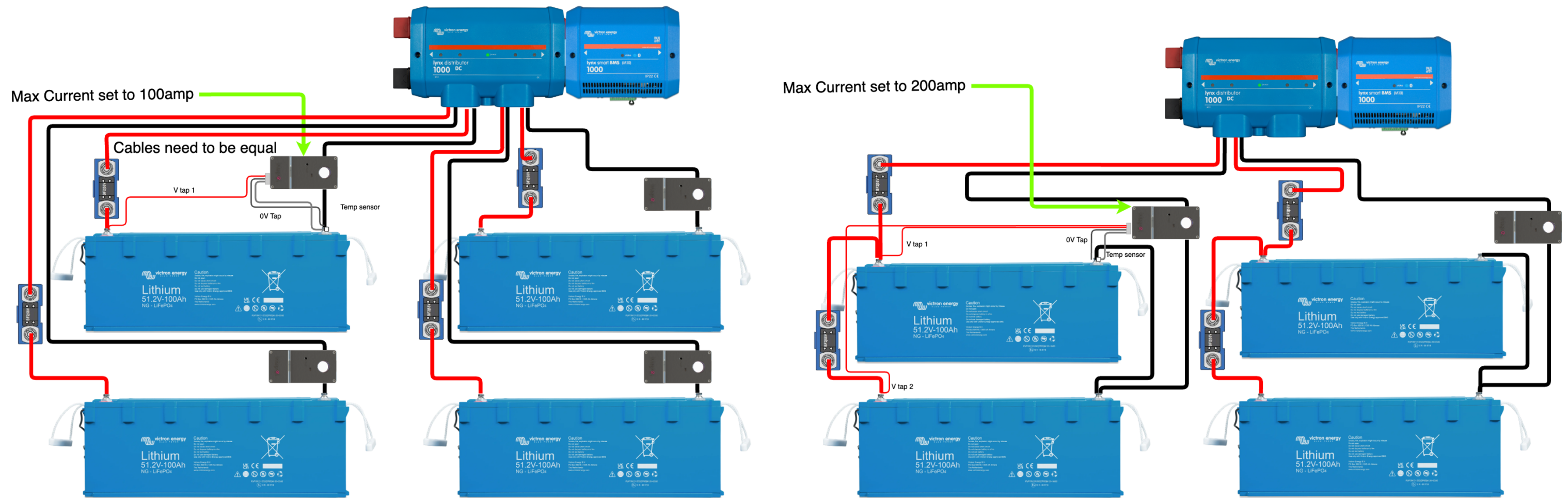
Check the labels on the Bank Sensor loom.



5.5 Wiring 48V Batteries

When wiring 48V batteries it's important understand the wiring configuration options. Using 48V over 2 24V batteries in series offers some improvements in how the bank can be set up and also means that an odd number of batteries can be used rather than having to use batteries in pairs to create a 48V bank.

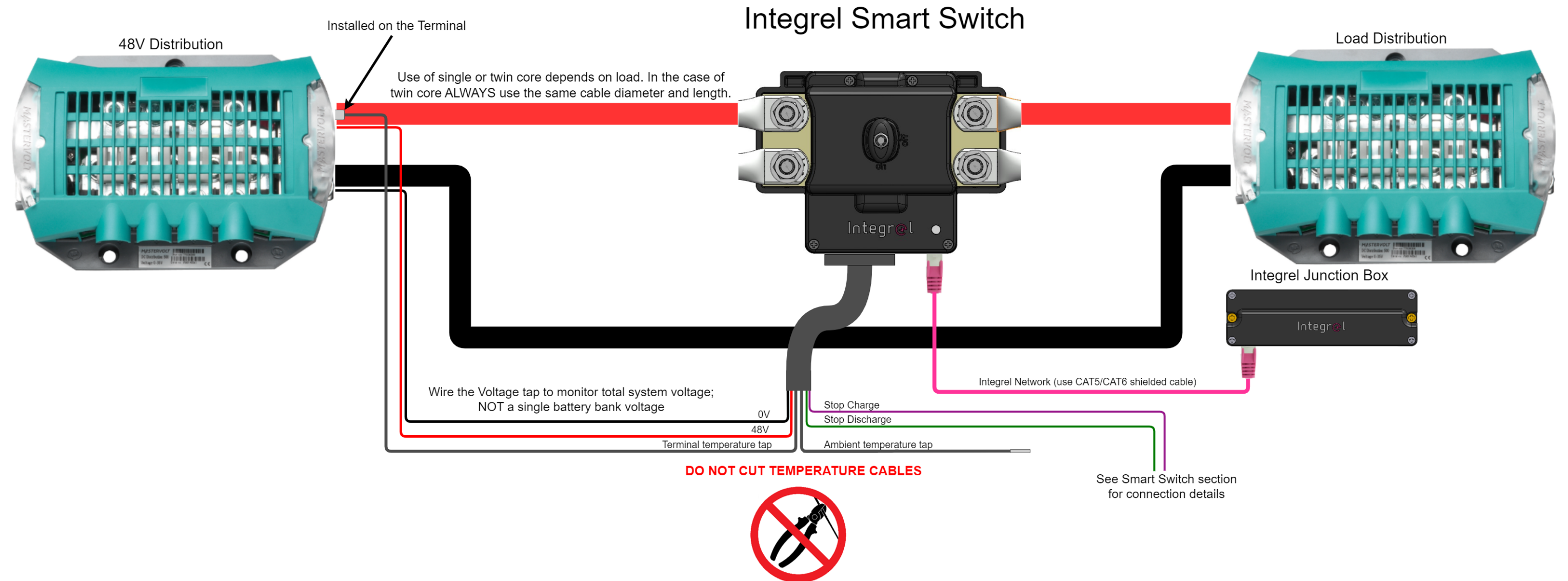
The two systems below use 2 different wiring configurations. The 2 in parallel only use 2 sensors for 4 batteries. Both maintain a maximum charge current of 400amps.



5.6 Wiring the Smart Switch to Batteries

The following diagram shows how the Smart Switch is connected to the 48V distribution system.

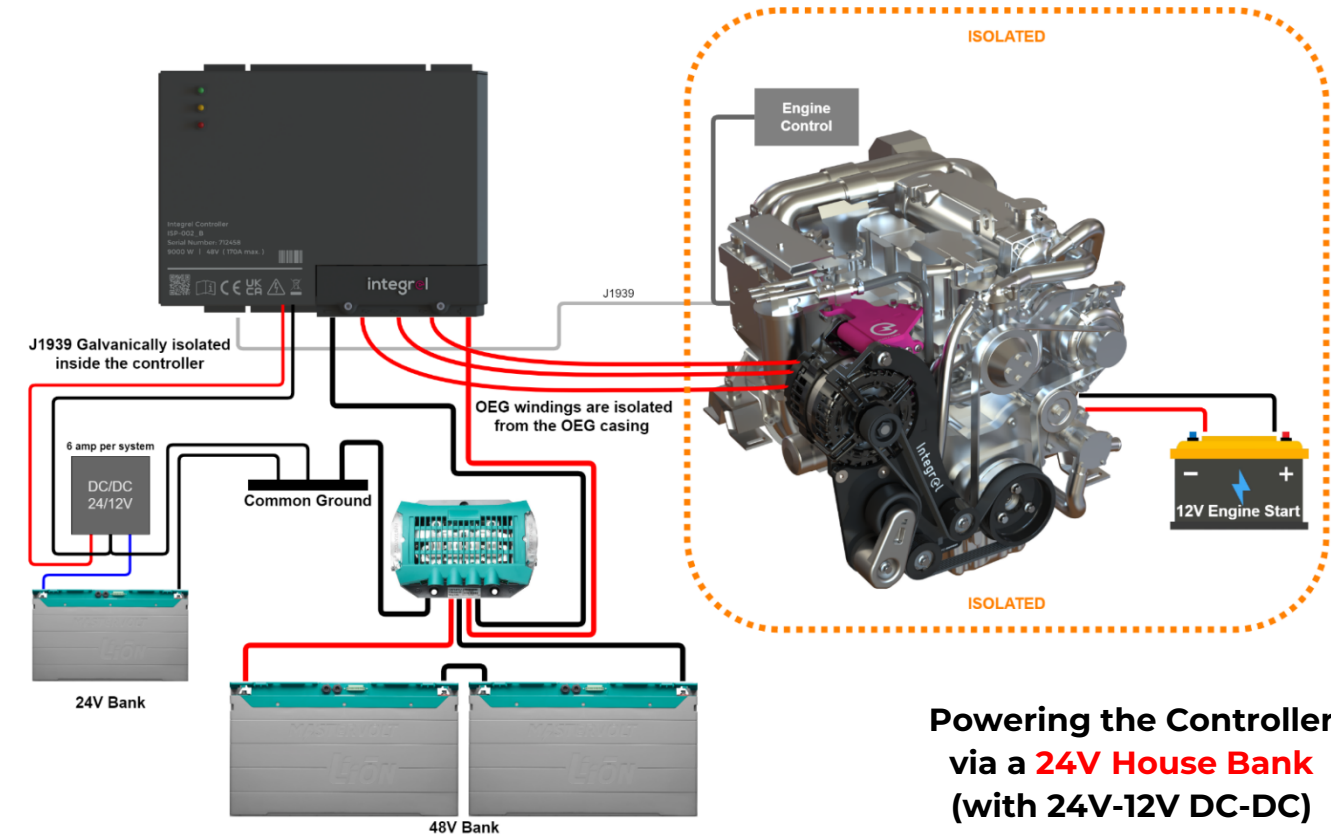
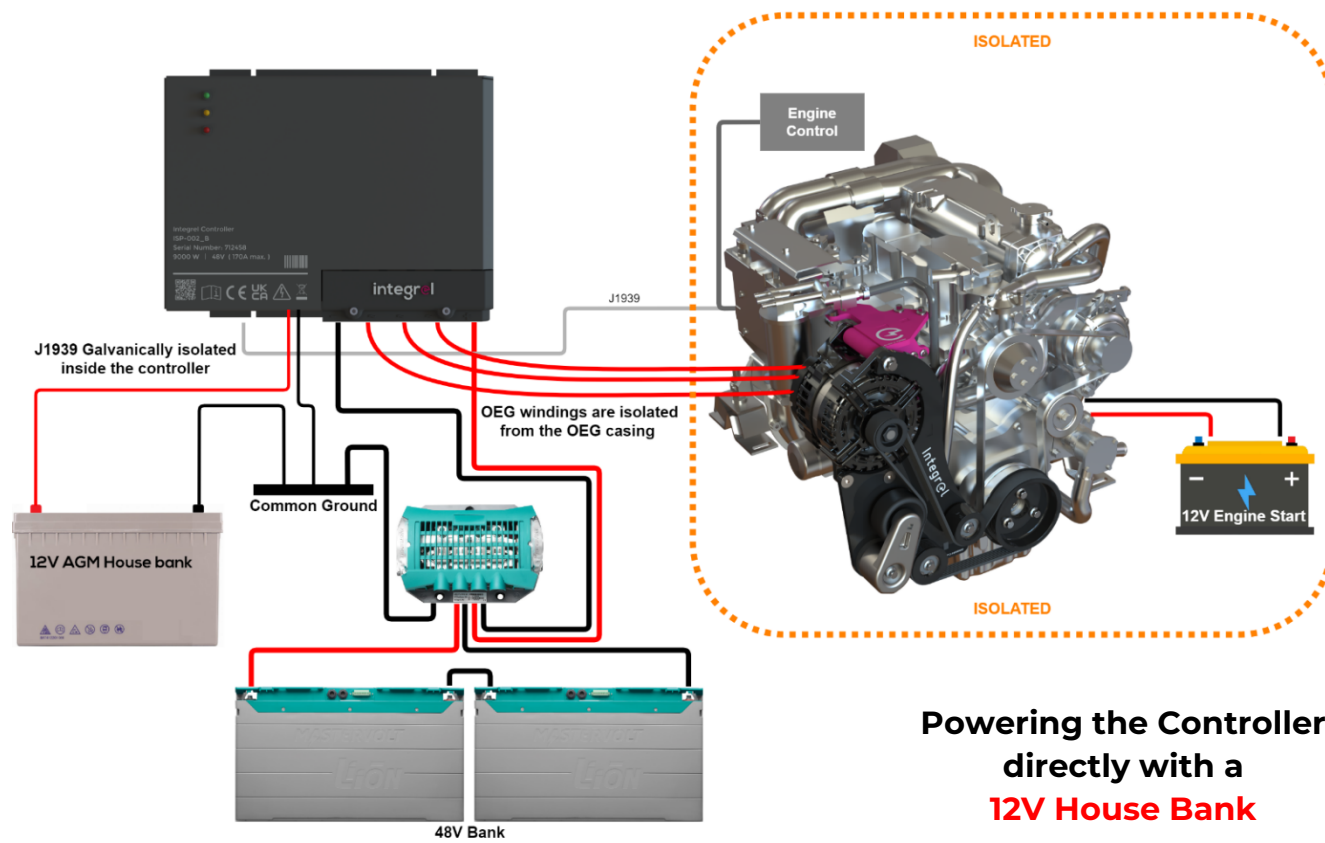
The Stop Charge (lilac colour) / Stop Discharge (green colour) wires are used on systems that do not communicate with the Integrel Controller via the NMEA2000 network.



5.7 Powering the Controller

The Controller requires external 12V power to always monitor all systems, even when the 48V battery bank is disconnected. The Controller should be powered by a separate house battery bank. Powering the Controller from a house battery maintains complete isolation from the engine and avoids galvanic corrosion.

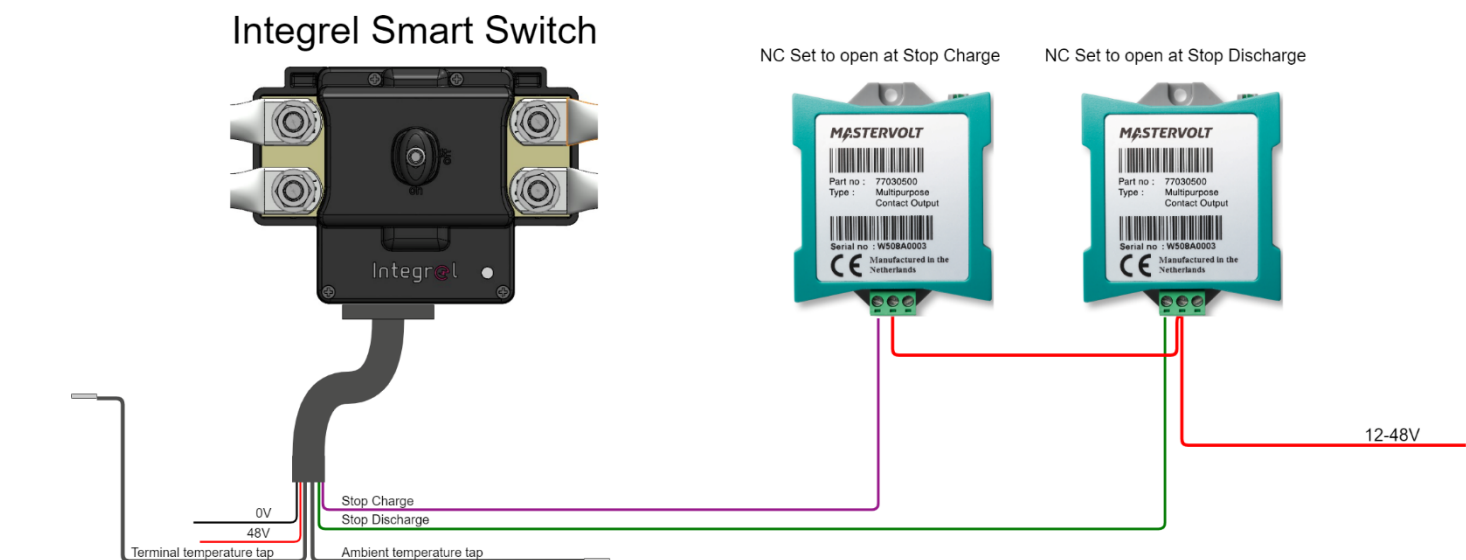
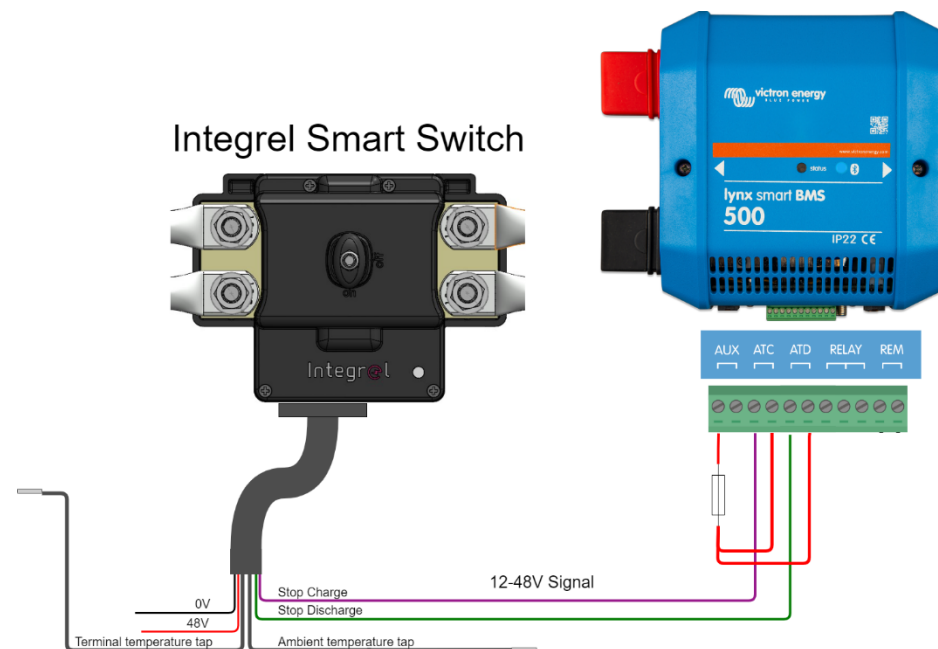
DO NOT use an engine start battery to power the Controller! The following example illustrates how to keep the Integral system isolated from the engine.



5.8 Stop Charge / Stop Discharge

The following diagrams illustrate how to connect the Stop Charge and Stop Discharge conductors using the Smart Switch I/O signals. Integral installations that include BMS integration over CAN or NMEA 2000 do not

need the Stop Charge / Stop Discharge conductors to be connected; in these systems, the stop signals are sent over the integrated CAN data network.



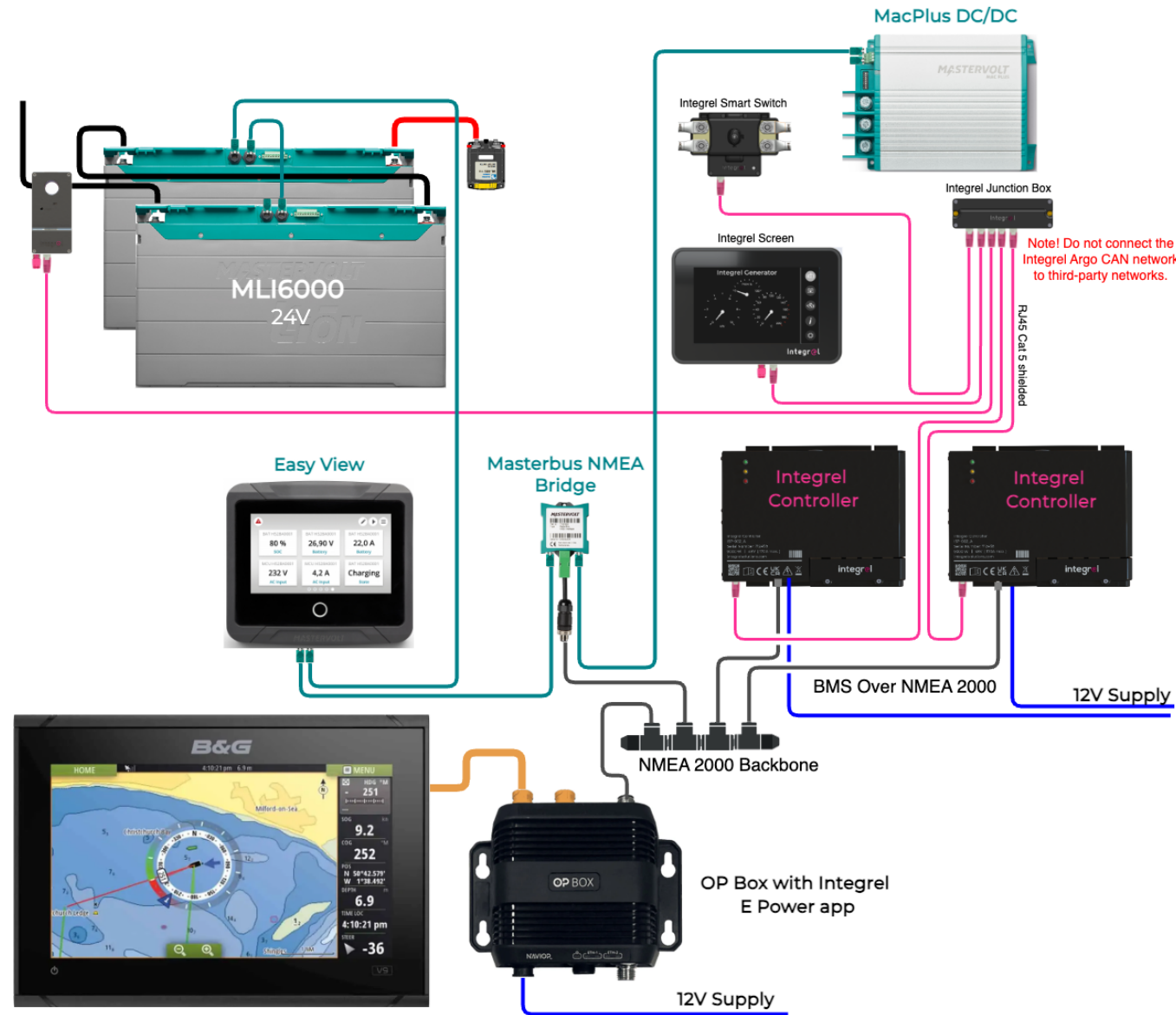
5.9 CAN bus Networks with NMEA2000

The following schematics provide a guide to typical CAN bus data network connections.

Pink lines indicate Integrel proprietary (Argo) CAN bus connections.

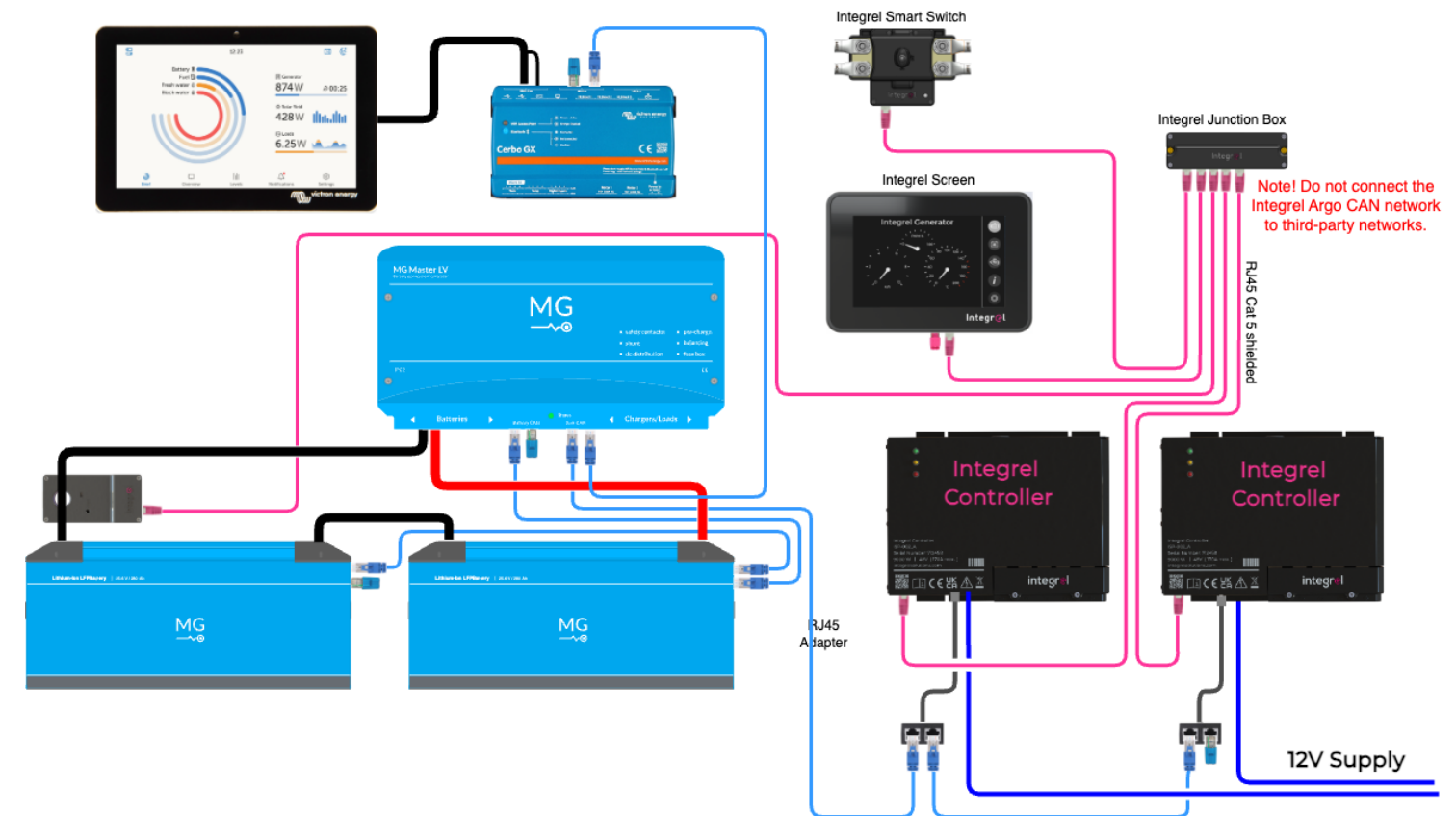
NMEA2000 and J1939 (engine) connections are labelled separately.

with a Victron Lynx Smart BMS. **See section 7 for battery integration settings.**



Connection to a Mastervolt System and B&G, Simrad and Lowrance

The Integrel Controller connects to Mastervolt batteries on the NMEA2000 backbone via a NMEA2000-Masterbus interface (available from Mastervolt). The batteries and NMEA2000-MasterBus interface must be programmed during installation. Contact support for setup supplement documentation.



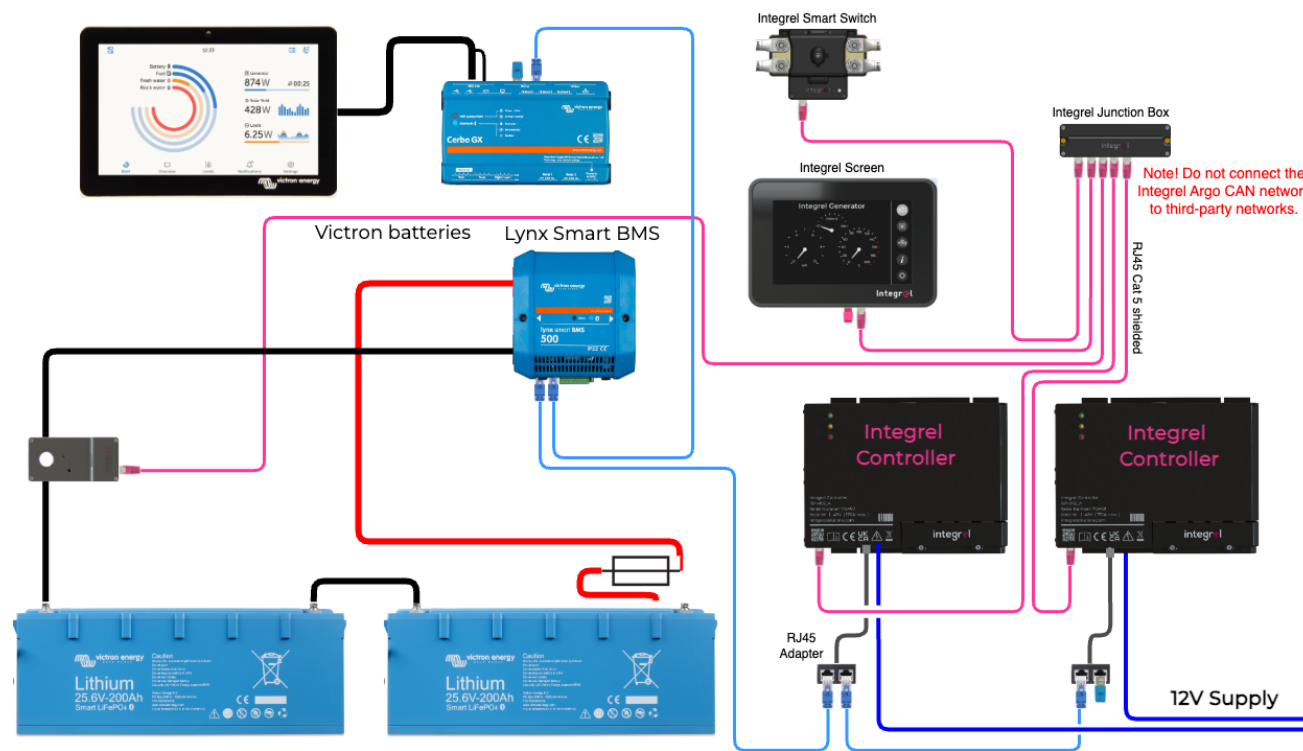
Connection to a MG Energy System

The Integrel Controller can connect to the MG Master LV BMS via the NMEA2000 backbone or VE CAN. The above highlights how to connect via the NMEA 200 Network.

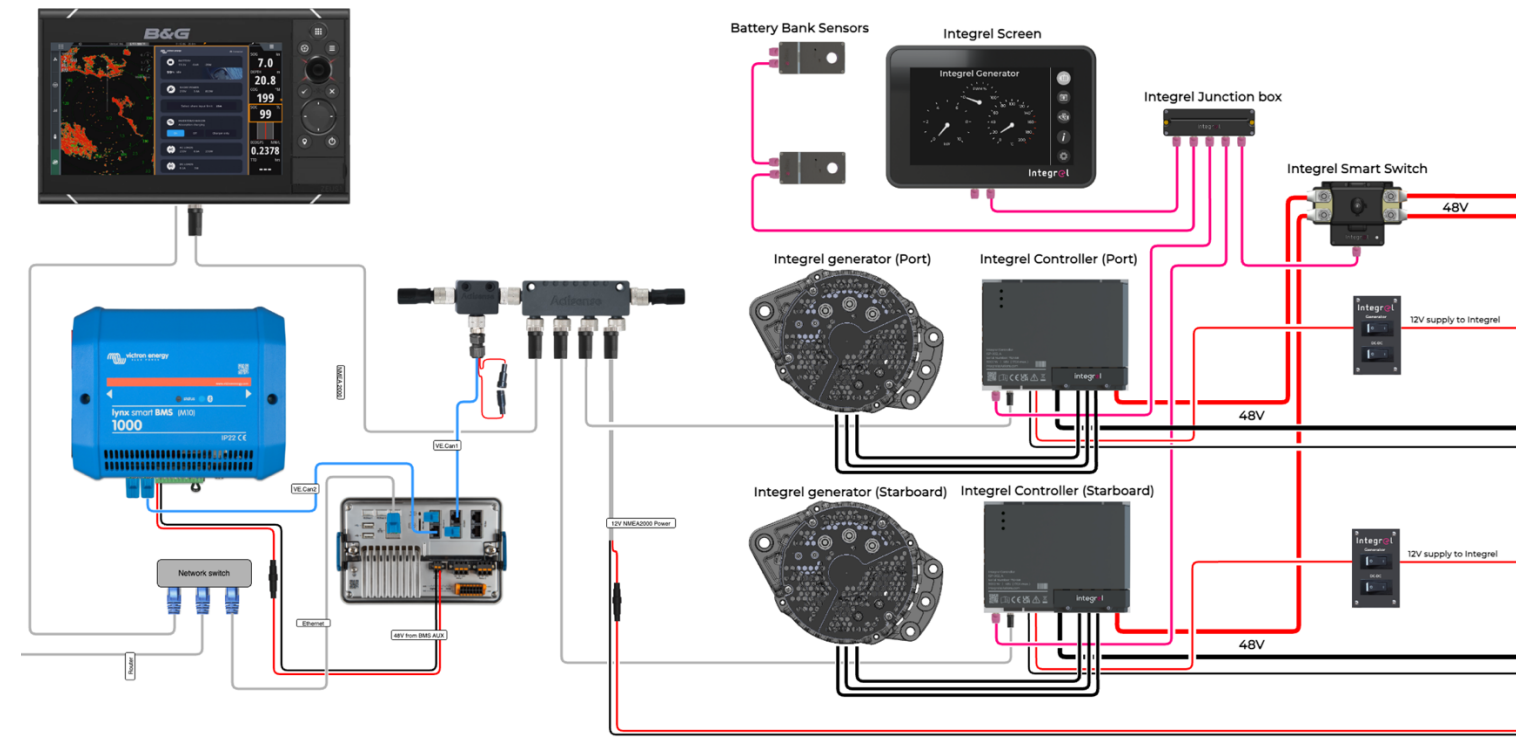
5.10 CAN bus Networks with Victron over VE.Can

The following schematic depicts the connections for a dual Integral system wired to a Victron system via VE CAN.

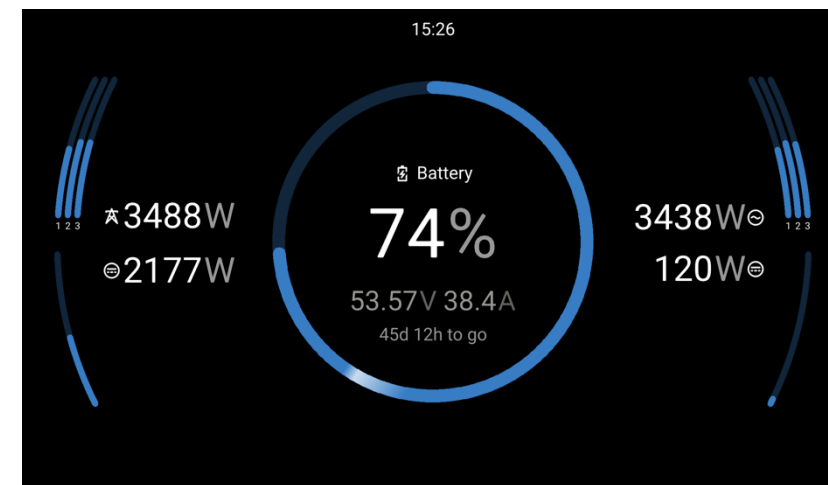
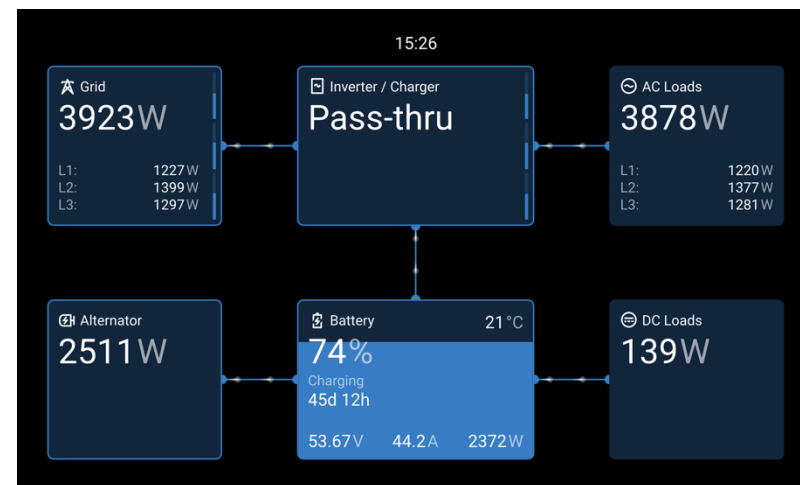
The Integral E Power 9 can be integrated into the Victron Cerbo or Ekrano. It can be used to for DVCC control as well as being viewable on Victron VRM Remote monitoring. **See section 7 for battery integration settings.**



VE CAN sing RJ45



VE CAN using M12 5 pin on a NMEA 2000 network



The above highlights how the integral System can be integrated into the Victron Cerbo or Ekrano. The data can also be seen on Victron remote program VRM.

6 INSTALLATION

6.1 Skills Required

Installing an Integral system is less complex and time consuming than installing a traditional generator, but it still requires experience and guidance from Integral Solutions. Installation must be performed by a qualified installer, with online access to Integral configuration software and other Integral resources.

So far as possible, the Integral system is preconfigured, including wiring harnesses.

6.2 Tools Required

Hand Tools	Use	Check
Head torch	Visibility in tight spaces	☐
Rechargeable light	Visibility in tight spaces	☐
Extension lead	Powering tools or routing power to the boat	☐
Infrared camera (Thermal Imaging)	Check all components and connections to ensure heat is not being generated from bad connections or components	☐
Clamp meters / Multimeter	Confirm and check system power/voltage/current	☐
Socket drive set: 1/2", 1/4"	General assembly	☐
Screwdrivers: PH no2, PZ no2, PZ no1 Slotted screwdriver: Small (3mm), Slot medium (4, 5mm)	General assembly	☐
Side cutters	General assembly	☐
Metric spanner set (mm): 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19	General assembly	☐
Hammer	Remember, not everything is a nail!	☐
Ratchet crimpers (for insulated terminals red, blue, yellow)	Crimping conductors for voltage taps or where looms may need to be lengthened or shortened	☐
Ferrule crimpers and ferrules	Used to fit bootlace ferrules to wires.	☐
Hydraulic or electric crimpers for non-insulated copper tube terminals, including up to at least 90mm ² conductor crimp tool	Crimping heavy conductors	☐
Large cable cutters	Cutting heavy conductors	☐
Knife, Stanley blade, Boxcutter	General assembly	☐
Power Tools (battery preferred) Drill, hole saws, drill bits (various)	Creating conductor routes and mounting components	☐
Jig saw (vibrating saw)	Cutting holes in panels with narrow blade	☐
Vacuum cleaner	Cleaning	☐

Hand Tools	Use	Check
Heat gun for heat shrink	Applying heat shrink on terminals	☐
Tape measure	General assembly	☐
Marker pens	General assembly	☐
RJ45 crimper	Making custom length CAT5 cables	☐
CAT5 Tester	Testing CAT5 cables	☐
Electrical tape / self-amalgamating tape	Insulating and taping cuts	☐
Cable feeders and pullers	Pulling conductors through tight spaces	☐
Right angle driver	Accessing hard-to-reach screws and terminals	☐
Hole saws	Cutting conductor access holes in plywood	☐
Rags	Cleaning up spills or stains	☐

6.3 External Parts

During an install you will need other equipment that is not always supplied by Integrel. The following table provides a list of parts that may be required. These parts are NOT supplied by Integrel.

Part	Use	Check
DC conductor high current (red and black tinned)	Battery conductor for connecting high current systems. Refer to Annex C – Conductor Guides for sizes	☐
DC conductor low current (red and black tinned)	Providing 12V and 24V power to devices. Refer to Annex C – Conductor Guides for sizes	☐
Shielded CAT-5 cable and RJ45 plugs	Connecting Integrel components together	
Zip ties of varying sizes and thickness	Used for tidying conductors	☐
Screw on cable tie mounts	Aids mounting conductors for tidiness	☐
Cable spiral wrap or flexible conduit	Tidying loose conductors	☐
Hydraulic/electric crimp terminals (Depends on conductor/batteries used)	Terminating battery conductors	☐
Ferrule and ring terminals	Terminating loose wires	☐
Heat shrink (red and black)	For heat shrinking crimped terminals and colour coding positive and negative conductors if using just black tinned.	☐
Circuit Breakers	For use with DC/DC's and single-phase systems	☐

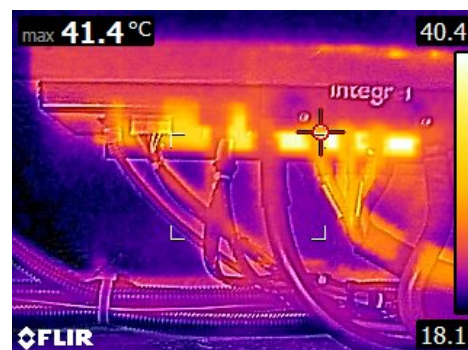
6.4 Preparation

Before starting the installation, clear a space and remove any panels to obtain access to areas that you will need for routing conductors and installing components. The following sections provide guidelines for installing each component.

6.5 Key Points to Remember

Take note of the following key points during fitting and testing.

1. Always torque terminals for batteries, switches, busbars, and any other terminals to avoid over-tightening. For all Integrel terminals, torque to **15 Nm**; for third party equipment, consult relevant data sheets.
2. Ensure 48V, 24V and 12V DC system grounds are connected.
3. Always test any custom-made network cables before installing.
4. After fitting is complete, use a quality thermal imaging camera (e.g., Flir, Fluke, etc.) to check all connections (see the following example images). Test the system with a moderate load to begin with to verify connections are tightened correctly.



6.6 Fitting Order

The following instructions provide a guide to the order in which the system should be fitted to the boat. Integral strongly recommends fitting components in this order to avoid damage to the system.

NOTE!

To avoid damaging the Integral Controller: Ensure 48V DC negative and 12V DC negative conductors are connected **BEFORE** power is applied to the Integral system.

Step	Operation	Check
1	Install all batteries into the final location and secure each battery to the vessel, see Section 6.7 – Battery Installation for further details. All batteries should be fully charged prior to installation. DO NOT FIT ANY CONDUCTORS YET.	☐
2	Install the battery management system (BMS). DO NOT FIT ANY CONDUCTORS YET.	☐
3	Install the Smart Switch (if provided), isolator switches and busbars. DO NOT FIT ANY CONDUCTORS YET.	☐
4	Fit the Integral bracket kit to the engine including the Integral Generator.	☐
5	Fit the Integral Controller in place, run the Controller loom to ensure there is enough slack in the cable to reach the Generator. DO NOT FIT THE CABLE YET.	☐
6	Fit the Integral Smart Switch in place ensuring it can be easily reached	☐
7	Install the Integral Screen into the cabin	☐
8	Install the Integral Panel Switch, or 12V miniature circuit breaker (MCB) instead	☐
9	Install the Integral Junction Box	☐
10	Install all DC/DC converters and inverter / chargers	☐
12	Wire the Generator to the Controller including: • 3 x phase conductors • PWM positive / PWM negative • Temperature positive / Temperature negative	☐
13	Fit the engine temperature sensor to the engine	☐
14	Fit the Bank Sensor loom to the Bank Sensor (do not connect the RJ45 yet)	☐
15	Fit negative conductor to the battery • Run the most negative cable of the battery bank through the Bank Sensor and secure the Bank Sensor to the cable to avoid movement along the cable. • Fit the 0V tap of the bank sensor loom to the most negative terminal of the battery bank	☐
16	Fit the negative battery cable to the negative busbar.	☐
17	Fit the Smart Switch loom. DO NOT FIT THE RJ45 CABLE YET.	☐

Step	Operation	Check
18	Fit the negative (0V tap) of the smart switch loom to either the most negative terminal or the negative busbar.	☐
19	Fit all the remaining negative conductors: DC/DCs, inverters, solar charge controllers, 12V house batteries, 12V engine start batteries, 24V battery banks etc. IMPORTANT: Ensure all DC negative connections are made before continuing.	☐
20	Prepare all the positive voltage taps by installing in-line fuse holders onto the wires. DO NOT INSTALL FUSES YET.	☐
21	Fit all the positive conductors from the batteries to the busbar, including series connections, T Class/MRBF fuses and the voltage taps. DO NOT INSTALL FUSES YET.	☐
22	Connect the positives of the DC/DC converters, inverters, solar charge controllers, 12V house, 12V engine start, 24V banks, etc.	☐
23	Fit the controller 48V DC connections, negative first to the relevant fuses and busbars.	☐
24	Install voltage tap fuses into their holders	☐
25	Fit all CAN network cables (RJ45) from equipment including Controller(s), Screen, Bank Sensors, and Smart Switches to the Integral Junction Box	☐
26	Connect the +12V supply to the Controller	☐
27	Double check all connections. Ensure +12V is connected to the Controller and that all negatives are shared. After completing checks, switch the system on and begin setting up and testing. Refer to commissioning in Chapter 8 - COMMISSIONING AND TESTING once these steps and set up are complete.	☐

6.7 Battery Installation

This section covers battery installation.

6.7.1 Charge and Balance all Batteries

All batteries must be fully charged and balanced before installation. Refer to the guide provided by the battery manufacturer for guidelines.

6.7.2 Conductor Lengths

It is VERY important to ensure that all positive and negative conductors from each battery bank to common busbars / BMS connections are equal lengths. This ensures even balancing throughout the battery system. If conductors are not the same length, varying conductor resistances impact how battery banks are charged and balanced.

First, assemble conductors for the battery bank furthest away from the location where all banks meet (typically at a common busbar or distributor), then assemble remaining conductors to match. You may need to run conductors back and forth to the banks to take up any additional slack.

Key Points

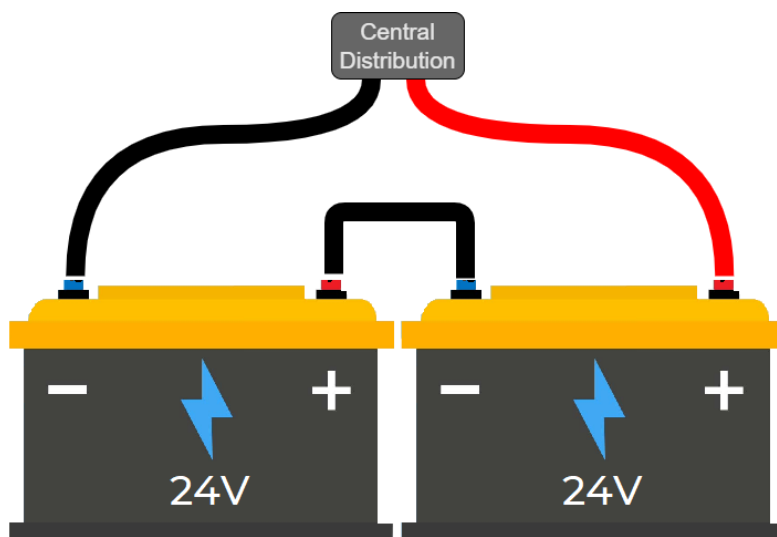
- Keep all conductors the same length.
- Run the negative through the bank sensors BEFORE final crimping.
- DO NOT coil any excess conductors; run them in lengths.
- Ensure the cable diameter is correct for the current rating of the battery

6.7.3 Battery Configuration

The Integrel system is designed to charge a bank of batteries at a nominal 48V. The battery bank may comprise multiple single 48V batteries connected in parallel or (one or more) strings of 2 x 24V batteries in series, as shown to the right.

Each 48V battery bank (1 x 48V battery or 2 X 24V batteries in series), must be monitored by a single bank sensor.

Monitoring each bank separately provides the system with redundancy in case of a battery failure.



6.7.4 Planning and Preparation

1. Ensure the space where battery(s) are to be installed meets the temperature, ventilation, and safety requirements specific to the battery type.
2. Ensure all batteries are secured to the vessel. Ratchet straps are often used for this purpose; however, it is up to the installer to decide what is best for the space where the batteries are installed.
3. Plan weight distribution if required, check the builders' plate for maximums. Consideration should be taken to ensure the intended waterline of the vessel meets the recommended level.

DESIGN CATEGORY	A	B	C	D
MAX 				
MAX (kg)  +  + 				
MAX  _____ HP; _____ kW				
 _____ kg				
 _____ Pa; _____ bar				

CE

Drawn from 2001 Decade 1gh



6.7.5 Conductor and Wiring Guidelines

1. When fitting batteries, connect the negative terminal first. This is important to avoid damage to components and other systems.
2. All battery banks should be connected using a fused Master LV for MG or a fused distributor such as Mastervolt DC distributor or Victron Lynx distributor.
3. Do NOT fit the final negative connection to the negative busbar until you have installed the Bank Sensors. See Section 4.9, Battery Bank Sensors.
4. Minimise the length of all conductor connections between individual batteries in each battery bank.
5. Ensure the length of conductors from each battery bank to the 48V busbar are identical.
6. When connecting batteries to the BMS (Battery Management System), follow the guidelines provided by the battery manufacturer.
7. Ensure the ground connection of all DC voltage systems are connected including 12V, 24V and 48V.

See Annex C – Conductor Guides and Annex D – Guide to Fuses for additional information related to wiring batteries. Ensure you follow the schematic, and the correct fuses are installed throughout the system.

6.7.6 Battery Vendors

The Integral System has been qualified for use with Lithium-Ion batteries from multiple vendors including MG Energy Systems, Victron Energy and Mastervolt. Using a smartphone camera and/or QR reader app, the manual for batteries from these vendors is available online by scanning the respective QR code.



MG Energy Systems

[MG LFP 24V Series Battery Manual](#)



Victron Energy

[Lithium Battery 25.6V Smart Battery Manual](#)



Mastervolt

[MLI Ultra 24/6000](#)

NOTE

Always set up batteries according to the guidelines in the manual provided by the battery manufacturer. Check the manual refers to the batteries that are being installed.
If you need help finding the correct manual, contact Integral support.

6.8 Battery Bank Sensors

Battery Bank Sensors are fitted to the most negative conductor of each battery bank and can be fitted to 12V, 24V or 48V banks.

6.8.1 Mounting Direction

Integral recommends installing the Bank Sensor in the orientation shown – with the Integral logo facing **away from the battery**. If the sensor is installed backwards, the reported kW and Amps In/Out data will be incorrect; a software setting can be used to invert the data.



6.8.2 Installation Guidelines

1. Battery lugs (terminals) larger than 70-10 are too large to fit through the hole in the Bank Sensor. Feed the battery conductor through the hole in the Bank Sensor **THEN** terminate the conductor!
2. Ensure the Bank Sensor is installed as close as possible to the negative battery terminal with the Integral logo facing **away from the battery**; installation examples are shown in the following images.



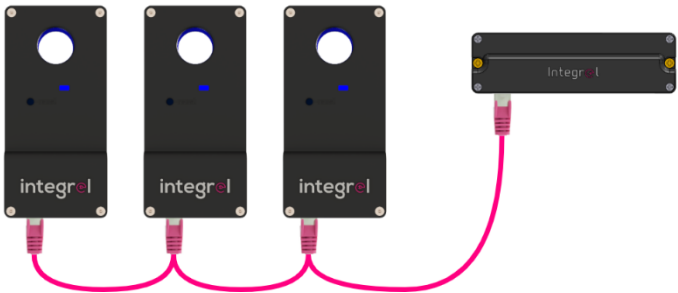
3. Ensure the Bank Sensor is secured with a cable tie to avoid movement which may otherwise disturb sensor measurements.
4. After the Bank Sensor is attached, terminate the loom provided. Wire the Bank Sensor loom to the batteries as shown in Section 5.2. For 12V and 24V note the Voltage tap connections outlined in Section 6.8.3 on the following page. Integrel recommends all Vtaps are fused to protect the conductors from snagging and accidental shorting. Use inline fuses or blade fuse holders as shown to the right.



The description in the following table applies to systems with 2 x 24V batteries connected in series to create a 48V battery bank.

Label	Connection
V tap 2	48V – The most positive connection (add an inline fuse)
V tap 1	24V – The series connection between the banks (add an inline fuse)
0V	0V – The most negative connection.
Battery Temp	The battery temperature conductor may be connected to the most positive or most negative connection. The ring terminal contains a thermistor used to monitor the temperature of a battery terminal. WARNING: DO NOT CUT THE TEMPERATURE TAP CONDUCTOR!

5. After the loom has been wired in, plug the CAT 5 cable between the Bank Sensor and the next Bank Sensor (or junction box) if the sensor is the last in the chain; each Bank Sensor has two RJ45 ports to daisy-chaining.



A FINAL REMINDER!

Run the negative conductor through the hole in the Bank Sensor **BEFORE** terminating the conductor. The termination connector may not fit through the hole in the Bank Sensor.

6.8.3 Voltage Taps

Voltage taps can be connected in varying configurations to suit the battery configuration. The following table outlines which voltage tap loom to use for each configuration option. A common configuration is use of the 2 x Vtap loom with 2 x 24V batteries for a total bank voltage of 48V (circled in red in the following table).

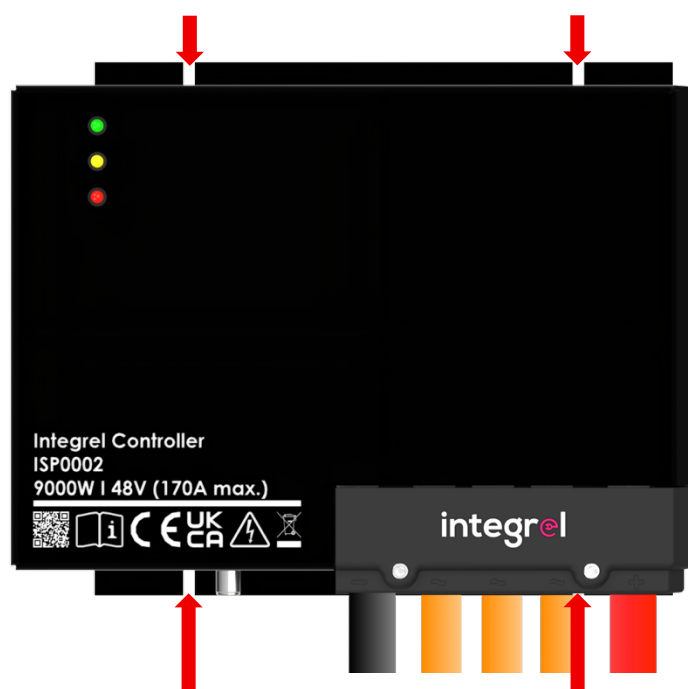
Vtap Loom Connection	1 x Vtap 12V batteries	1 x Vtap 24V batteries	2 x Vtap 12V batteries	1 x Vtap 48V batteries	2 x Vtap 24V batteries	4 x Vtap 12V batteries
Vtap 0 →	0V	0V	0V	0V	0V	0V
Vtap 1 →	12V	24V	12V	48V	24V	12V
Vtap 2 →	-	-	24V	-	48V	24V
Vtap 3 →	-	-	-	-	-	36V
Vtap 4 →	-	-	-	-	-	48V
Bank Voltage	12V	24V	24V	48V	48V	48V

NOTE!

- When connecting voltage taps, always attach the 0V ground BEFORE any of the positive taps.
- Always put fuses on positive voltage taps.
- Always connect the highest number voltage tap to the most positive conductor.

6.9 Integral Controller

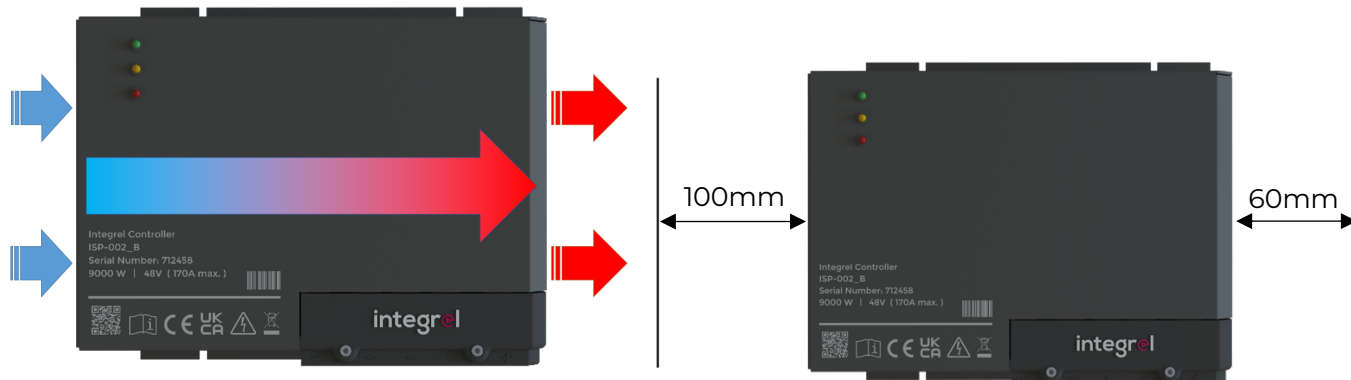
Use the four mounting slots (highlighted in the diagram) to fasten the Controller. Screw the enclosure to a suitable horizontal or vertical location. To avoid overheating, ensure the Controller is properly ventilated and the fans on the left side of the enclosure are not obstructed.



6.9.1 Controller Location

The Integrel Controller should be installed in a well-ventilated location. Air flows through the Controller from left to right as shown in the image below. An ideal installation location is high on the wall of the engine bay away from any hatch openings (to minimise the chance of water ingress).

Ensure that air can flow freely through the controller.



Cooling Flows from left to right and must not be obstructed to allow air to flow freely.

See above for minimum space requirements for fitting.

Ensure that there can be no water ingress from hatches or hatches. Often the seals can perish and leak sea water into the engine bay.

Rear Bulkhead Controller	
Install on a bulkhead or panel away from any hatch seals or water fittings.	Mount to a wall allowing air to flow through

6.9.2 Controller Connections



Controller ID	Description
A	Integral (Argo) CAN Network (RJ45)
B	Multi-signal Loom Connector
C	NMEA2000 / BMS Connection
D	USB C (used with Integral Configurator)
E	Power Connector (12V - 15 amp supply)
F	PWM Connector (OEG Field + & -)
G	Status Indicator LEDs
H	48V DC Negative Connection
I	3 x AC Phase Connections (to Generator)
J	48V DC Positive Connection

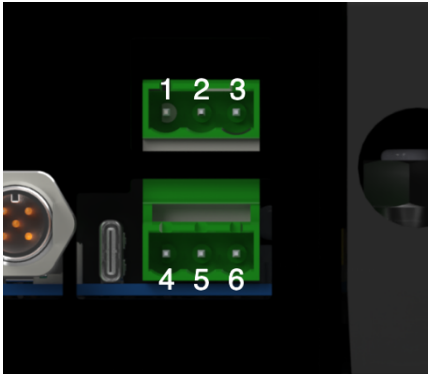
Insert the Mult signal (B) and Power (E) Loom plugs, then connect the three AC phase connections (I). Once the looms and phases are connected, clip the cables with cable ties and screw on mounts. Ensure there is acceptable slack on the conductor route from the solid mounting on the boat and the Generator; this allows for movement of the engine during normal operation.

12V and PWM Connector

The push-in spring cage connector needs to be connected using Uninsulated connectors.

Pin	Connection	Pin	Connection
1	Fan Relay Activation In	4	Fan Relay Activation Out
2	Supply 0V (Ground)	5	PWM - (F-) Black
3	Supply 12V +	6	PWM + (F +) Red

The provided Loom has PWM +/- Provided.



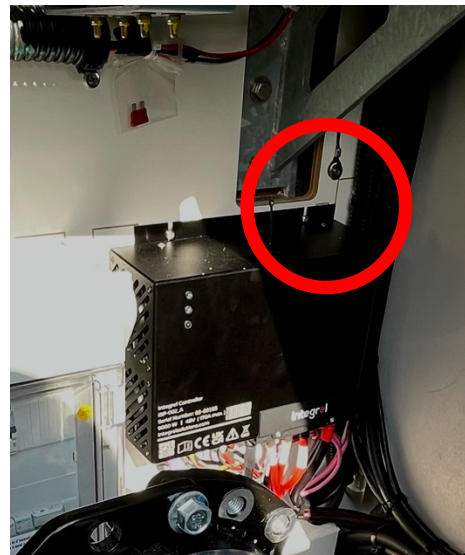
6.9.3 Engine Temperature Sensor

To attach the engine temperature sensor, find a suitable point on the engine that heats up when the engine is running. Do not mount the temperature sensor connection near cooling devices such as fans. An example connection is shown in the picture to the right.



6.9.4 Ambient Temperature Sensor

The ambient temperature sensor is used to monitor the temperature of the engine bay. The sensor should be installed near the Controller. Do not mount the sensor onto metal or other objects that conduct heat (from the engine or other electrically powered devices).



6.9.5 Gear Detect Switch

The Integrrel system uses a physical I/O switch to determine if the gearbox (transmission) is in-gear, see the Controller schematic. The gear detect conductors are brown and yellow and the pinout is shown in Section 13 - Connectors and Fuses. The gear detect switch must be wired as follows:

In-gear	Switch =	Open
Out-of-gear	Switch =	Closed

Popular switches include:

- [MCS-137](#) from COMUS Group (magnetic proximity switch).
- [CE10.00.AM](#) from CamdenBoss (mechanical limit switch).

When commissioning, a symbol appears in the corner of the Integrrel Touchscreen to indicate whether the engine is in-gear or out-of-gear. If a switch is not fitted, connect the wires together to cause the Integrrel system to treat the propeller as permanently engaged thus preventing excess load on the engine. Integrrel recommends the use of a gear detect switch on engines smaller than 50 hp.

Note! For some engines, it is possible to obtain in-gear status information from the J1939 engine interface, see Section 6.9.6 - J1939 Engine Integration for details.



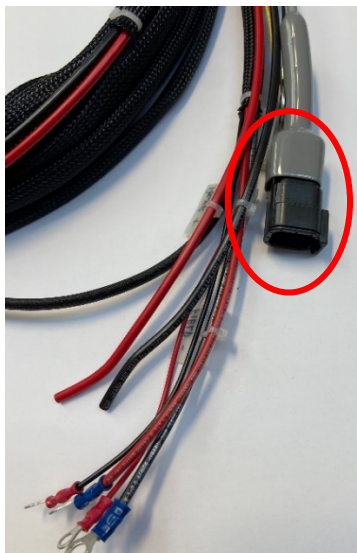
6.9.6 J1939 Engine Integration

The Integral system can be connected to the J1939 ECU interface of an engine which provides real-time engine data including engine speed (RPM), engine temperature, and more.

When J1939 is connected, Integral obtains engine speed directly from the engine in addition to the default measurement technique where engine speed is estimated from the speed of the Integral generator. If the Integral belt slips, differing speed readings cause Integral to report a belt slip alert.

For some engines, Integral can also use the J1939 connection to determine whether the engine is in-gear or out-of-gear. This feature is currently supported for Yanmar engines ONLY.

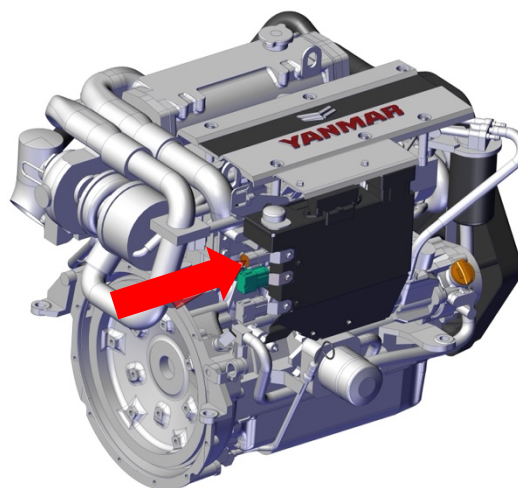
The Integral Controller loom contains a plug that connects directly to the engine diagnostic J1939 socket on a Yanmar engine. A separate adapter is provided for use with Volvo and other engine types.



**Yanmar Connection
on the Controller Loom**



**J1939 is labelled as
Diagnostic on a
Yanmar Engine**



**J1939 Connection location
on a Yanmar Engine**

The Integral Controller has several configuration settings to control operation of J1939 functionality.

Setting	Description
j1939_enabled	Enable or Disable use of the J1939 interface. 0 = Disabled 1 = Enabled
j1939_engine_address	Selects which J1939 source address to read engine data from. For multi-engine installs, there are two cases to consider: - Engines with SEPARATE J1939 connections (TYPICAL installs) 0 = for both Port and Starboard Controllers - Engines with JOINED J1939 connections (ADVANCED installs only) 0 = for the Port Controller 1 = for the Starboard Controller
use_j1939_gear_detect	Use J1939 data to determine if the engine is in gear or out of gear 0 = Do NOT use J1939 for gear detection 1 = Use J1939 for gear detection Note! Supported for Yanmar engines ONLY

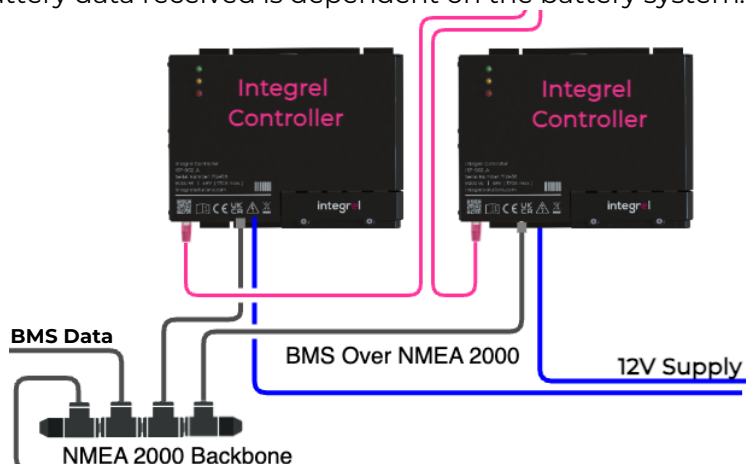
6.9.7 NMEA2000 Integration

NMEA2000 is used as a common network on boats to distribute information and data between various onboard devices. The Integral system provides the following functionality when connected to a NMEA2000 network.

- Integral system data is sent to NMEA2000 including system voltage, charge current and OEG temperature.
- Engine data is sent to NMEA2000 including engine RPM, temperature, oil pressure and fuel rate. Integral reads engine data from the engine J1939 interface and sends the data to NMEA2000 (ONLY if Integral is also connected to the engine J1939 interface; see *Section 6.9.6 - J1939 Engine Integration* for details).
- Battery system data is received from NMEA2000 such as battery state-of-charge, temperature, allow-to-charge/discharge status, and battery warnings (ONLY if the battery system is also connected to NMEA2000). The type of battery data received is dependent on the battery system.

The picture to the right illustrates an example of how to physically connect Integral to the NMEA2000 network; if more than one Integral Controller is present in the system, both Controllers must be connected.

Integral recommends separating any power electronic networks from the rest of the boat. This avoids conflicts and avoids overloading signal processing when there are a lot of devices on the network.



The Integral Controller has several configuration settings to control operation of NMEA2000 functionality.

Setting	Description
n2k_data_select	Selects which data is published on the NMEA2000 network. • 0 = No data published • 1 = Integral data (Voltage, Current, OEG Temperature) • 2 = Engine data RPM, Temperature (Also J1939 data when connected) • 3 = Integral data and Engine data
n2k_engine_instance	Selects which NMEA engine instance to output engine data to the NMEA network. • For a single Integral system, set to 0 • For a dual Integral system ◦ 0 = for the Port Controller ◦ 1 = for the Starboard Controller <i>Note! If other devices output engine data to the NMEA2000 network, they may conflict with Integral. Use Integral OR the other device BUT NOT BOTH! In advanced use cases, port and starboard Integral Controllers could be set to 3 and 4, and an MFD (or other NMEA display device) could be configured to use either Integral or the J1939 gateway to receive and display engine data.</i>
n2k_dc_instance	Needed for some integration for MFD's Typically, 100 for port and 101 for Starboard. This depends on system configuration.

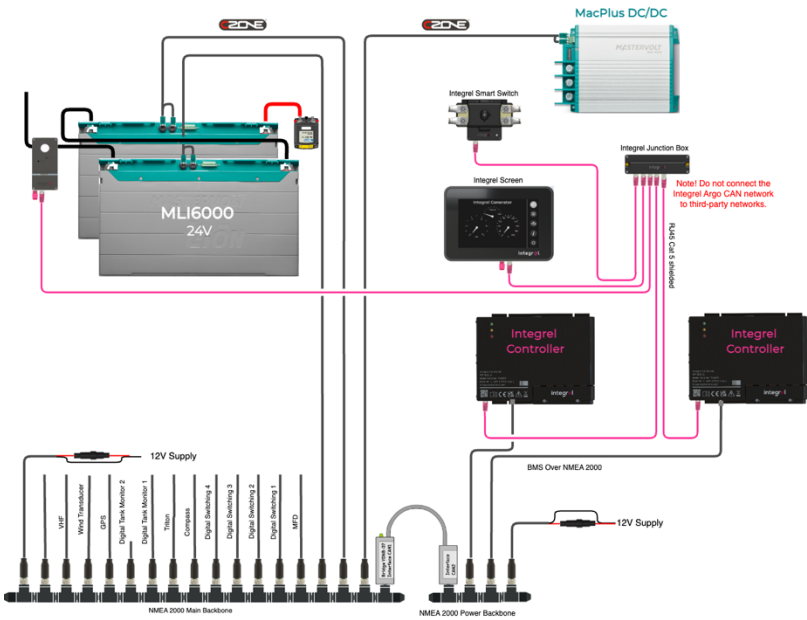
6.9.8 Isolating NMEA 2000 Backbones on large networks

If there is a need to view the Integrel and power electronics on the main back bone a bridge interface can be used. This is especially important on larger backbones; a network bridge can be used to isolate data coming onto the power electronics back bone but still send data to the main NMEA back bone.

Failure to do this may result in an overloaded CPU within the controller. See below [Yacht Devices NMEA Bridge YDNB 07](#) **This must be powered on both sides.**

This can be used a one-way bridge. Allowing data to pass from the Integrel Network to the Main NMEA network but not allowing unused PGN's onto the BMS-Integrel Network.

This can be set to
FW_CAN1_TO_CAN2=OFF
FW_CAN1_TO_CAN2=ON



6.9.9 BMS and Battery Integration

Integrel recommends connecting all Integrel Controller(s) in the system to the BMS via a NMEA2000 network. Alternately for direct connections, VE.Can may be used for MG or Victron systems with a RJ45 connector or M8 5-pin connector, and RV-C should be used for Lithionics systems.

The following table contains a description of the integration support available for each BMS, and battery system supported by Integrel.

BMS System	Connection	Integration Support
Mastervolt	NMEA2000 (using MasterBus-to-NMEA200 Interface)	SoC, Battery safety, Stop Charge,
MG Master LV	NMEA 2000 (or VE.Can)	Full integration including faults, cell data, dynamic current management, SoC, stop charge and full flags.
Victron Lynx BMS	NMEA 2000 (or VE.Can)	SoC, warning flags and cell data
Lithionics	RV-C	Full integration including faults, cell data, dynamic current management, SoC, stop charge and all flags.

Dynamic current management (DCM) refers to the ability to split battery charging current between two or more Controllers, and to compensate for other charging sources (such as solar and wind) to ensure that charging current does not exceed the maximum battery charging limit.

The Integrel Controller has several configuration settings to control operation of BMS and DCM functionality. See Controller settings for information.

Setting	Description
bms_identifier	Selects the BMS data instance to be used. 0 = MG or Victron SmartBMS - X = Mastervolt MasterBus-to-N2K interface DC address (typically 0) 9 = Lithionics IonGate
bms_config_id	0 = Default (not Mastervolt) - X = Number of physical Mastervolt batteries (not the number of strings)
use_dcm	Configure the behaviour of Dynamic Current Management 0 = Disable DCM. Integrel does NOT attempt to adjust output power to control the current within BMS or Bank Sensor limits. If a Bank Sensor limit is exceeded, charging is stopped. 1 = Use BMS current limit and Bank Sensor current limit. Integrel automatically balances the available current limit between Controllers to ensure that neither the BMS current limit (via CAN) or the Bank Sensor limit (according to configuration) are exceeded. The lowest of these two always applies. 2 = Use BMS current limit ONLY. Same functionality as 1, however only the BMS current limit is used (provided the BMS provides a current limit)
battery_integration_type	

NMEA 2000 Usage

The Controller can be connected directly to the NMEA 2000 backbone. With a dual system, both Controllers must connect to the NMEA2000 backbone to ensure correct operation if one of the Controllers is powered off. See *Section 6.9.7 – NMEA2000 Integration* for details.

See below for broadcast PGN's

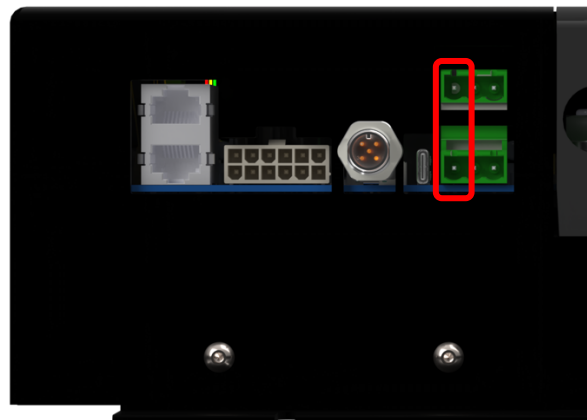
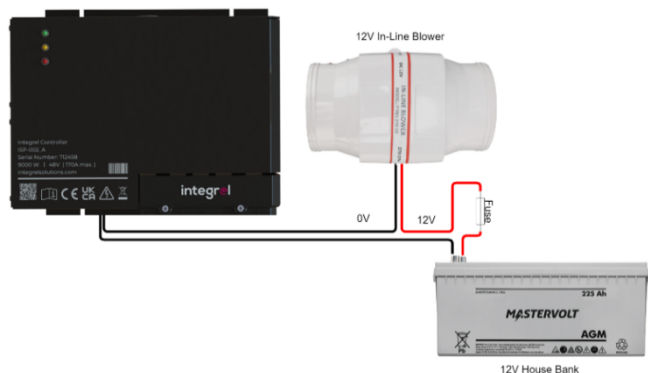
PGN	Description
127508 DC Status	DC instance Generator Voltage Generator Current Generator Temperature (OEG Temperature)
127506 DC Detailed Status	DC Type Generator
127488 Rapid RPM Update	N2K Engine Instance Parameter Engine RPM
127489 Engine Parameters Dynamic	N2K engine Instance Parameter Engine Oil Pressure (only when configured with J1939) Engine coolant Temperature (only when configured with J1939)

6.9.10 Blower Fan Auxiliary Relay

The Controller incorporates a software configurable auxiliary relay that may be used to switch a blower fan. The fan is used to increase OEG cooling which helps to increase the sustained power output of the Integrrel system. The relay can switch a **MAXIMUM 8A current** and a 10A fuse **MUST** be installed in-line with the blower fan as illustrated in the following schematic.

The relay is enabled using the Integrrel Configurator with the Controller setting:

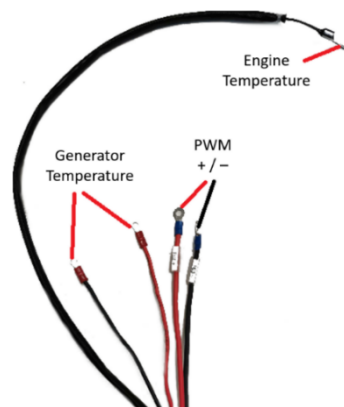
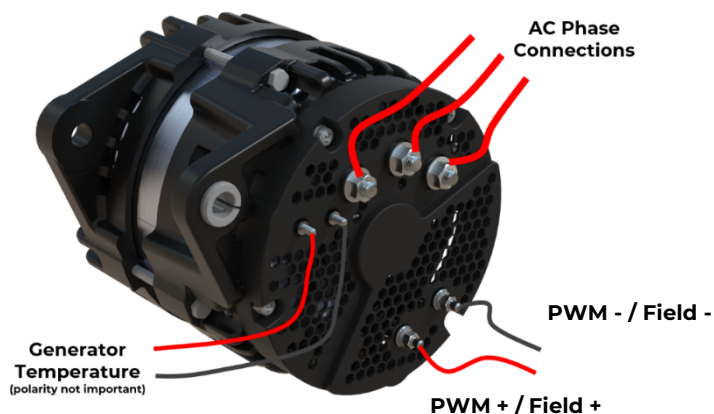
`blower_fan_activate_temperature`



6.10 Connecting the Integrrel Generator to the Controller

The Integrrel Generator is installed onto an engine mounting bracket kit designed specifically to suit each engine model. Follow the installation guide provided with the bracket kit to install the bracket on the engine. After the bracket kit is installed and the Generator is in place, use the following instructions to connect and wire the Generator to the Controller.

The Generator case is marked with letters to indicate the connections; the following table and images document the connections.



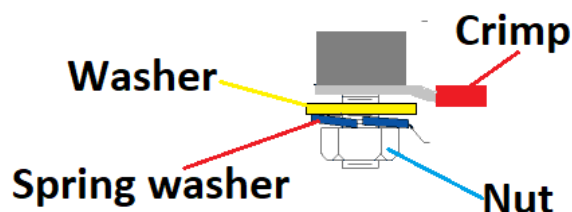
Generator Marking	Connection Description
P1	AC Phase 1 (order not important)
P2	AC Phase 2 (order not important)
P3	AC Phase 3 (order not important)
T1	Generator temperature
T2	Generator temperature
F -	PWM / Field wire (black)
F +	PWM / Field wire (red)

Important!

Ensure each connection has a washer and spring washer as shown.
The Integral system will not work properly if connections become loose.



Nut	Torque setting Nm
Phase Connections	25 Nm
PMW +/- Field +/-	8 Nm
Temp +/-	7 Nm

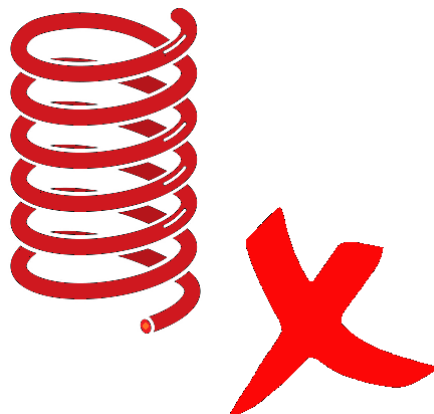
**DO NOT COIL PHASE OR POWER CONDUCTORS**

All power and phase conductors should be cut to length. Coiling conductors may cause excessive heating resulting in a fire hazard. Excess lengths of conductor should be laid in straight runs.

Note that the holes in the ends of the phase conductor terminals that connect to the Controller are **smaller** than the holes of the terminals that connect to the OEG.

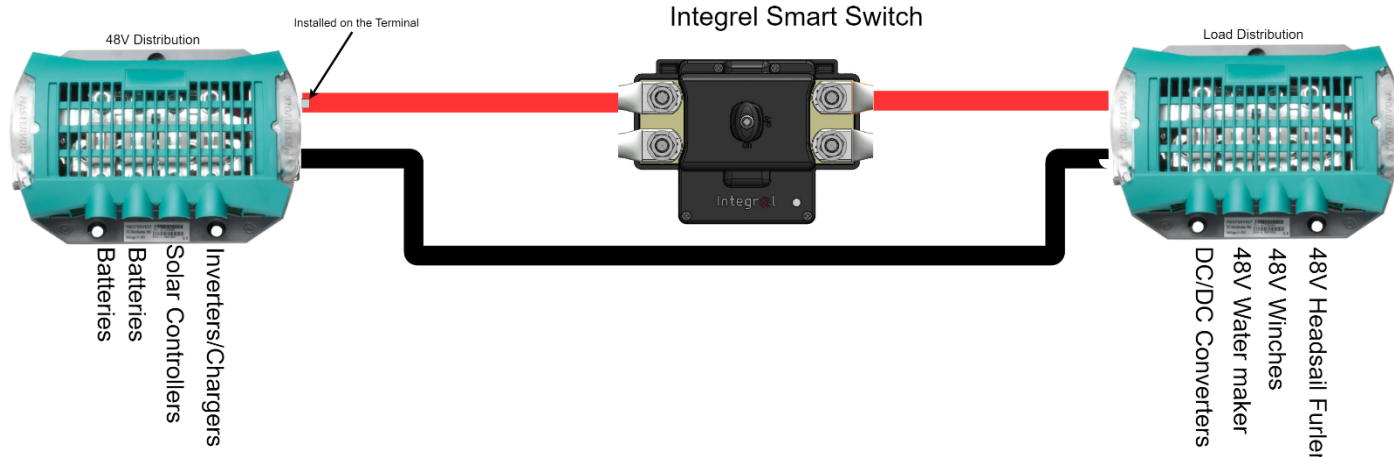
**Connect to
Controller**

**Connect
to OEG**



6.11 Integral Smart Switch

The Smart Switch is usually connected after the batteries, solar charger and inverters as these components are usually controlled by the BMS system. The Switch protects the battery bank from damage by disconnecting the bank from the load if the bank is discharged to a critically low SoC level. The following diagram provides an example of the correct installation location for the smart switch.



NOTE!

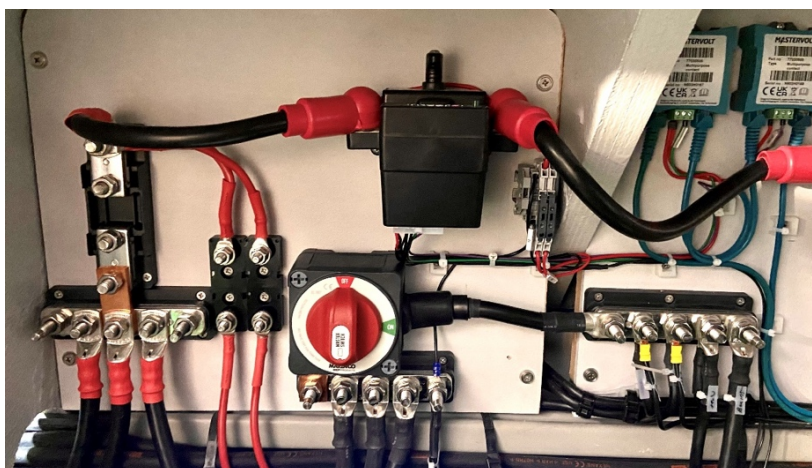
The Smart Switch is intended as a safety device to prevent overcharging or excessive discharging. Some systems have a disconnect switch AND a (remotely operated) Integral Smart Switch to disconnect the batteries when leaving the boat.

Do NOT install load devices or unregulated charging-devices between the Smart Switch and the batteries as this configuration has the potential to cause damage to the batteries. This warning excludes the connection of an approved solar (or other) charger to charge batteries when the boat is unattended.

To install the Smart Switch, start by mounting the Switch in a suitable location using the mounting holes as shown in the following illustrations.



Integral Smart Switch Mount Points



Example Smart Switch Installation

Once the switch is mounted, connect the switch loom and terminate the wires to the correct locations as shown in the schematic in Section 5. Note the Smart Switch is also available in a 24V configuration. The guide below also applies; however, the voltage taps are connected to a 24V source (not 48V).

6.11.1 Integrel Smart Switch Connections

Connect the temperature tap directly to any battery terminal to ensure a correct temperature reading.

Ambient Temperature Tap

The Ambient temperature tap monitors the ambient air temperature of the battery bay.

Battery Terminal Temperature Tap

The Battery Terminal temperature tap monitors the temperature of one of the battery terminals; the tap must be connected to one of the main 48V battery terminals. Battery terminals may overheat due to excessively high current, electrical shorts or a loose terminal.

48V Tap (Ground and 48V)

Connect the 48V tap to a point where the battery connections converge on the battery side of the switch.

NOTE!

When connecting voltage taps, connect negatives first, and remove fuses during initial installation. Installation of fuses should follow the wiring and connection order instructions.

6.11.2 Wiring Stop Charge/Discharge

Stop Charge / Stop Discharge connections are wired with systems that do not use BMS integration over CAN. If you are unsure whether to wire these connections, contact Integrel.

A separate stop charge / stop discharge loom may be used to warn if the system is being overcharged or discharged by any system external to Integrel equipment such as chargers and solar systems.



Victron VE.Bus BMS



**Mastervolt
Multipurpose Contact**



Lynx Smart BMS

The loom can be used with Mastervolt Multipurpose Contact Output, Victron VE.Bus or a Lynx BMS and some smart relays. These devices need to be programmed when to send a warning signal.

See the examples in Section 5.8 – Stop Charge / Stop Discharge.

Victron

The stop signal is controlled automatically to observe Stop Charge / Stop Discharge.

Signal	Voltage Above 10V	Voltage Below 10V	Action
Signal 1 Stop Charge	Signal NOT active	Signal active	System stops charging. Switch stays closed
Signal 2 Stop Discharge			Switch Opens

Manually Activating the Switch

- Pull up to Open (OFF)
- Push down to Close (ON)



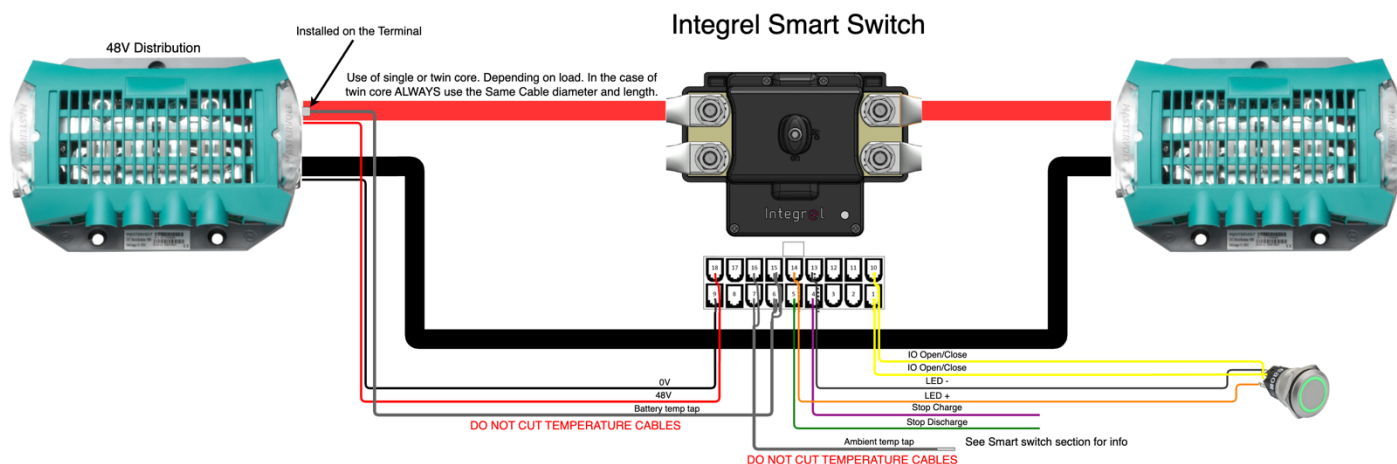
The switch can be locked in the OFF position which is useful during maintenance or wintering. Locking the switch OFF ensures the 48V supply is not accidentally reconnected.



The Integral Smart Switch can be used as a standalone isolator by utilising the Switch and LED indicator highlighted below. No network needed.

Momentary press to open/Close

LED supply Voltage 2V



6.12 Integral Junction Box

The Integral Junction Box provides a common connection point for the Integral proprietary Argo CAN bus data network. The ideal location for the junction box is in a dry place away from dust. Devices can be networked into chains to expand a network if the installation does not have enough ports. Use the 2 screw holes to mount the junction box to a hard surface.

Take care when inserting RJ45 cables into the Junction Box sockets. If the plug is forced into the socket at an angle, several pins may be forced together which can cause electrical shorts.

When making RJ45 cables, use shielded CAT5 cable and ALWAYS test the cables before installation.



6.13 Integral Panel Switch

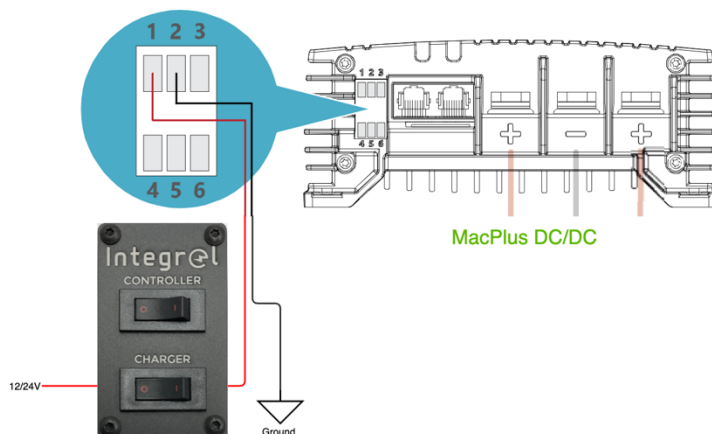
The Integral panel switch controls the 12V power supply to the Integral system. The switch must be mounted in a location that is easy to access but will not be accidentally knocked.

For wiring instructions, refer to schematics.

Switch label	Rating
Controller	15 Amp Breaker type
Charger	15 Amp Breaker type



The Charge switch can be used to remotely turn charger circuits on via remote inputs.



6.14 MCB (Switch Panel)

A DIN rail mounted Miniature Circuit Breaker (MCB) can also be used for switching power to the Controller and any DC/DC converters, MPPT solar controllers and PV panels. For the Controller, use a MCB with a DC rating of 15 amps.

Suitable DC MCBs are listed and shown below.

- GEWISS COMPACT MCB - MTC 45 - 2P C 16A GW90047
- Legrand DX DNX3 Miniature Circuit Breaker, 12V DC4 067 74



6.15 Integrel Touchscreen

Prior to mounting the Touchscreen, connect the screen to the Integrel Argo CAN bus network via one of the RJ45 connectors and insert an Integrel termination resistor (if the Touchscreen is located at the end of a long CAT5 conductor run).

The Touchscreen must be mounted in a location that is easily visible and audible; the Touchscreen contains a buzzer to provide alerts and warnings. It is also used to perform updates to Integrel system components via Wi-Fi or USB.

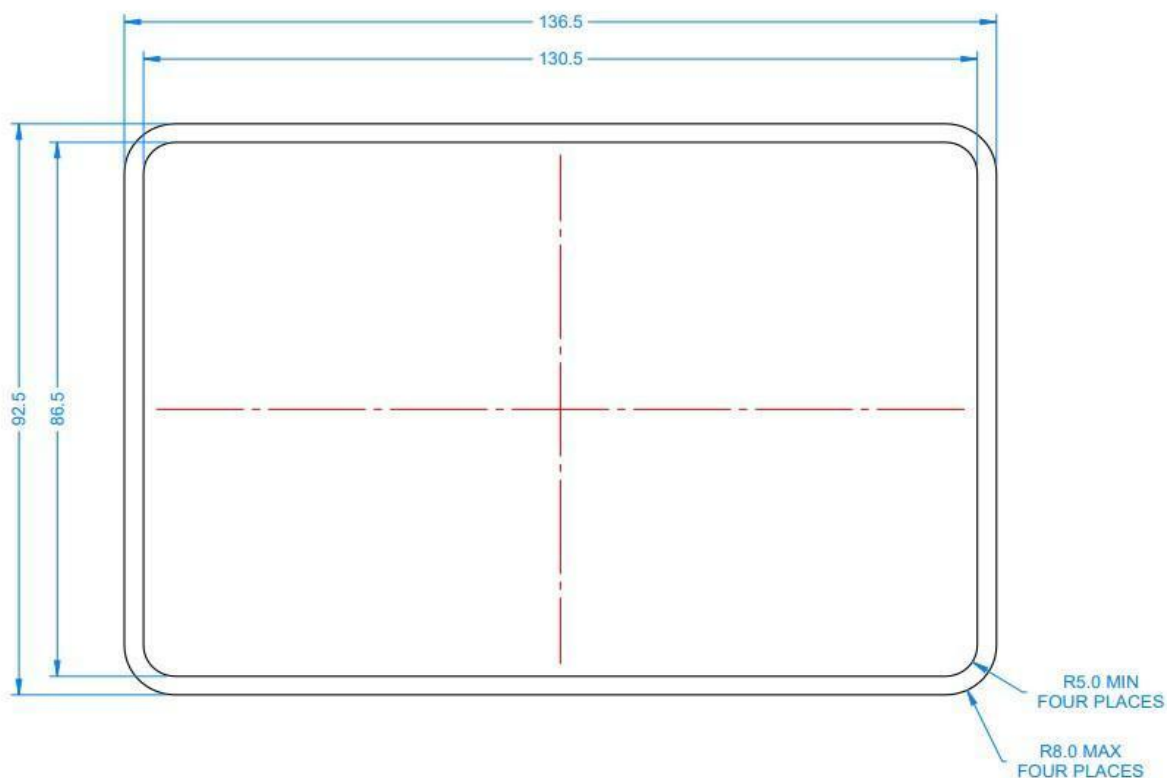
NOTE!

DO NOT install the screen in a location where it is in direct sunlight for long periods of time.

The screen is usually fitted inside the saloon or at the chart table.



To mount the Touchscreen, use the template shown below to cut a hole in the mounting panel then simply push the screen into place.



Cut out dimensions for the Integrel Touchscreen

(the Touchscreen is designed to be installed into panels with a thickness of at least 6mm)

6.16 Final Connections

6.16.1 Connecting the 48V system to the Controller

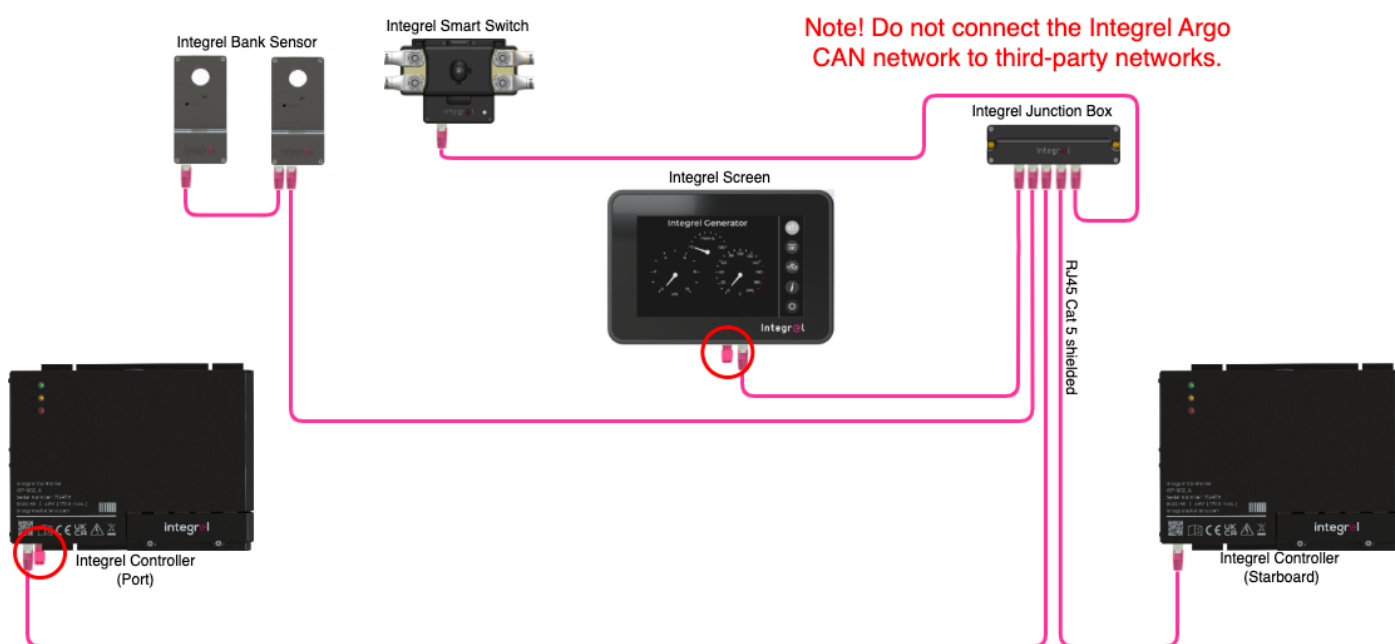
Before connecting the 48V battery supply to the Controller, it is critical to ensure that all connections are tightened correctly. High amperage runs through the 48V battery supply. Loose connections can quickly become hot and generate excessive amounts of heat that may cause damage to systems and the vessel if left unchecked.

When connecting the Controller, ensure the negative terminal is connected BEFORE the positive terminal.

6.16.2 Integrel Argo CAN bus Network

Typical 2-wire CAN bus networks require terminating resistors at each end of the network. Terminations are essential for error free communication.

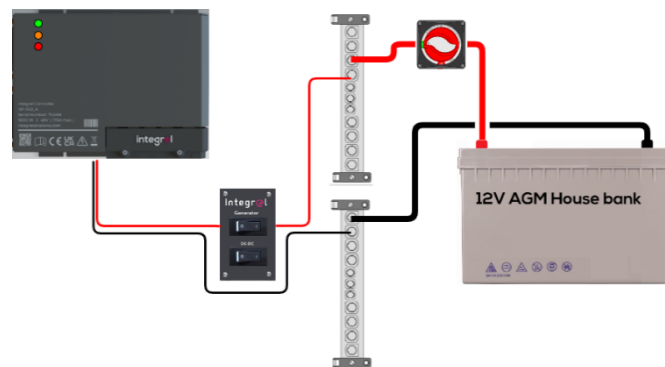
When connecting the Integrel network, ensure there are **ALWAYS TWO** termination resistors in the system installed at the end of the two longest conductor runs. The following diagram shows an example of CAN bus connections for an Integrel system.



Integrel CAN bus Network Physical Wiring with CAT5 Cables

6.16.3 Connecting 12V to the Controller

The 12V power supply for the Controller is dependent on the equipment fitted to the system. The supply should be connected to a 12V house bank. Do NOT connect the Controller to a 12V engine starter battery bank since the Controller may, over long periods of time, drain the starter battery. Also, the voltage of an engine starter battery can briefly drop below the required Controller supply voltage when starting the engine. The resulting voltage drop may cause the Controller to reset. Double check the voltage level **BEFORE** plugging the system in.



NOTE!

The 12V supply to the Controller is usually wired through an Integrel Panel Switch or MCB located in a switch board. Check the voltage level and check the 12V ground reference is connected to the 48V system ground reference BEFORE applying power!

When the system is initially powered, check the CAN bus network connections and other power connections for signs of overheating using a thermal imaging camera.

7 CONFIGURATION

The following chapter explains how to configure Integral system settings. Each Integral system is pre-configured at the factory, however we recommend reviewing all relevant settings BEFORE making any changes. If your system needs to be set up, a list of settings will be provided by Integral to help guide you through the process.

7.1 Prerequisites

To connect to the Integral system, you will need a computer with the following specifications:

1. A Windows® PC or Mac with USB connection
2. Integral Serial Configuration Software Application
 - a. Available from support@integralsolutions.com
3. A USB-A DATA cable to connect your computer to the Integral Controller (with a USB-C connector)



7.2 Driver and software

For the software to function you will need to install the correct driver. This will be sent to via a link or download from the link below.

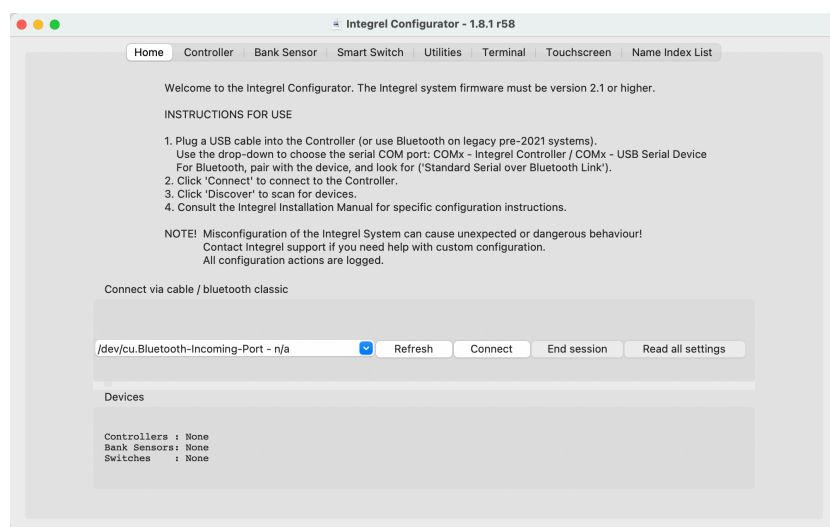
[Driver link](#)

7.3 Connecting to the Integral System

The following step-by-step instructions guide you through the process of connecting your computer to the Integral system via USB. Access to the system is via the Integral Controller.

The Controller USB interface connector is shown below (circled in red). Use a suitable USB-A to USB-C cable to plug from your computer to the Controller. The cable must be a **USB DATA cable**; some cables are used for charging only.

Once the Controller is connected to the computer, open the Integral Configurator App.



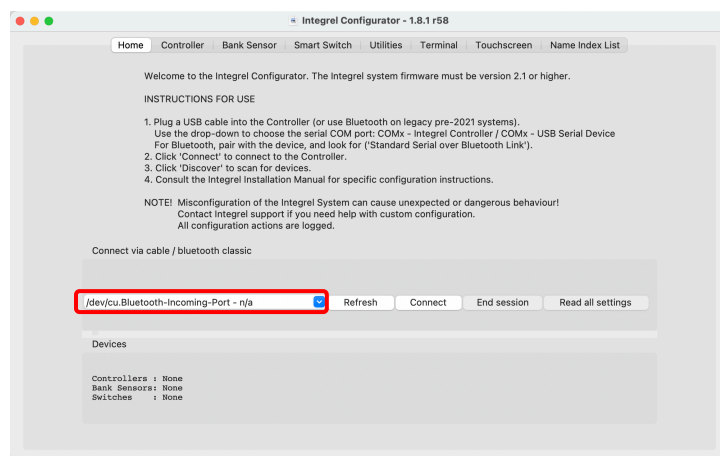
7.4 Integral Configurator Application

The Configurator provides a way to interact with the Integral system as follows:

- Scan for hardware components on the Integral network
- Read hardware versions
- Read and write settings for each hardware component
- Update Integral software via Wi-Fi or USB

Connect to Devices

- Launch the Configurator
- The Integral system appears automatically in the 'Connect via ...' drop-down (outlined in red).
- Click '**Refresh**' to scan for new connections if required.
- Click '**Connect**'
- Devices on the Integral Network will appear in 'Devices' section.

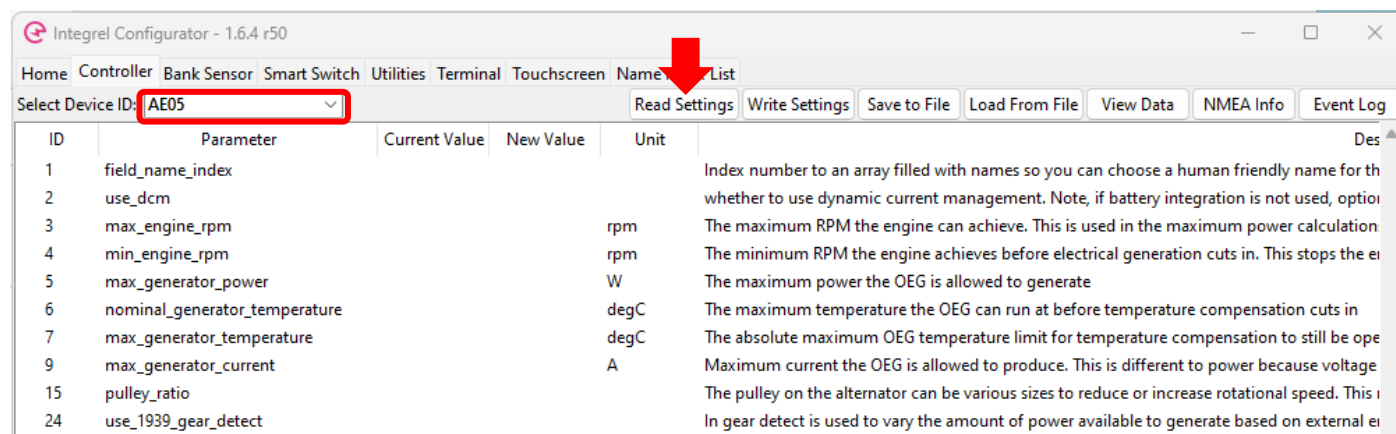


Once connected, use the tabs at the top of the window to access Configurator functionality.

Configurator Tab	Function
Home	• Discover and connect to devices or end a session.
Controller	• Read, write, load, and save Controller settings. • View system data. <i>Note! This data is not a live feed, but a snapshot taken when a connection to the Controller was established.</i> • Access NMEA2000 network diagnostics. • View event logs to diagnose system faults.
Bank Sensor	• Read, write, load, and save Bank Sensor settings. • View system data. <i>Note! This data is not a live feed, but a snapshot taken when a connection to the Controller was established.</i>
Smart Switch	• Read, write, load, and save Smart Switch settings. • View system data. <i>Note! This data is not a live feed, but a snapshot taken when a connection to the Controller was established.</i>
Utilities	• Synchronise/set the system clock.
Terminal	• Access system data logging (diagnostic purposes only).
Touchscreen	• Provide system software updates via Wi-Fi.
Name Index List	• Number index used to label devices on the Touchscreen; provided for reference only.

7.4.1 Choose Devices and Read Settings

To access device settings, select the relevant device tab, then choose the device ID using the drop-down (circled in red below). Once a device has been selected, select **Read Settings** (red arrow); settings appear in the 'Current Value' column.

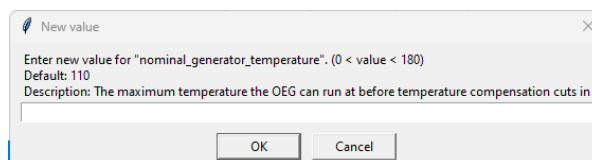


7.4.2 Change and Write Settings

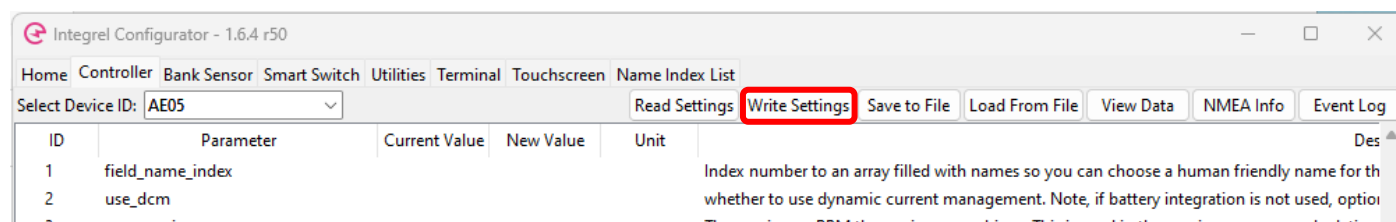
To change a setting, double-click the setting (Parameter) to change e.g. `nominal_generator_temperature`; a pop-up appears (see the following image). The pop-up provides information showing minimum, maximum and default values for the setting.

Enter the new setting in the entry field and select 'OK'.

Once accepted, the setting appears in the column marked 'New Value'.



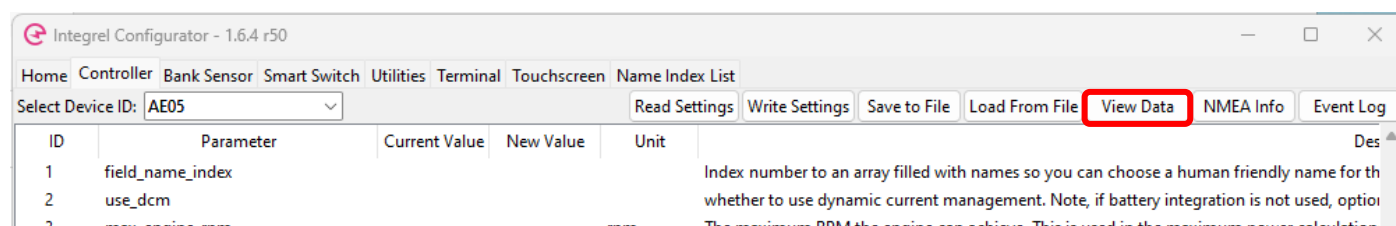
After you have finished making changes, select **Write Settings** (circled in red below). When you have finished making changes to device settings, return to the home page and select **End Session**.



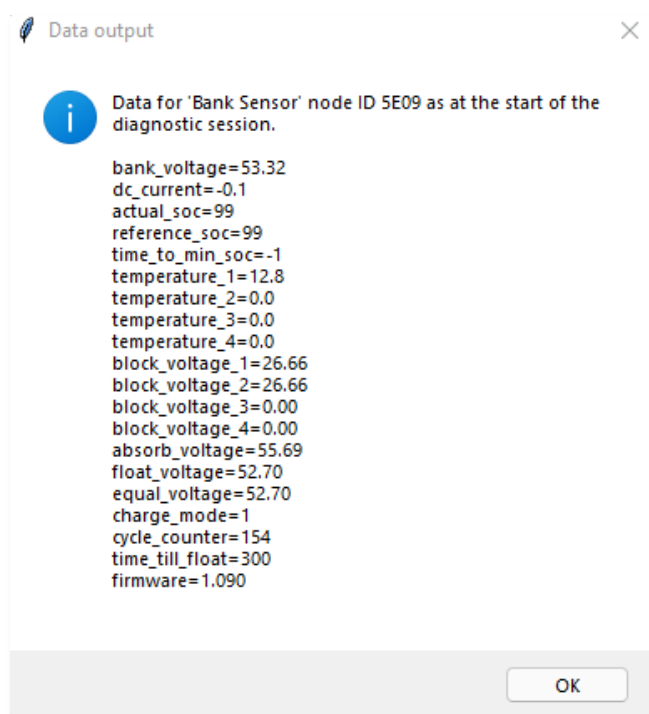
NOTE! To avoid accidental misconfiguration, the Write Settings function is disabled on some versions of the Integral Configurator. If you are unable to write settings, contact support@integrelsolutions.com

7.4.3 Read Device Data

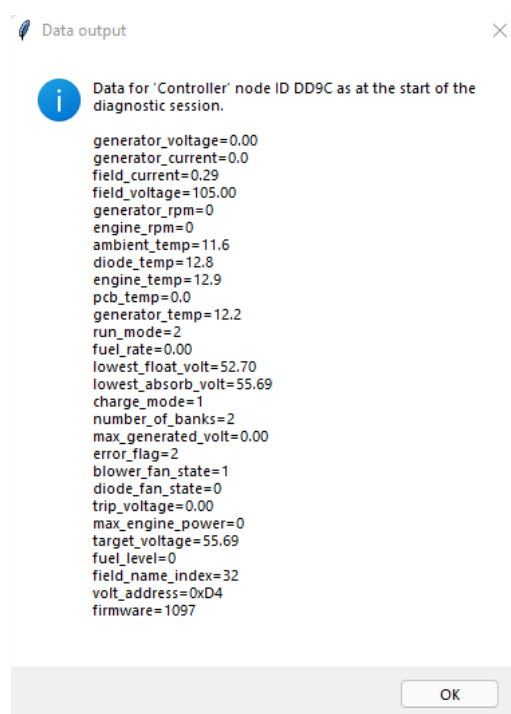
To read data captured by a device at the beginning of the session, first select the device, then select the **View Data** button as shown below (circled in red).



A dialogue box opens showing a data snapshot. Examples for a Bank Sensor and Controller are shown in the following screen captures.



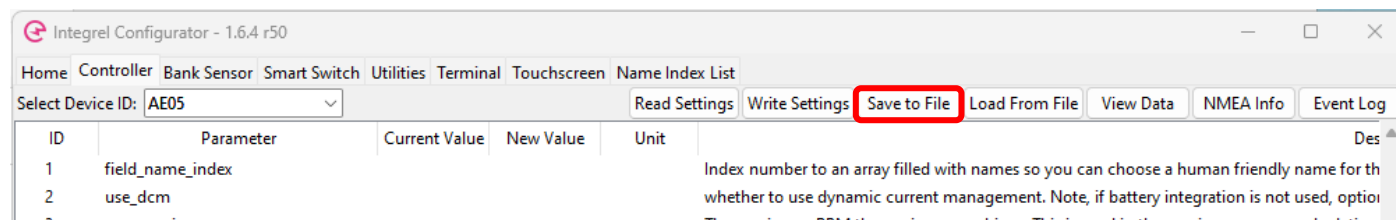
Data Snapshot : Bank Sensor



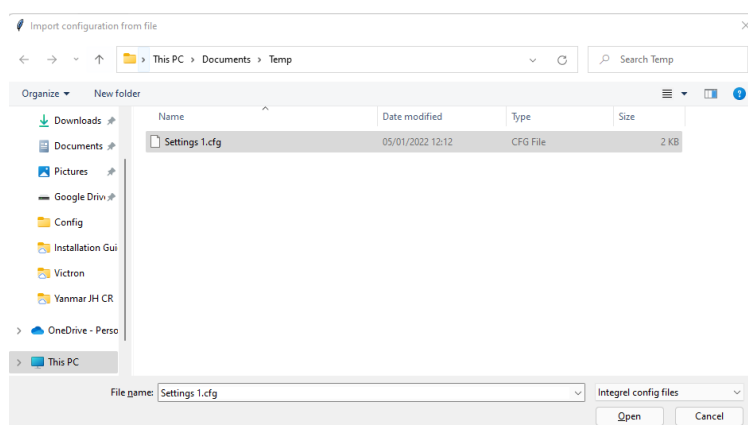
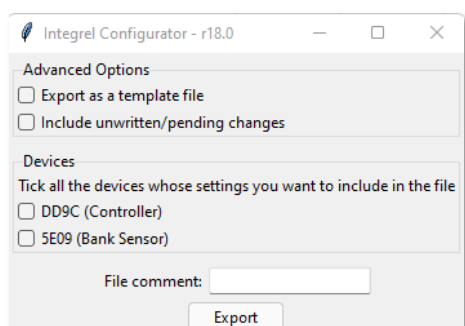
Data Snapshot : Controller

7.4.4 Save and Load Settings

Configuration settings can be saved to a file on your computer. This is useful for configuration of additional systems with identical settings in the future. To save settings to a file, use the **Save to File** button to save a copy of the current settings (circled in red below).

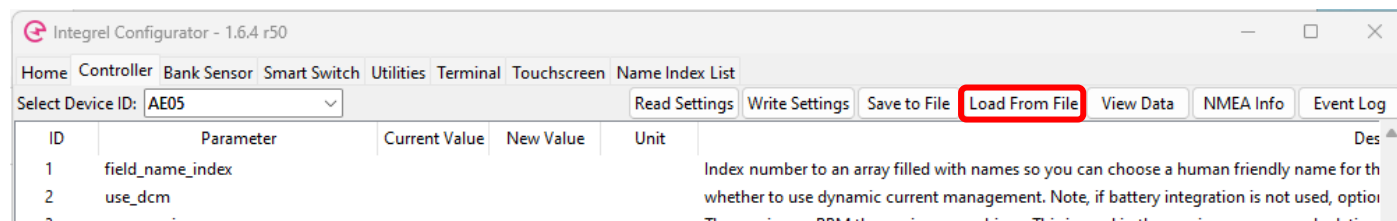


A pop-up appears as shown below (left). Select the devices you want to save by checking the relevant device IDs, then select **Export**. A file manager dialog appears (below, right). Enter a filename, and choose a relevant location to save the file, then select **Save**.



To load settings from a previously saved file, select the **Load from File** tab (circled in red below), a file manager dialog appears. Select the relevant configuration file to load, then select **Open**.

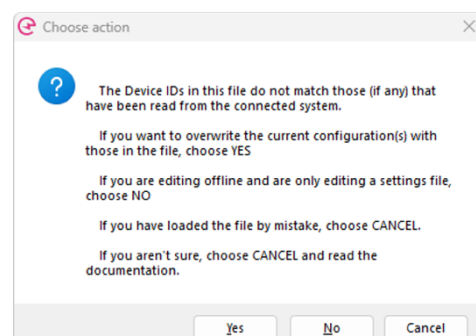
Settings read from the file appear in the 'New Value' column. Select **Write Settings** to write the settings to the device.



7.4.5 Read a Settings File

To read a settings file while not connected to a system, select the **Load from file** tab, then select the file you want to read. When the dialog box (right) shows; select **No**.

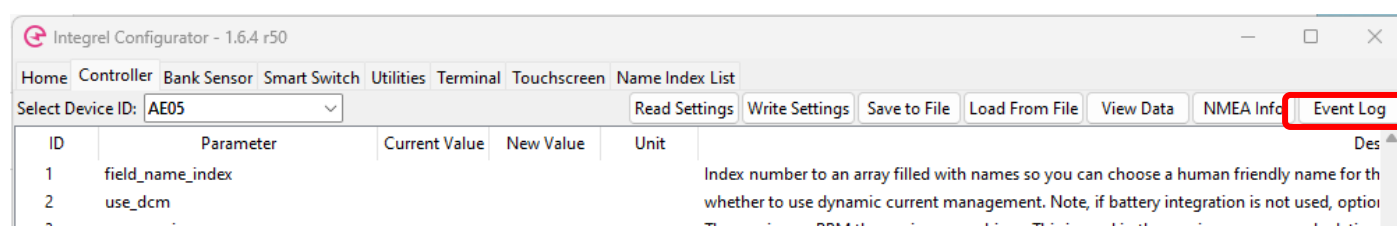
After the Configurator reads the file, use the 'Select Device ID' drop down to select offline devices. Change settings (if required), then select the tab **Save to File** to save the modified settings.



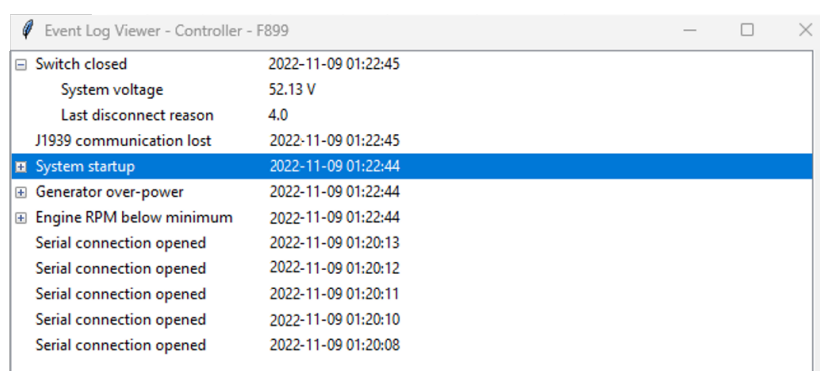
7.4.6 Event Logs

Event logs can be used to diagnose system problems and review system behaviour.

Event logs are only available on the Controller tab. To view the Event log, click the **Controller** tab then click the **Event Log** button.



The following screen capture shows an example of an event log.

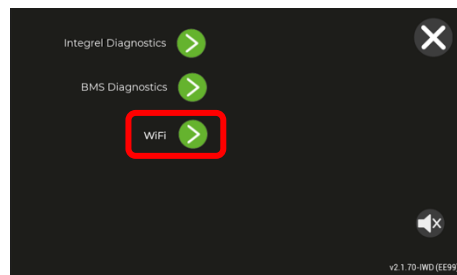


7.4.7 Touchscreen Tab (Software Updates)

The Touchscreen tab can be used to update the system via Wi-Fi, contact Integral to obtain the latest software update package.

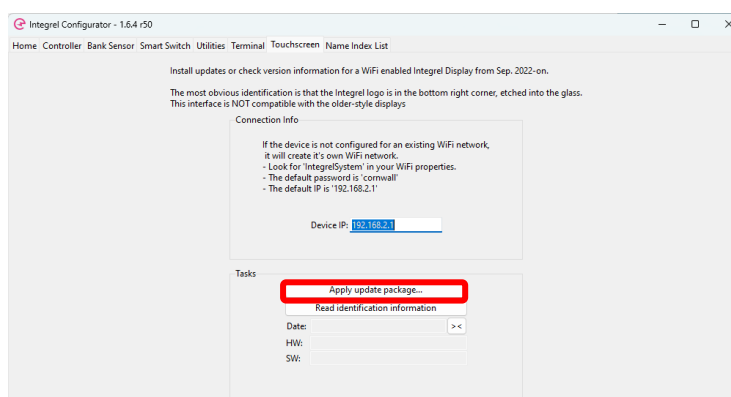
To update software via Wi-Fi, your computer must be connected to the Integral Touchscreen Wi-Fi hotspot. To enable the Touchscreen Wi-Fi hotspot

1. Navigate to the Settings → Advanced menu on the Touchscreen (circled in red, right) and press the Wi-Fi button.
2. Connect your computer to the Wi-Fi network called 'Integral-XXXX'.



Once your computer is connected to the Integral Touchscreen Wi-Fi network, return to the Configurator Touchscreen tab.

1. Press **Apply update package**; a dialogue window opens.
2. Find and select the update package file, then select **Open**. The update package automatically uploads to the Touchscreen.



The Touchscreen prompts for manual confirmation to update each of the devices on the Integral network in turn. A video tutorial is available to guide you through the software update process if required.

7.4.8 Utilities and Terminal Tab

Setting the Clock

To set/synchronise the system clock to the current time, select the **Utilities** tab. Select a controller ID and press **Read**, then **Sync Clock**.

Terminal

The Terminal is used for diagnostic purposes, an Integral support engineer will provide instructions to use the terminal if required.

7.5 Controller Settings

This section contains information and guidance related to Controller settings that should be checked or used in setting up NMEA2000 and battery integration.

Setting	Default	Units	Description	Range
field_name_index	0	-	Number corresponding to a human friendly name for the Generator connected to a Controller. 31 = Integrel Generator 32 = Port Integrel Generator 33 = Starboard Integrel Generator	31 - 33
maximum_engine_RPM	3000	RPM	Sets the maximum RPM of the Generator See Section 7.5.3	0 - 65535
minimum_engine_RPM	700	RPM	Sets the minimum RPM of the engine before electrical generation starts. This avoids the Generator loading the engine at low RPMs which could cause the engine to stall.	0 - 65535
nominal_generator_temperature	100	°C	The nominal temperature limit for the generator. This value may need to be reduced if there is poor ventilation around the engine.	0 - 180
prop_rpm_intercept	3000	RPM	Sets the intercept point between RPM, propeller power and electrical power.	0 - 4000
maximum_engine_power	38	kW	The maximum power produced by the engine. Used to optimise power generation.	0 - 655
j1939_enabled	1	-	Enables use of J1939 engine interface.	0 / 1
n2k_data_select	3	-	N2K: the type(s) of data to be output on the N2K network, 0 = none 1 = DC only 2 = Engine only 3 = DC and Engine.	0/1/2/3
n2k_engine_instance	0	-	N2K engine instance number for output, usually 0 = Port, 1 = Starboard	0 - 999
battery_integration_type	0	-	For BMS integration type. 0 = None, 1 = MG Energy Systems, 2 = Lithionics, 3 = Victron with RJ45, 4 = Mastervolt with C-Zone, 5 = Mastervolt with Masterbus, 6 = MaterbusMBI	0-5
n2k_use_battery_controller	0	-	Used with Victron and MG for DVCC control.	0 / 1
n2k_dc_instance	0	-	Used to set up the NMEA 2000 DC instance, with a Dual system it must be set differently.	0 - 999

7.5.1 Cooling Settings

Generator temperature settings need to be adjusted to suit nominal and maximum temperature depending on engine space, cooling, and ventilation. Installations with poor ventilation need lower temperature settings, well-ventilated installations can be configured with higher temperature settings; see the following examples.



Compact – Poor ventilation

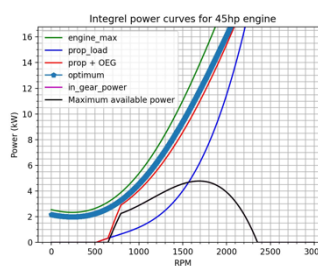
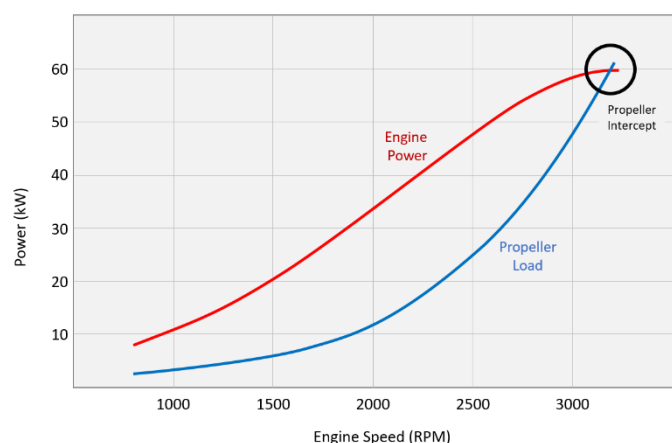


Spacious – Well ventilated

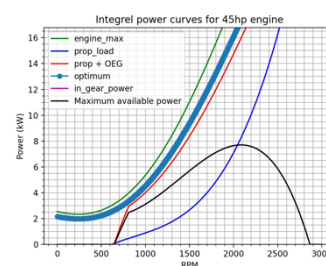
Setting	Poor Cooling (°C)	Moderate Cooling (°C)	Good Cooling (°C)
nominal_generator_temperature	100	115	120
maximum_generator_temperature	150	160	180

7.5.2 Propeller Intercept

The 'propeller intercept' occurs when the power output by the engine equals the load placed on the engine by the propeller. The concept of propeller intercept is shown in the following graph. Note how prop intercept impacts when the system drops power.



45HP set to 2500RPM
Prop intercept



45HP set to 3000RPM
Prop intercept

This calculation is made for each boat. The calculation depends on several variables, including engine power, hull shape, propeller pitch, drag and wind speed. An estimate of 3000 RPM is typically used, however the propeller intercept figure should be obtained from the boat manufacturer where possible.

7.5.3 Engine Settings

Manufacturer	Engine Model	Minimum RPM	Maximum RPM	Max Engine Power (kW)
Yanmar	4JH40 CR	700	3000	27
Yanmar	4JH45 CR	700	3000	33
Yanmar	4JH57 CR	700	3000	42
Yanmar	4JH80 CR	700	3200	59
Yanmar	4JH110 CR	700	3200	82
Yanmar	3JH40 CR	700	3000	29
Yanmar	4JH5E	700	3000	40
Yanmar	4JH5CE	700	3000	40
Yanmar	6LY400	700	3300	294
Yanmar	6LY440	700	3300	324
Yanmar	8LV	700	3800	272
Yanmar	4LV 150/170/195	700	3500/3500/3500/3800/3800	110/125/143
Volvo	D2 40	700	3200	29
Volvo	D2 60	700	3000	44
Volvo	D2 75	700	3000	55
Volvo	D4 300	850	3500	221
Volvo	TMD22	700	3500	57
Vetus	VETUS M40	700	3000	30
Beta	BETA 75	700	2600	56
Beta	BETA 90	700	2600	67
Nanni	N4.65	850	2700	48

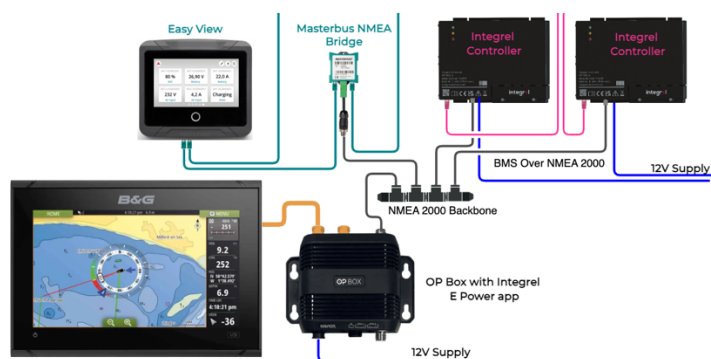
7.5.4 Battery (BMS) Configurations

All battery(s) / battery manufacturers supported by Integrel provide battery BMS data on proprietary CAN and/or NMEA 2000 networks. Integrel recommends all systems are configured to read BMS data directly from the BMS via NMEA2000 (MG, Victron, Mastervolt) or a VE.Can network (MG, Victron only).

The level of NMEA2000 support varies depending on the manufacturer. Diagnostic data is available by pressing **ADVANCED** on the Integrel Touchscreen, then **BMS Diagnostics**. Available data varies depending on the manufacturer.

7.5.4.1 Mastervolt

If you don't have it already got the Masterbus integration supplement guide, contact support A Mastervolt NMEA bridge is needed for integration to the Integrel system, and a dedicated backbone is needed.



BMS data	Description
Warning flags	Warning flags reported by the BMS in numerical value.
Status Flags	BMS system status in numerical value e.g. balancing, charging, etc.
SoC	State of Charge
ID SA	Used for diagnostic purposes
Status	Used for diagnostic purposes

Mastervolt Masterbus settings

Setting	Set to
bms_config_id	Set to number of batteries in the 48V Cluster.
n2k_data_select	3
n2k_engine_instance	0 = Port 1 = Starboard /100 = Port 101 = Starboard*
battery_integration_type	3
n2k_dc_instance	0 = Port 1 = Starboard /100 = Port 101 = Starboard*

*Some NMEA devices need a 3-digit ID for integration.

7.5.4.2 MG Energy

BMS data	Description
BMS Error	Shows BMS errors in numerical value.
Warning Flags	Warning flags reported by the BMS in numerical value.
Cell Voltage	Min. and max. cell voltage. Highest cell voltage and lowest.
Cell Temperature	Min. and max. cell temperature. Highest cell temperature and lowest.
Status Flags	BMS system status in numerical value e.g. balancing, charging, etc.
Unfiltered state	State of Charge
Target Voltage	BMS reported Target Voltage.
Target Current	BMS reported current limit

MG Energy Controller Settings

Setting	Set to
n2k_data_select	1
n2k_engine_instance	0 = Port 1 = Starboard /100 = Port 101 = Starboard*
battery_integration_type	3
n2k_use_battery_controller	1 (ON)
n2k_dc_instance	0 = Port 1 = Starboard /100 = Port 101 = Starboard*

*Some NMEA devices need a 3-digit ID for integration.

7.5.4.3 Victron

BMS data	Description
Warning flags	Warning flags reported by the BMS in numerical value.
Status Flags	BMS system status in numerical value e.g. balancing, charging, etc.
SoC	State of Charge
ID SA	Used for diagnostic purposes
Status	Used for diagnostic purposes

Victron Settings

Setting	Set to
n2k_data_select	3
n2k_engine_instance	0 = Port 1 = Starboard /100 = Port 101 = Starboard*
battery_integration_type	3
n2k_use_battery_controller	1 (ON)
n2k_dc_instance	0 = Port 1 = Starboard /100 = Port 101 = Starboard*

*Some NMEA devices need a 3-digit ID for integration.

7.5.4.4 Lithionics

BMS data	Description
Fault present	Shows any BMS warnings in numerical value
Warning reference	Warning flags reported by the BMS in numerical value.
Cell Temperature	Min. and max. cell temperature. Highest cell temperature and lowest.
Current Limit	BMS reported current limitation
Target Voltage	Target voltage
Integrel Flags	Used for diagnostic purposes

7.6 Bank Sensor Settings

The following tables provide a list of recommended settings for battery types warranted to work with the Integrel System. If the battery type you are planning to use is not listed in the table, operation of the Integrel system is not warranted to work your battery. Contact support@integrelsolutions.com if you are unsure.

The settings in these tables are **critical to ensure a safe working system!**

Integrel Device	Setting	MG Energy 24V (280Ah)	Victron LFP 25.6 (200Ah)	Mastervolt MLI 24 5000/6000	Lithionics 48V (315Ah)
Bank Sensor	bank_ah_rate (Ah)	280	200	200/230	315
Bank Sensor	Li_bulk_target (V)	55.2	56.8	57	57.6
Bank Sensor	Li_bulk_float (V)	53.2	54.0	54.0	55.2
Bank Sensor	Li_min_charge_temp (°C)	0	5	0	0
Bank Sensor	Li_max_charge_temp (°C)	57	50	50	52
Bank Sensor	Li_min_discharge_temp (°C)	-20	-20	-25	-20
Bank Sensor	Li_max_discharge_temp (°C)	57	50	50	52
Bank Sensor	Li_min_voltage (V)	44.0	43.0	44.0	46.6
Bank Sensor	Li_max_voltage (V)	57.0	58.0	58.5	58.4
Bank Sensor	Li_max_discharge_current (amp)	280	200	200/230	160
Bank Sensor	Li_max_charge_current (amp)	160	170	160/184	150
Bank Sensor	warning_voltage ^[1] (V)	48-50	48-50	48-50	48-50
Smart Switch	low_voltage_disconnect (V)	46	46	46	46
Smart Switch	high_voltage_disconnect (V)	58	59.5	59	59
Smart Switch	low_temp_disconnect (°C)	-10	-10	-10	-10
Smart Switch	high_temp_disconnect (°C)	65	60	55	54.5

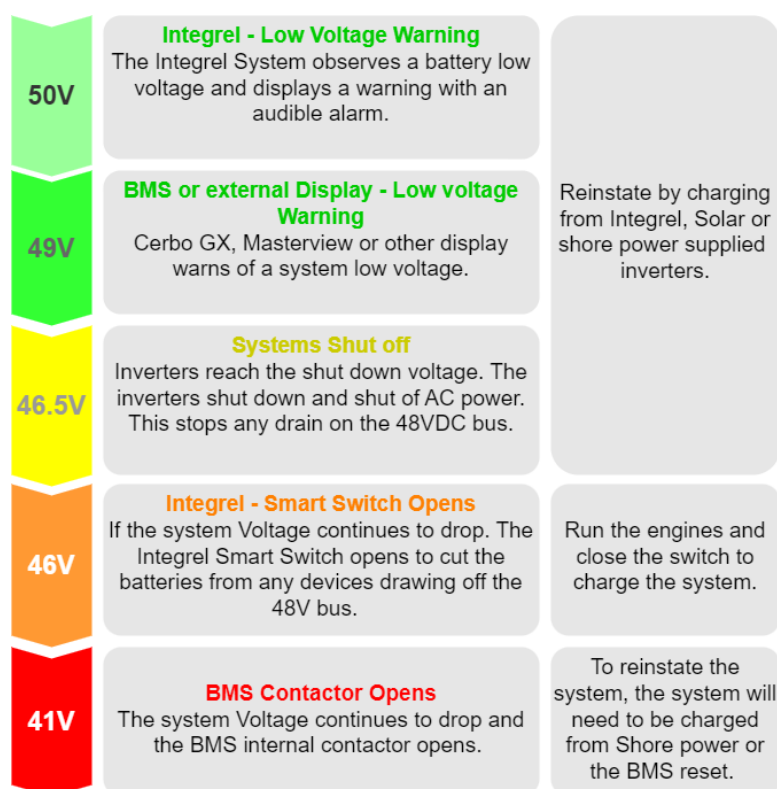
7.7 Switch settings

The system should perform in a cascade manor when dealing with Low voltage and temperatures.

Check the settings of the inverters and battery BMS to ensure this cascade of shutting down is observed automatically by the system.

Low Voltage

The following flow diagram demonstrates how the system operates as the battery voltage decreases. The system is designed (and can be configured) to provide multiple checkpoints or gates to maximise operational safety and minimise any chance of damage to batteries.



Setting	Set to
low_voltage_disconnect	Set to a voltage after the inverter shuts down, but before the BMS contactor will open, Typically the inverter would shut down at 49-50V so can be set to 48V
high_voltage_disconnect	Set 2V above Bulk Voltage
high_current_disconnect	Always set the Maximum of capacity of the 48V bank

7.8 Acquiring log files from the display

It is possible to get a set of log files from the screen. This can be used to diagnose any issues that can't be diagnosed using the normal diagnostics or event log.

1. Turn on the screens internal Wi-Fi.
See the following link on how to log onto the screens Wi-Fi:
<https://youtu.be/HAU1mMpVGlg?feature=shared>
2. Log onto the screen with a PC or mac.
3. Open a browser and insert the following address.

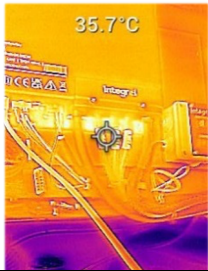
<http://192.168.2.1:8000/factory/get-all-logs>

4. The browser will download a .ZIP file.
5. end to customer support, support@integrelolutions.com

8 COMMISSIONING AND TESTING

After the system has been installed and configured, a full review and test of the system must be performed. The following checklist provides a list of critical items that must be reviewed and tested. Follow the check list and review if necessary. This ensures a safe reliable system is delivered to the end-user.

#	Item to Check	Check
1	Check Connections & Wiring Check that all 48V connections are correctly wired and tightened and confirm that all 12V, 24V and 48V grounds are tightened as well.	☐
2	Disconnect Batteries Ensure the batteries are turned OFF via a manual isolator switch (or the Smart Switch)	☐
3	System Power-up Turn the Integrel system on using the Integrel panel switch labelled 'Generator' or MCB depending on which method is used on the system. Using thermal imaging check the CAN (RJ45) network and 12V supply.	☐
4	Review Power-up Issues If there are any issues with the installation, the touchscreen may beep and display one or more errors. Common installation errors include incorrect or missing voltage or temperature sensors and cabling issues. Errors on the Touchscreen will pinpoint as closely as possible the source of the fault; fix any faults before proceeding. 'Low system voltage' is an acceptable error, as this message means that all sensors are functioning correctly, but the main battery switches are open. This message will clear after Step 7.	☐
5	Configure the System Review all configuration items for the Controller(s), Battery Bank Sensor(s) and Smart Switch(es) and ensure the system is correctly configured. Disconnect the setup computer from the Integrel system interface and power cycle the system before proceeding.	☐
6	Connect Batteries Switch the batteries ON via the switch/isolator.	☐
7	Check Battery Current Using the Integrel Touchscreen, review the current reading for each battery bank. For each bank in turn, apply a load (or charge input) to ensure the charge polarity is correct. When discharging , power displayed should be a negative kW number. When charging , power displayed should be a positive kW number.	☐
8	Bank Sensor Polarity If the current flow reads incorrectly on the screen e.g. -2.123kW when charging means the polarity is incorrect and the Bank Sensor is installed backwards. This can be corrected in Bank Sensor settings. To do this, refer to the set-up guide and change the setting "polarity" to 1.	☐
9	Bank Sensor Current Cross-check the current with either a current meter or another display, like a Victron Cerbo GX. If the current flow on the Bank Sensor(s) is incorrect, stop any charge or discharge going in or out of the relevant bank then press and hold the Bank Sensor 'reset' button until the blue LED illuminates. See Annex B – Bank Sensor Calibration & Reset for instructions to calibrate and reset the sensor.	☐

#	Item to Check	Check
10	DC/DC Converter Power-up Switch the DC/DC converters on using the switch marked DC/DC on the Integrel panel switch.	☐
11	Engine Start-up After the engine mounting kit has been installed, it is important to check belt alignment. Ensure belt alignment has been checked BEFORE running the engine. If the belt creates dust or frays excessively, then recheck belt alignment and retest. A new belt always creates a minor amount of belt dust that subsides once the belt is worn in. Start the engine. The engine page shows an RPM output, check this against the actual engine RPM. If it is not correct, the pulley ratio may need to be tweaked, see Controller settings: pulse_to_rpm_ratio. NOTE! After the engine has warmed up, it is important to retorque ALL bolts used to fasten the Generator to the engine.	☐
12	Charge Batteries Charge the 48V batteries on shore power for at least 24 hours. This ensures the State of Charge (SoC) figures are correctly setup. Make sure the shore power charger takes the batteries into their float state. If they do not reach float, check the settings.	☐
13	Disconnect Shore Power Unplug the boat from shore power and leave unplugged for testing.	☐
14	Load Test Power on appliances to consume large amounts of power from the batteries. Using a thermal camera, check the temperature of all terminals carrying high current. Allow the battery State of Charge (SoC) to drop to around 70-80%.	☐
15	Generator Charge Test With the batteries still under load, start the engine and run at 1/3 to 1/2 throttle. The generated power output should peak between 8-9 kW. As the Generator heats up, the power output should drop slightly to 6-8 kW. If the engine compartment has poor ventilation, the generator may continue to run at a reduced power output to avoid overheating. In this case, additional ventilation in the engine compartment may be needed. Note that due to the manufacturing process, you may see a slight difference in Generator ramp up. This is normal; there are a lot of factors that can affect the ramp up, including conductor lengths and cooling differences.	☐
16	Thermal Connection Test With the batteries under maximum load, check all 48V connections with a thermal imaging camera.	☐ 
17	Perform Full-charge Cycle Turn off all non-essential appliances and allow the system to complete a charge cycle. This may take an hour or more for a large bank of batteries. It is important to observe the system tripping to the float voltage shown on the battery page on the Integrel Touchscreen.	☐
18	Perform Sea Trials Use the engines to move the boat around the marina or take the boat for a short trip. Ensure the Integrel system cuts power generation each time engine speed (RPM) changes significantly; ensure there are no signs of engine overloading. After the system has been soak tested, recheck belts and retorque ALL bolts .	☐

9 ALARMS AND MESSAGES

Below is a list of alarms, warnings and error messages that may appear if there is a problem with the installation or system. Red (level 1) messages are higher priority critical messages, orange (level 2) messages are medium level warning messages.

9.1 Controller (Field Coil) Warning Messages

Message Displayed	#	Warning Level	Description	Solution
Integrity check failed	1	2	Configuration settings may be corrupt.	Contact support.
System voltage (48V) too high	2	1	48V supply on the controller/diode connections is above maximum.	Cross check the voltage using a multimeter. Check the circuit.
System voltage (48V) too low	3	1	48V supply on the controller/diode connections is below minimum.	Cross check the voltage using a multimeter. Check the circuit, check the batteries are switched on.
Generator output voltage too high	4	1	Voltage being produced by the Integrel generator is too high.	Cross check the voltage using a multimeter. Also check the settings are set correctly. Including the Controller setting: <code>max_charge_voltage</code>
Generator output voltage too low	5	1	Voltage being produced by the Integrel generator is too low.	Cross check the voltage using a multimeter. Also check the settings are set correctly.
Safety voltage is being used	6	2	Controller has lost communication with bank sensors and so falls back to the 'safety_voltage'.	Check the bank sensor connection and that the internal LED is illuminated. Check the Bank sensor can be seen on the network by using, <code>bank_sensor_detect</code> .
			In earlier firmware versions <1.6 this could appear in rare cases when target_voltage briefly equalled safety_voltage	Change the Controller setting: <code>default_float_safety_voltage</code> Avoid changes larger than 0.3V
Output current too high	7	1	Generator output current above maximum	This is likely to be a Generator or PWM fault. Confirm by checking with a current meter.
Generator temperature too high	8	1	The temperature of the Generator is too high to produce power	This could be a sensor fault. Also check the Controller setting: <code>max_generator_temperature</code>
Generator temperature too low	9	2	The temperature of the Generator is too low to start to produce power	This could be a generator sensor fault. Also check the Controller setting: <code>min_generator_temperature</code>
Diode temperature too high	10	1	The Controller diode rectifier temperature is above maximum. Charging is suspended whilst this error is present.	Check the Controller fans are operating and can spin without obstruction. Ensure sufficient airflow around Controller. Check the setting <code>max_diode_temperature</code>
Controller temperature too high	11	1	As above-- but this sensor is on the controller PCB	Check as above.
Engine temperature too low	12	2	The engine temperature is too low	Check the Controller setting: <code>engine_start_temperature</code>
Ambient temperature too high	13	2	Ambient temperature too high	If the temperature is not above 80°C, there could be a temperature sensor fault

Message Displayed	#	Warning Level	Description	Solution
Ambient temperature too low	14	2	Ambient temperature too low	If the temperature is not below 0°C, then there could be a temperature sensor fault
Generator RPM out of range	15	2	Estimated RPM calculated from generator pulses is higher than maximum engine RPM	This could be a problem with the RPM circuit in the Controller or a generator fault. Contact support.
RPM divergence detected, check belt	16	2	J1939 and engine RPM signal do not provide similar readings (only shows if J1939 engine RPM is used)	The serpentine belt may have snapped or is slipping.
Generator over power	17	1	Generator producing more power than maximum setting	May be a problem with the Controller RPM circuit or a generator fault.
Generator temperature sensor fault	18	1	Generator temperature sensor fault	Contact support
Diode temperature sensor fault	19	1	Diode temperature sensor fault	Contact support
DC/DC field voltage incorrect	20	2		Contact support
Startup self-check failed.	21	2		Contact support
Field coil fault	22	1	PWM has been requested/output by the Controller, but the generator is not producing power.	Check wiring, and generator for a plausible voltage on the field coil output pins. Check field coil fuse inside the Controller.
Bank sensor missing	23	2	The system has lost connection with the bank sensor(s)	Check the bank sensor connection and that the internal LED is illuminated. Check the Bank sensor can be seen on the network using the Integral Configurator Tool.
BMS reported a warning	24	2	The BMS has reported a warning code	Provide the BMS warning code to support.
BMS reported an error	25	1	The BMS has reported an error code	Provide the BMS error code to support.
BMS Contactor Open	26	1	One or more contactors in the BMS are open	The BMS has opened the contactor. Check BMS for additional information.
BMS Comms Lost	27	1	Communication with the BMS interrupted	Check connection to the BMS. Or check settings if no connection to a BMS is being used. Check the Controller setting: <code>battery_integration_type</code>
J1939 Comms Lost	28	2	Communication with the Engine ECU interrupted	Check the connection to the engine J1939 diagnostic port.
BMS not detected on NMEA2000 network	29	2	The BMS was not found on the NMEA200 network	Check the Controller connection to the NMEA2000 network.
BMS not detected	30	2	The BMS was not detected on the BMS connection.	Check the Controller connection to the BMS network.
RPM too high, generation disabled	31	2	Generator RPM is too high	This could be a problem with the RPM circuit in the Controller or a generator fault. Contact support.
Check NMEA configuration	32	2	NMEA2000 configuration may be incorrect	Check NMEA2000 related settings. Check NMEA2000 compatible BMS/batteries are correctly configured.
12V power supply low, check batteries	33	2	12V battery is low	Check Controller 12V battery supply. The battery(s) may cause a Controller brownout under heavy load if the voltage drops below 12V.

9.2 Bank Sensor Warning Messages

Message Displayed	#	Warning Level	Description	Solution
Missing voltage tap	1	2	There is a missing Vtap connection, or the device class has been incorrectly set	The device class may be set incorrectly (14 = 48V, 17 = 24V, 18 = 12V) or a Vtap connection is in the wrong place. Use the Integral Configurator Tool, select the Bank Sensor and View Data tab to check the Vtap voltage(s).
Missing temperature sensor	2	2	The battery temperature sensor is not connected	Check bank sensor loom wiring
Voltage tap backwards	3	2	A voltage tap connection is backwards	The device class may be set wrong (14 = 48V, 17 = 24V, 18 = 12V) or a Vtap connection is in the wrong place. Use the Integral Configurator Tool, select the Bank Sensor and View Data tab to check the Vtap voltage(s).
Low battery voltage, please charge batteries	13	2	Bank voltage below configured minimum	If you believe this to be incorrect cross check with a multimeter. Check bank setting: <code>warning_voltage</code>
Disconnect voltage reached, please charge batteries	14	1	Bank voltage below configured disconnect	If you believe this to be incorrect cross check with a multimeter. Check bank setting: <code>disconnect_voltage</code>
Low battery state, please charge batteries / Low state of charge	15	2	Bank SoC below configured minimum (shown only if SoC display is enabled in this screen build)	Check the SoC setting <code>warning_soc</code>
Disconnect charge level reached / Disconnect state of charge reached	16	1	Bank SoC is less than configured disconnect minimum (shown only if SoC is enabled in the screen build)	Check the SoC setting <code>disconnect_soc</code>
Lithium max voltage exceeded	17	1	The battery bank voltage is above the configured maximum voltage.	If you believe this to be incorrect cross check with a multimeter. Check setting: <code>li_max_voltage</code>
Lithium min voltage reached, please charge batteries	18	1	The battery bank voltage is below the configured minimum voltage.	If you believe this to be incorrect cross check with a multimeter. Check setting: <code>li_min_voltage</code>
Lithium max discharge current exceeded	19	1	The discharge current is above the maximum setting for the battery bank	If you believe this to be incorrect cross check with a current meter. Check setting: <code>li_max_discharge_current</code>
Lithium max charge current exceeded	20	1	The charge current is above the maximum setting for the battery bank	If you believe this to be incorrect cross check with a current meter. Check setting: <code>li_max_charge_current</code>
Lithium max discharge temperature exceeded	21	1	The battery temperature sensor reported a temperature above the maximum discharge temperature setting	If you believe this to be incorrect cross check with a thermal imaging camera. Check setting: <code>li_max_discharge_temperature</code>
Lithium min discharge temperature exceeded	22	1	The battery temperature sensor reported a temperature below the minimum discharge temperature setting	If you believe this to be incorrect cross check with a thermal imaging camera. Check setting: <code>li_min_discharge_temperature</code>
Lithium max charge temperature exceeded	23	1	The battery temperature sensor reported a temperature above the maximum charge temperature setting	If you believe this to be incorrect cross check with a thermal imaging camera. Check setting: <code>li_max_charge_temperature</code>
Lithium min charge temperature exceeded	24	1	The battery temperature sensor reported a temperature below the minimum charge temperature setting	If you believe this to be incorrect cross check with a thermal imaging camera. Check setting: <code>li_min_charge_temperature</code>
Unknown battery type-- check configuration	25	1	Battery manufacturer/model have not been set correctly	Check the bank sensor settings: <code>battery_manufacturer</code> , <code>battery_model</code>

Message Displayed	#	Warning Level	Description	Solution
Battery voltage imbalance	26	1	Voltage difference between batteries in a series string exceeds 3 volts.	Cross check with a multimeter for a potential battery balancing issue. Re-balance the batteries by removing them and charging individually to float, then re-install.
Integrity check failed	27	2	Configuration settings may be corrupted.	Contact Integrel support.

9.3 Smart Switch Warning Messages

Message Displayed	#	Warning Level	Description	Solution
BMS signal 1 triggered (stop discharge)	1	2	'Stop discharge' signal transitioned from high to low	Check the device driving the stop discharge signal. If this signal is not in use, connect the input wire to DC voltage. See switch connection details. Unplug the Molex connector and RJ45. power the system down, reconnect the switch then power up the system.
BMS signal 2 triggered (stop charge)	2	2	'Stop charge' signal transitioned from high to low	Check the device driving the stop discharge signal. If this signal is not in use, connect the input wire to DC voltage. See switch connection details. Unplug the Molex connector and RJ45. power the system down, reconnect the switch then power up the system.
High voltage threshold exceeded	3	2	The high voltage threshold configuration has been exceeded	
Low voltage threshold exceeded	4	2	The low voltage threshold configuration has been exceeded	
High current threshold exceeded	5	2	The high current threshold configuration has been exceeded	If triggered falsely, cross-check with a current meter then check the Smart Switch setting: <code>high_current_disconnect</code>
High ambient temperature exceeded	6	2	The high ambient threshold has been exceeded	If the temperature is not above 80°C, there could be a temperature sensor fault.
Low ambient temperature exceeded	7	2	The low ambient threshold has been exceeded.	If the temperature is not below 0°C, there could be a temperature sensor fault.
User has remotely disconnected switch	8	0	This is a signal from an IO.	
PANIC / Internal emergency disconnects received	9	2	A device on the Integrel Argo CAN bus issued a PANIC disconnect message	
High battery temperature exceeded	10	2	The high ambient threshold configuration has been exceeded	If this has been triggered falsely, cross check with a thermal imaging camera, then check the Smart Switch setting: <code>high_temperature_disconnect</code> . Note this sensor should be connected to the battery terminal. During periods of high-power charge/discharge, terminals may heat up. Check terminal connections are not under- or over-tightened.

Message Displayed	#	Warning Level	Description	Solution
Low battery temperature exceeded	11	2	The low voltage threshold configuration has been exceeded	If this has been triggered falsely, cross check with a thermal imaging camera, then check the Smart Switch setting: <code>low_temperature_disconnect</code> .
Battery thermistor missing	12	2	The battery sensor is faulty or missing	Check the wiring loom for faults
Switch solenoid stuck ON	13	2	The switch contactor is stuck in the closed position	During periods of high-power charge/discharge, switch contacts may fuse together. If the switch contactor will not open under manual control: disconnect the switch from power, remove the top and gently open the contactor with a flat screwdriver. Apply a small dab of copper slip to the contacts to avoid this happening again.
Switch solenoid stuck OFF	14	2	The switch contactor is stuck in the open position	Try to close the switch manually.
Battery voltage missing	15	2	The switch is not connected to the battery	Check the connection between the switch and the battery.
Discharge not allowed (MG)	21	2	MG LV Master BMS reported that discharge is not allowed. May only show when <code>battery_integration_type</code> is set to MG	Check MG Master LV BMS settings

10 INTEGRAL TOUCHSCREEN

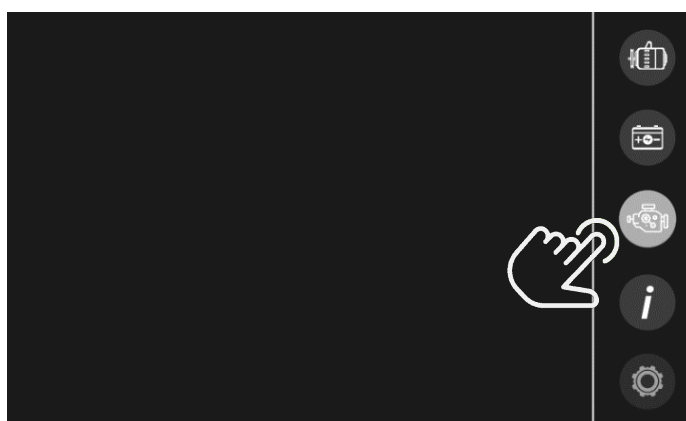
The Integral Touchscreen provides a convenient way to view the state of the electrical power on the boat. It shows information about the main storage batteries, as well as other battery systems that are connected to the Integral System including house banks and engine start batteries (if configured).

Various pages indicate how much power the Integral Generator is generating, together with engine speed, energy usage by other systems as well as energy cycled into and out of the batteries.

In addition, the screen advises when it is time to recharge the main batteries by sounding an alarm and showing a warning icon. When the warning appears, connect to shore power or start the engine(s) to charge the batteries.

10.1 Menu System

The Integral user interface is designed to be simple and easy to understand. Menu buttons are available to the right of the screen to provide access to each page of information. The menu button associated with a page is greyed out when the page corresponding to the button is displayed. Each menu button, together with a description of the corresponding page is shown below.



Generator Status
Information



System Summary
and Warnings



Battery Status
Information



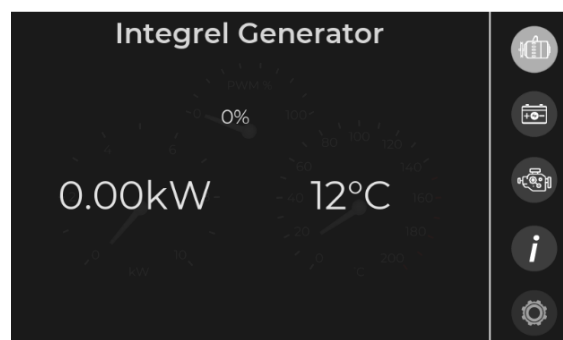
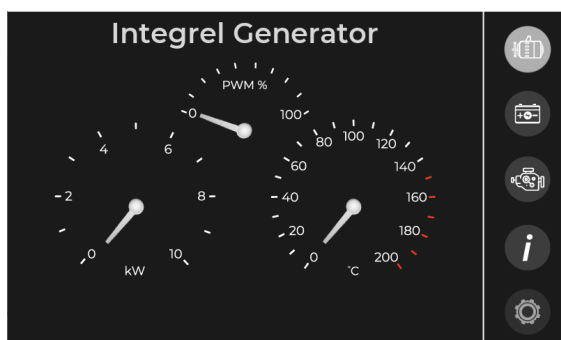
System Settings



Engine Status
Information

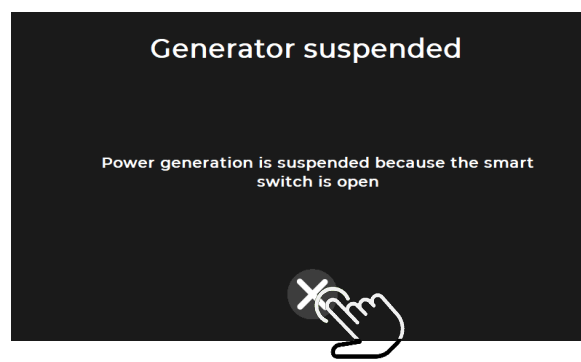
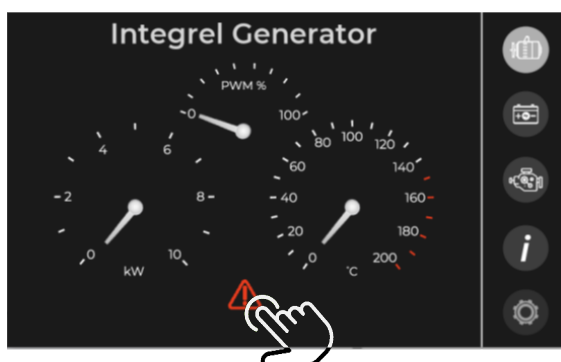
10.2 Generator Status

The following images show an example of the Generator Status and Information page. This page shows the power output in kW of each individual Generator. In a dual system, arrows at the bottom of the screen are available to select between the port and starboard Generator. Tap the screen to toggle the display format between analogue and digital.



10.3 Warning Symbols

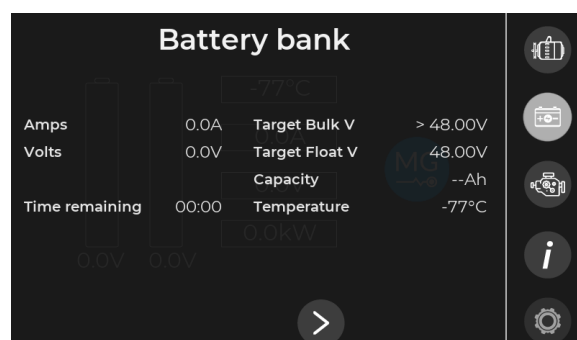
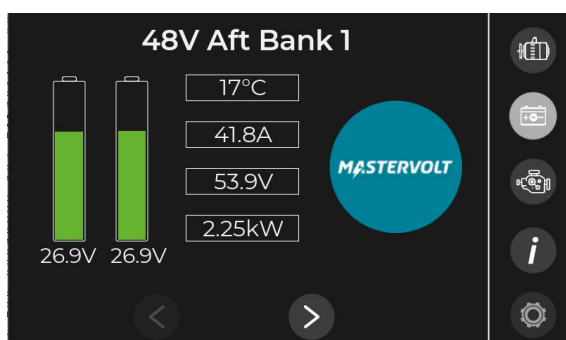
If a warning occurs during generation, a warning icon is shown at the bottom of the generator page. To learn more about the warning, tap the icon.



10.4 Battery Status Page

The following images show an example of the Battery Status page. Arrows at the bottom of the screen are used to scroll between banks. The display shows 12V, 24V and 48V banks. Tap the screen to toggle between a summary and detailed format. The detailed format indicates whether the system is charging to the bulk voltage or the float voltage by displaying an arrow (circled in red, below).

The main page displays battery temperature, battery current (or SoC), battery voltage and power into or out of the battery. When the battery is discharging, power reads negative, and positive when charging.

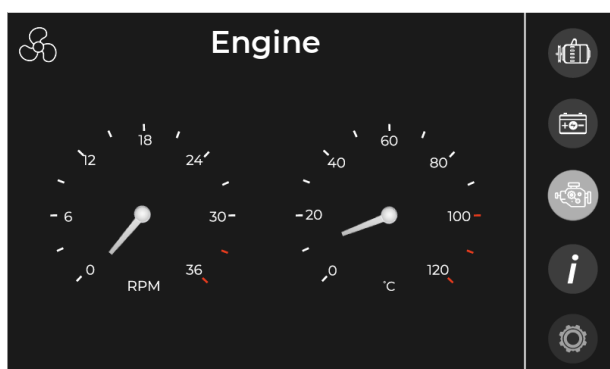


On the battery data page, the following information is shown:

1. **Amps.** The instantaneous current flowing into/out of the bank; a negative number means current is flowing out of the bank.
2. **Volts.** Voltage of the battery bank.
3. **State of Charge.** The state of charge of the battery bank (if configured).
4. **Time to go.** The time remaining until the battery bank is empty or charged; see the System Summary page for more information.
5. **Target Bulk / Target Float.** The target bulk voltage and target float voltage.
6. **Bank Capacity.** The battery bank capacity in Amp-hours (Ah).
7. **Temperature.** The temperature of the battery bank.

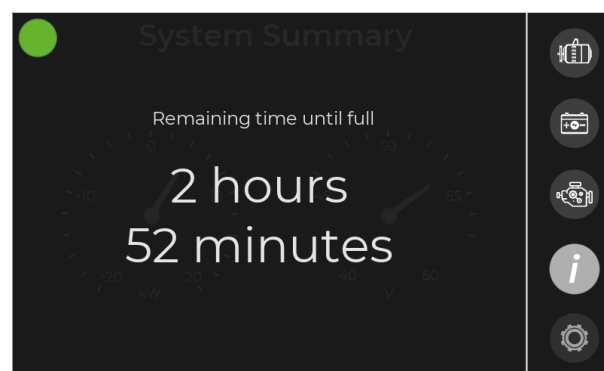
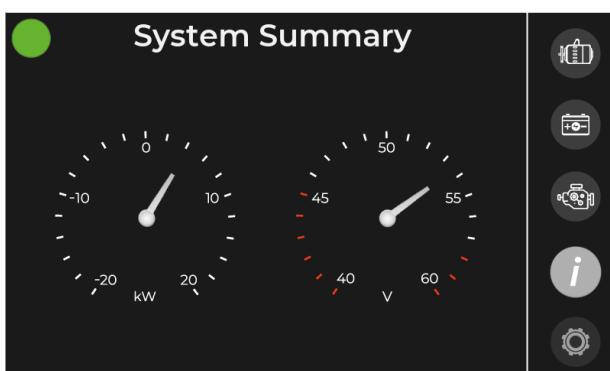
10.5 Engine Status

The Engine Status page shows the speed of the engine in RPM (revolutions per minute) and the temperature of the engine.



Tap the centre of the screen to show a digital version of the same information; tap again to return to the analogue display.

10.6 System Summary



The System Summary page is displayed by default on power-up, however the System Summary page can be accessed at any time by pressing the 'Info' menu button.

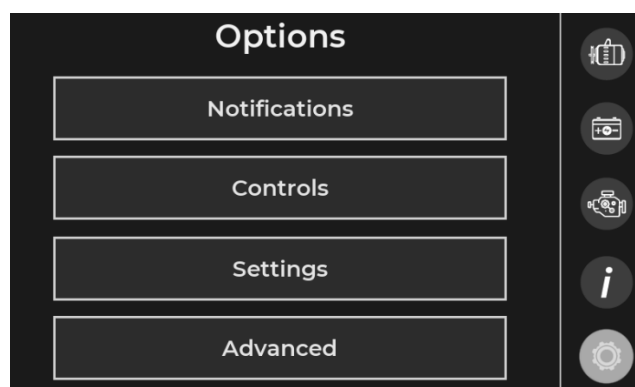
The System Summary page shows:

- Power being produced (or consumed) in kilowatts (kW)
- Voltage of the 48V battery banks
- Estimate of battery State of Charge (when connected to a BMS)

Tap the centre of the screen to show 'Remaining time until full', which is an estimate of how long the batteries will take to reach 'full charge' if charging, or to reach the 'disconnect voltage' if discharging. The estimate is calculated based on the instantaneous level of power flowing into or out of the battery banks; tap again to return to the analogue display.

10.7 Options Page

Press the Settings icon to open the Settings page.



Select the following tabs from the buttons

Notifications. Access to System notifications such as warnings and alarms.

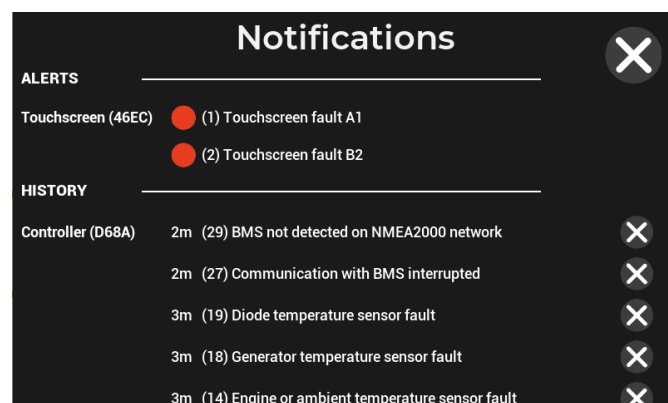
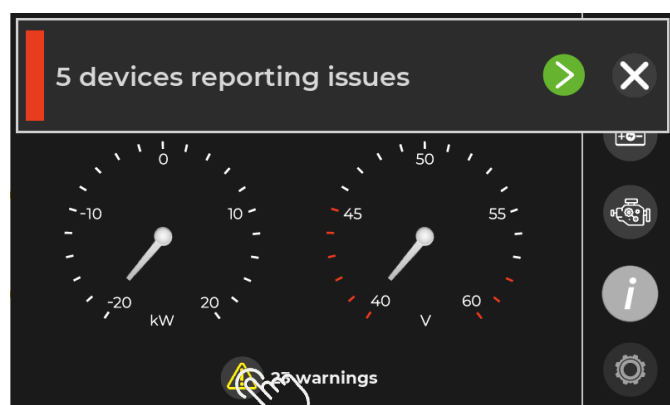
Controls. Access to controls for the system.

Settings. Access to System settings

Advanced. Access to System Diagnostics, BMS Diagnostics and Wi-Fi.

10.7.1 NOTIFICATIONS

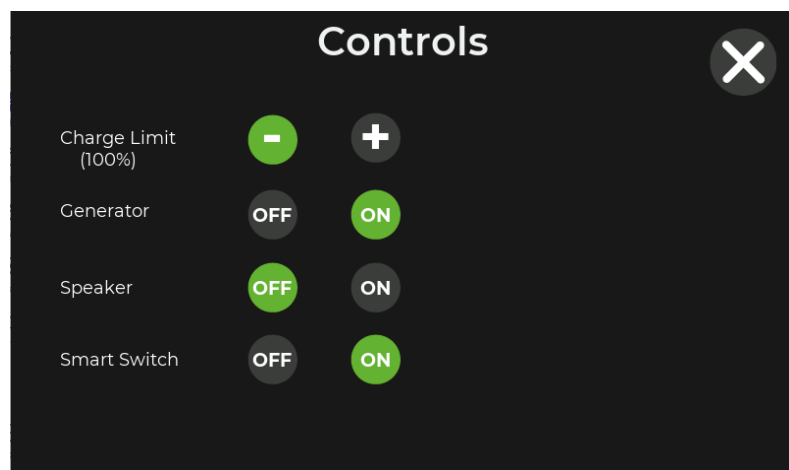
Notifications can be accessed via the Options page or via pressing the tab at that appears at the top of the warning icon



Notifications can be seen, and active warnings are recognised by the red dot on the left. Any historic warnings show below. These can be cleared by pressing the .

10.7.2 CONTROLS

You can access the system Controls



Charge Limit

This can be set so the system stops charging at a configured SOC, this can be used to switch the charge off, often above 95% for example, the system isn't efficiently using fuel to charge the battery bank.

Generator Off/On

Generation can be suspended using this control. If the generation is suspended the following icon will appear on the generation page.



Speaker Mute

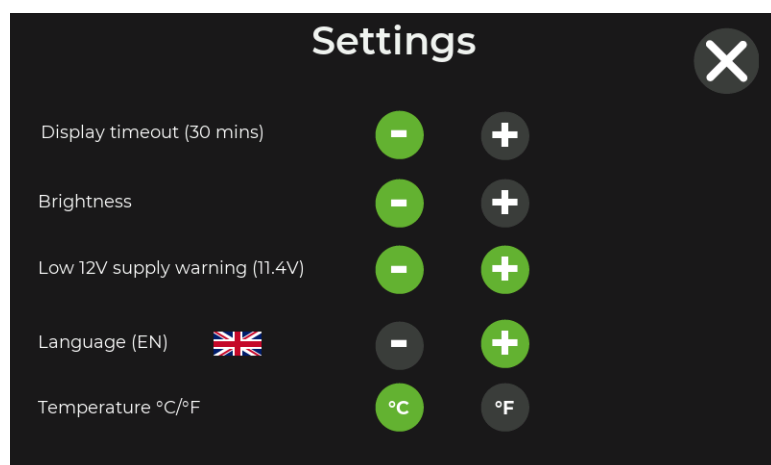
The mute button can be used to mute error and warning alerts or beeps.

Smart Switch Off/On

This can be used to Open and close the smart switch; this should always be used as this activates the pre charge before the switch closes.

10.7.3 SETTINGS

The settings page can be used to change basic settings.



Display Timeout The time until the display goes to sleep. Use the + & - to change the time.

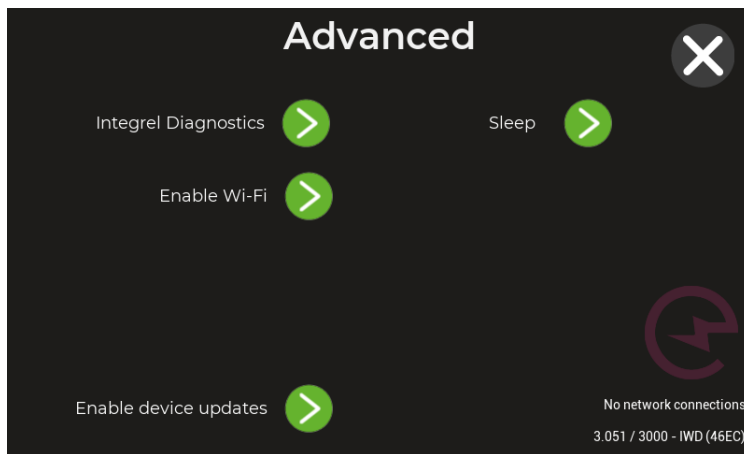
Brightness The display brightness can be dimmed or brightened with the + & -.

Low 12V Supply Warning The set point when a warning will be issued on the controller supply voltage

Language This can be changed using the + & -. The options are English, French, Spanish and German.

Temperature °C/°F This can be changed to suit Centigrade or Fahrenheit for US vessels.

10.7.4 ADVANCED



Integral Diagnostics

The diagnostics page can be used by the Integral support team or an Installer to diagnose any issues with the Integral system if required. See Section 10.8 for additional information.

Wi-Fi

Wi-Fi is used to update Integral software (available only on Integral Touchscreen models from 2023 onwards).

BMS Diagnostics

The BMS page displays information and diagnostic data from the battery BMS; Integral supports BMS systems from manufacturers including Mastervolt, Victron, MG Energy and Lithionics.

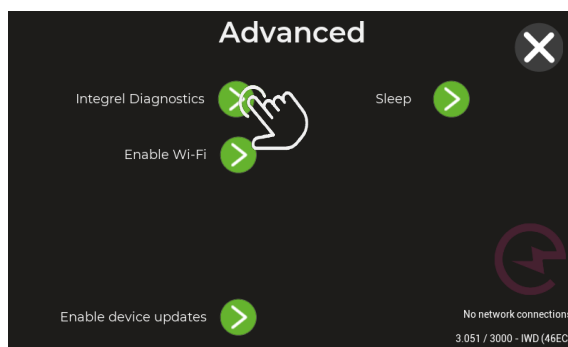
Sleep

This can be used to put the system in low power mode, The screen will go blank, but you can awake it by tapping the screen.

10.8 Diagnostic Information

Use the following instructions to access the Integral diagnostic page.

1. Navigate to the Settings page by selecting the settings (cog) icon in the bottom right corner of the screen. See Section 10.8.1 – Diagnostic Page Parameter Summary for more information.
2. Select the Advanced icon
3. Select Integral Diagnostics



The Integral Diagnostic Page is displayed. An example page is shown in the following image.

BID	FC1	SYS	BS1	BS2	BS3	BS4	BS5
P0	EE99	F1F0	EF81	F4B5	2E23	4D23	071F
P1	1047	1007	1023	1023	1023	1023	1023
P2	01/Jan/70 00:00:00	54.34V	Aft Bank 1	Forward Bank 2	Port Bank 1	Starboard Bank 1	House Bank
P3	0.000	8	N	N	N	N	N
P4	56.39V	26.75C	48V	48V	12V	12V	12V
P5	19.9C	17.115C	53.86V	53.88V	12.39V	12.39V	13.72V
P6	11.85C	17.545C	41.675A	42.375A	0A	-0.15A	0.3A
P7	12.3C	42.03A	17.075C	17.76C	12.235C	11.975C	13.28C
P8	J 0		0mV	0mV	0mV	0mV	0mV
P9	G 1						
P10	13.743V						
P11	0C		26.91V	26.92V	12.39V	12.39V	13.72V
P12	22.45C		26.94V	26.95V	0.00V	0.00V	0.00V

10.8.1 Diagnostic Page Parameter Summary

The Diagnostic Page is divided into columns. Each column displays information (parameters) related to individual Integral system components such as the Integral Controller, Bank Sensor or Smart Switch. Parameters are numbered sequentially and provide varying information depending on component. The following table provides a decoder for each parameter and for each component. Further explanation of each parameter is provided in following tables.

Parameter	Controller (FC)	System/Switch (SYS)	Bank Sensor (BS)
BID	FC (board ID)	SW (Switch ID)	BS (sensor ID)
SW	Firmware version MSU/ Firmware version Sentinel	Firmware version	Firmware version
HW	Manufacture Date	Manufacture Date	Manufacture Date
T	Hardware Revision	Hardware Revision	Hardware Revision

Parameter	Controller (FC)	System/Switch (SYS)	Bank Sensor (BS)
P3	Target Voltage	Switch Voltage 48V	Bank name
P4	Ambient Temperature	Max Bank Current	Charge Mode (N/B/F/E)
P5	OEG Temperature	Ambient Temperature	Bank Sensor Type (12V/24V/48V)
P6	Engine Temperature (from J1939 when active)	Last Disconnect Reason	Battery Voltage
P7	12V supply voltage	Battery Temperature 1	Battery Current
P8	Available Power	Battery Temperature 2	Battery Temperature
P9	Controller Temp	IO Signal 1 (ATD)	Voltage Offset
P10	Field Coil Voltage	IO Signal 1 (ATC)	Block Voltage 1
P11	Field Coil Current		Block Voltage 2
P12	Power inhibit flag		Block Voltage 3
P13	Last Stop Charge Reason		Block Voltage 4
P14	Alert Flags		
P15	Generator Voltage		
P16	Generator Current		
P17	Argo TEC, Argo REC, J1939 TEC, J1939 REC		
P18	N2K TEC, N2K REC Alert Status		
P19	Voltage sensing quality (%)		
P20	PCB temperature		

10.8.2 Controller Parameters

Parameter	Controller (FC)	Description
BID	FC (board ID)	The four-digit ARGO CAN bus ID of the Controller e.g. D14E
SW	Firmware version MCU/Sentinel	The firmware version running on the Controller, Displaying the MCU version first and the sentinel second.
HW	Manufacture Date	Manufacturing date of the Controller
T	Hardware Revision	Hardware revision of the circuit board
P3	Target Voltage	The target voltage the system will charge to. This may be the Bulk, Float or another voltage requested by the BMS.
P4	Ambient Temperature	The temperature measured by the ambient temperature sensor.
P5	OEG Temperature	The temperature measured by the OEG internal temperature sensor (this is the same as the measurement shown on the Generator page).
P6	Engine Temperature (from J1939 when active)	The temperature measured by the engine temperature sensor; or reported by J1939 data if the J1939 interface is connected to the engine.
P7	12V supply voltage	The Controller 12V (nominal) power supply voltage. NOTE! The Integral system may not operate correctly if the power supply voltage falls below 12V.
P8	Available Power	The amount of available power that can be used to generate, measured in watts.
P9	Controller Temp	The temperature of the Controller rectifying diode
P10	Field Coil Voltage	The Controller field coil driver voltage (57.6V nominal)
P11	Field Coil Current	The Controller field coil driver current
P12	Power inhibit flag	The reason why the OEG is not charging (see the following P12 table decoder for details).
P13	Last Stop Charge Reason	The reason why the OEG stopped charging last time (see the following P12/P13 table decoder for details).
P14	Alert Flags	Alert flag of the system (see the following P14 table decoder for details).
P15	Generator Voltage	The voltage read by the controllers main 48V positive and negative
P16	Generator Current	The charge current of the controller.
P17	Argo TEC, Argo REC, J1939 TEC, J1939 REC	Argo (Integral dedicated network) Error count on Transmit and Receive. J1939 Error count on Transmit and Receive.
P18	N2K TEC, N2K REC	NMEA Error count on Transmit and receive.
P19	Voltage sensing quality (%)	Voltage sense quality on 48V. Below 80% contact support.
P20	PCB temperature	The temperature measured on the controller PCB

NMEA Faults (P11)

NMEA Faults is an integer in the range 1-8; values are shown in the following table.

#	NMEA Fault
1	BMS Inconclusive (more than one BMS found)
2	NMEA address conflict (badly behaving device on N2K)
3	BMS missing (BMS not found)
4	Masterbus battery configuration is incorrect
5	Internal software string error (internal use)
6	NMEA device list is full (network has too many devices)
7	Reserved
8	Reserved

Generation Inhibit Reason (P12)

The Generation Inhibit reason is an integer in the range 1 – 9; values are shown in the following table.

#	Reason
1	Switch is Open
2	System paused due to Configuration / Debug
3	Memory integrity check failure
4	System voltage is too high / too low
5	Engine is too cold
6	Generation manually turned off (using Integral Touchscreen)
7	The Controller has overheated
8	The BMS has instructed the system to stop charging
9	Maximum engine RPM exceeded
10	Gear Change

Last PWM Zero Reason (P13)

The Last PWM Zero reason is an integer in the range 1 – 13; values are shown in the following table.

#	Reason
1	Low RPM
2	Over voltage
3	OEG exceeded emergency temperature
4	OEG over current
5	OEG exceeded available engine power
6	PWM Negative (not used)
7	PWM RPM Delta (not used)
8	Low voltage detected by Controller
9	The system detected a gear change event
10	Engine too cold to begin charging
11	MG cutoff (not used)
12	Stopped to receive new parameter settings
13	Maximum engine RPM exceeded

Alert Status (P14)

Alert status is an integer in the range 1 – 8; values are shown in the following table.

#	Reason
1	ARGO – No CAN data received
2	J1939 – No CAN data received
3	NMEA2K – No CAN data received
4	J1939 Comms Lost
5	Slave Controller Flag
6	BMS CAN data recognised
7	Limp mode active
8	Not charging due to SoC limit

10.8.3 Smart Switch Parameters

Parameter	System/Switch (SYS)	Description
BID	SW (Switch ID)	The four-digit ARGO CAN bus ID of the Controller e.g. D14E
SW	Firmware version	The firmware version running on the Controller
HW	Manufacture Date	Manufacture date of the Switch hardware
T	Hardware Revision	Hardware revision of the circuit board
P3	Switch Voltage 48V	The battery voltage measured by the Switch
P4	Max Bank Current	Total combined current read by all 48V bank sensors.
P5	Ambient Temperature	The temperature measured by the ambient temperature sensor. The external short sensor.
P6	Last Disconnect Reason	The reason that caused the Switch contactor to last open (see the following P6 table decoder for details).
P7	Battery Temperature 1	The temperature measured by the battery terminal sensor. The external long sensor.
P8	Battery Temperature 2	Internal sensor reading.
P9	IO Signal 1 (ATD)	Voltage of the IO signal for Allow to charge, below 10V Not allowed to charge.
P10	IO Signal 1 (ATC)	Voltage of the IO signal for Allow to discharge, below 10V Not allowed to discharge. Some configs this will open the switch. If the switch does not open the system will operate in limp mode (max 2kW)

Last Disconnect Reason Decoder (P6)

The last disconnect reason is an integer in the range 1 – 26; values are shown in the following table.

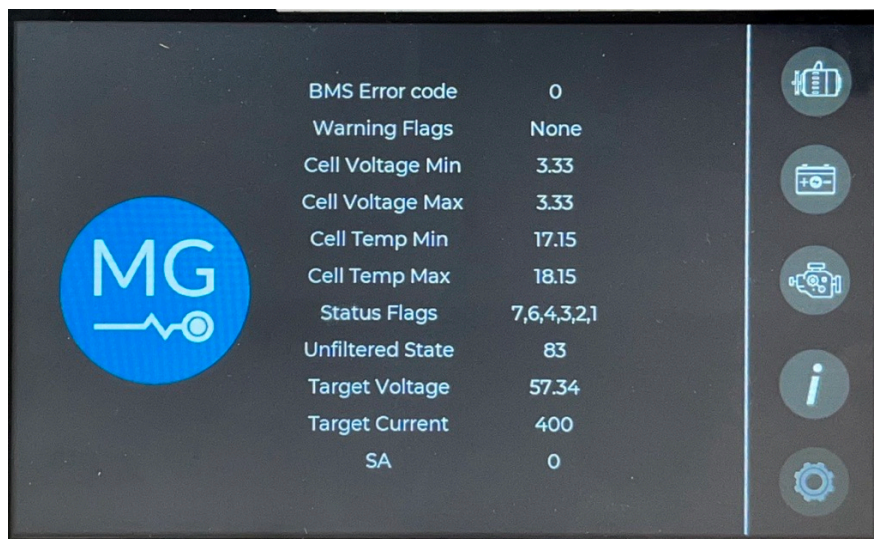
#	Description	#	Description
1	SIGNAL1_NO_DISCHARGE (Green/Purple IO wire)	9	Panic Disconnect
2	SIGNAL2_NO_CHARGE (Green/Purple IO wire)	10	High Temperature Disconnect (Battery sensor)
3	High Voltage (Switch V Tap)	11	Low Temperature Disconnect (Battery sensor)
4	Low Voltage (Switch V Tap)	12	Missing temperature
5	High Current (total current measured by all 48V bank sensors)	13	Switch Stuck on – contactor fused, or switch held closed
6	High Temperature Disconnect (Ambient sensor)	14	Switch Stuck off – locked in the off position or solenoid failure.
7	Low Temperature Disconnect (Ambient sensor)	15	Battery missing
8	User Disconnect	22	Device Class Corrupt

10.9 Bank Sensor

Parameter	Bank Sensor (BS)	Description
BID	EUID	The four-digit ARGO CAN Bus ID of the Controller e.g. D14E
SW	Firmware version	The firmware version running on the Controller
HW	Manufacture Date	Manufacturing date of the Bank Sensor hardware
T	Hardware Revision	The hardware revision of the board
P3	Bank name	The human friendly name for the Bank Sensor
P4	Mode (N/B/F/E)	Charging mode N – Not charging B – Charging to Bulk F – Charging to Float E – Equalising
P5	Bank Sensor Type (12V/24V/48V)	The battery type being monitored (classified by voltage)
P6	Battery Voltage	The measured voltage of the battery bank
P7	Battery Current	The measured current of the battery bank
P8	Battery Temperature	The measured temperature of the battery bank terminal
P9	Voltage Offset	The offset between the system voltage measured by the Controller and the voltage reading of the bank sensor.
P10	Bank Actual SoC	TBD
P11	Bank Reference SoC	TBD
P12,13,14,15	Block voltage 1,2,3,4	Measured voltage of Tap 1,2,3,4

10.9.1 BMS Diagnostics

The BMS diagnostic page contains BMS status and BMS warnings. The following sections provide information about BMS diagnostics for batteries supported by Integral.



All BMS error codes are passed transparently from the BMS.

BMS Status Flags	
1	Contactor closed (charge)
2	Allow to Charge
3	Allow to Discharge
4	Is alive
5	Is charging
6	Is discharging
7	Contactor closed (load)
8	Charged

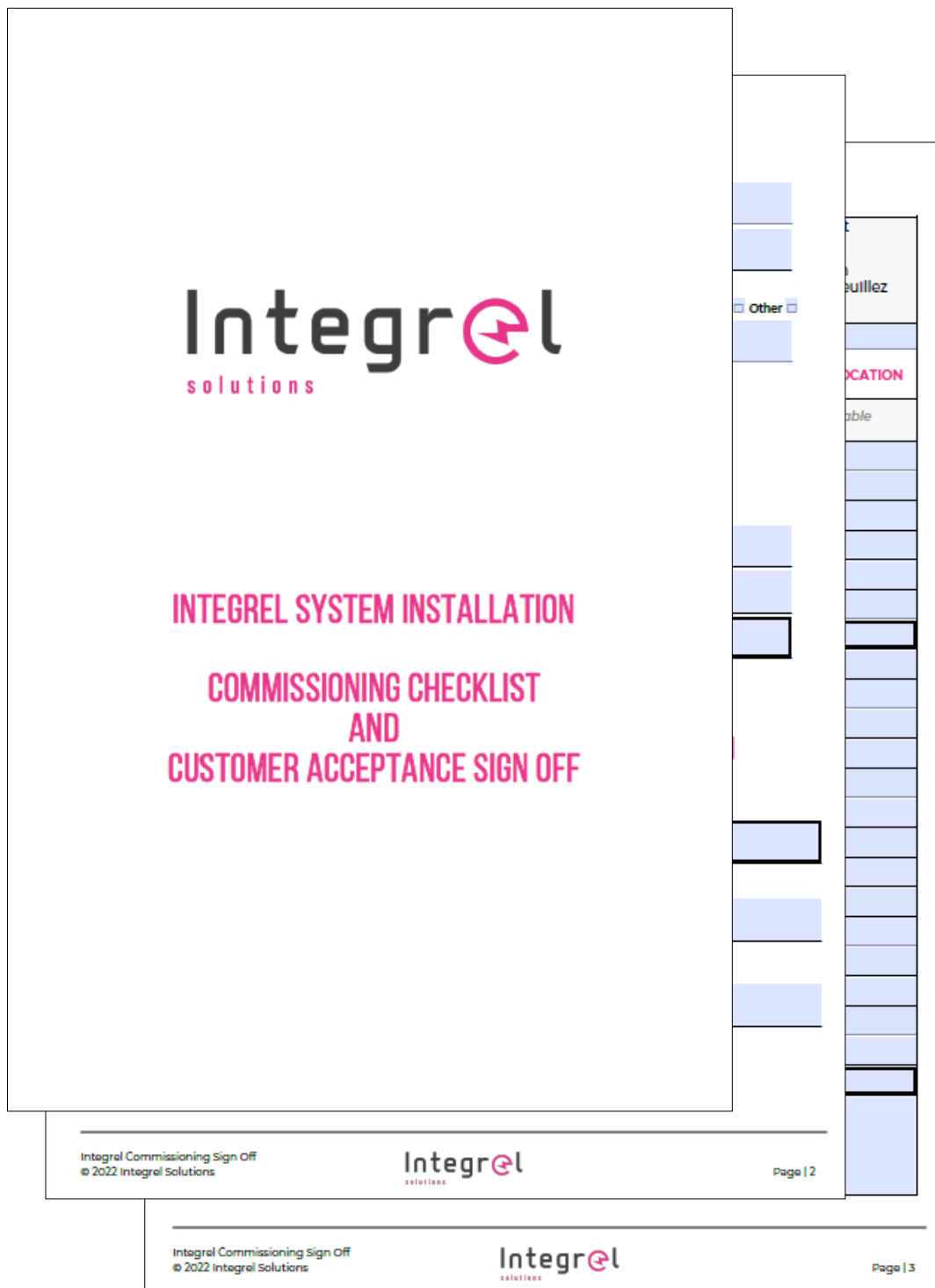
BMS Warning Flags	
1	Over Voltage
2	Under Voltage
3	High charge Current
4	High Discharge Current
5	Charging Suspended (By Integral, due to BMS)
6	Balancing in progress
7	DCL enabled (Dynamic Current Limiting, Lithionics only)
8	Reserved

11 HANDOVER DOCUMENTATION

After installation is complete and the system has been fully tested, it is critical to schedule a customer acceptance handover and training session with the client. As part of the installation kit, Integral provides a handover document to assist with this process.

This document is issued as an easy to complete fillable PDF document. A completed copy should be provided to each of the following parties:

- Installer
- Customer
- Integral Solutions



12 TROUBLESHOOTING

The following table contains a list of potential issues that may occur during installation, testing and commissioning together with suggested solutions.

Issue	Possible Cause	Solution
Battery page: No battery data	No CAN bus connection to Bank Sensor	Check the RJ45 cable is properly connected between the battery bank sensor(s) and the Integral Argo CAN bus network
Smart Switch not connecting	No CAN bus connection to Smart Switch	Check the RJ45 cable is properly connected between the Smart Switch and the Integral Argo CAN network
Battery page: Battery showing 0V	Battery voltage tap on backwards	Check the voltage taps are wired correctly. If backwards, voltages may be incorrect or zeroed out. See Bank Sensor set up for details.
Battery page: kW reading is backwards: negative (-) when charging positive (+) when discharging	The Bank Sensor is installed backwards	This can be reversed in settings to avoid the need to physically turn the Bank Sensor around on the conductor.
PWM at 100% but no power generation	Field coil fuse blown	Replace field coil fuse
	Generator failure	Contact Integral Support
PWM at 99% but low power generation	12V supply to the controller may be low.	Check 12V supply voltage of the house bank. If you have a 12V Bank Sensor monitoring the house bank, check it is showing >12.0
	OEG phase cable(s) damaged	Check OEG phase cables are connected and not damaged
Engine RPM is incorrect	Pulley ratio set incorrectly	Set the pulley ratio correctly
RPM not showing on the touchscreen	Phase connections	Check phase connections
	Loom fault	Check loom is not damaged. Check noise is not coupling into the loom from nearby cables.
	System in diagnostic mode	Disconnect USB or Bluetooth, cycle system power.
	Controller board failure	Check J1939 connection (if enabled). Contact Integral Support otherwise.
Touchscreen shows "Max voltage exceeded"	Li-ion setting wrong	Check Li-ion settings

Issue	Possible Cause	Solution
Battery voltage dropping below cut out voltage.	A load device may have been connected between the Smart Switch and the battery bank.	Check the switch settings are correct and check wiring configuration. A single 24V nominal Lithium battery should never drop below 20V to avoid potential damage to the battery.
Engine seems to be overloaded	Pulley ratio incorrectly set	Set the pulley ratio correctly.
	Prop intercept incorrectly set	Set prop intercept correctly
	Max engine power set too high	Set maximum engine power correctly
	Min engine power set too low	Set minimum engine power correctly
	In-gear detection failing	For engines<50hp, check in-gear cable/switch is connected and working. Check J1939 in-gear configuration is correctly (Yanmar only)
Integrel Panel Switch keeps tripping	Faulty switch	Try a higher current rated switch, no more than 10 amps.
	Controller fault	Check the voltage to the Controller and that the PWM is wired correctly.
Message: Battery missing (Smart Switch)	Smart Switch internal fuse	Check the internal fuse in the Smart Switch
	48V V tap missing	The 48V V tap for the switch is missing.
Controller has 12V but not powering	Internal CAN or 12V fuse.	Check the CAN and 12V fuse.
Generator temperature reads -77C	Connection is 'open circuit' or temperature sensor is damaged.	Check the connection between the controller and the OEG temperature pins. This may also mean a failed sensor. See Annex for testing.

12.1 Controller LED Status

Three LEDs on the Controller indicate various operational states, warnings or error conditions. The following table documents the meaning of Controller LED indicator patterns. In most cases, status indicated by LEDs correspond with a warning displayed on the Integral screen.



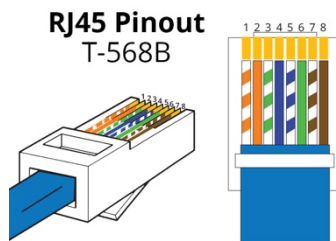
Controller LED Status Indicators

LED	State	Indication
	Green solid	Master Controller
	Green flash	Slave Controller
	Orange solid	A warning is active
	Orange flash	More than one warning is active
	Red solid	An error has occurred
	Red flash	More than one error has occurred

13 CONNECTORS AND FUSES

All pin numbers in this section correspond to looking directly at the connector socket on the relevant Integral hardware (Bank Sensor, Smart Switch and Controller).

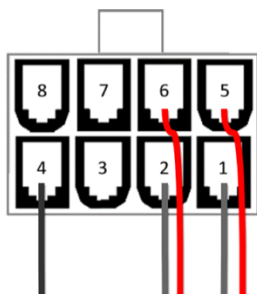
13.1 Network



Pin #	Colour	Description
1	Orange stripe	Ground
2	Orange	Ground
3	Green Stripe	-
4	Blue	CAN H
5	Blue Stripe	CAN L
6	Green	Ground
7	Brown Stripe	12V
8	Brown	12V

13.2 Bank Sensor Socket

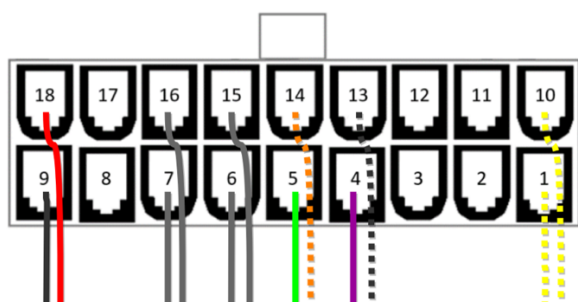
View looking at the Bank Sensor hardware.



Pin #	Description (2 VTap)	Description (4 Vtap)
1	Battery Temperature -	Battery Temperature -
2	Battery Temperature +	Battery Temperature +
3	-	-
4	Voltage tap 0V	Voltage tap 0V
5	Voltage tap 1 (24V)	Voltage tap 1 (12V)
6	Voltage tap 2 (48V)	Voltage tap 2 (24V)
7		Voltage tap 3 (36V)
8		Voltage tap 4 (48V)

13.3 Smart Switch Socket

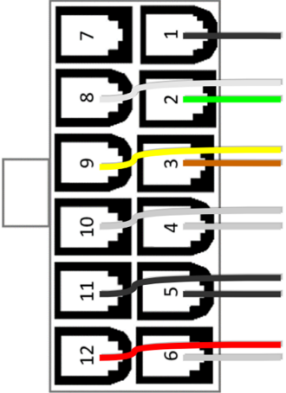
View looking at the Smart Switch hardware.



Pin #	Description
1	Switch Remote trigger (optional)
2	-
3	-
4	Allow-to-charge (Stop charge)
5	Allow-to-discharge (Stop discharge)
6	Temperature 2 0V (Battery Terminal)
7	Temperature 1 0V (Ambient)
8	-
9	0V
10	Switch Remote trigger (optional)
11	-
12	-
13	Switch Remote LED - (optional)
14	Switch Remote LED + (optional)
15	Battery Terminal Temperature
16	Ambient Temperature
17	-
18	48V/24V/12V In

13.4 Controller Data Socket

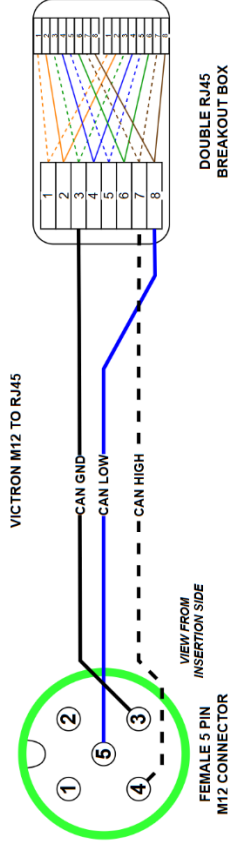
View looking at the Controller hardware.



Pin no	Description
1	J1939 Isolated OV (Ground)
2	J1939 CAN L
3	Gear Detect -
4	Engine Temp -
5	Ambient Temp -
6	Alternator Temp -
7	-
8	J1939 CAN H
9	Gear Detect +
10	Engine Temperature +
11	Ambient Temperature +
12	Alternator Temperature +

13.5 NMEA 2000 Socket

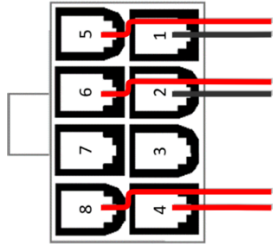
The controller has a M12 5 Pin NMEA Socket. This can plug into a NMEA network or we can provide an RJ45



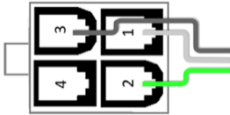
13.6 Older Controllers with power and NMEA sockets

Older revision controllers had an 8-pin power plug and a 4 pin NMEA adapter socket.

See the pin outs below for this type of controller.



Pin #	Power plug Rev \$ Description
1	Field Coil (PWM) -
2	OV Ground
3	OV Ground
4	Aux Relay Blower Switch
5	Field Coil (PWM) +
6	+12V In
7	-
8	Aux Relay Blower Switch

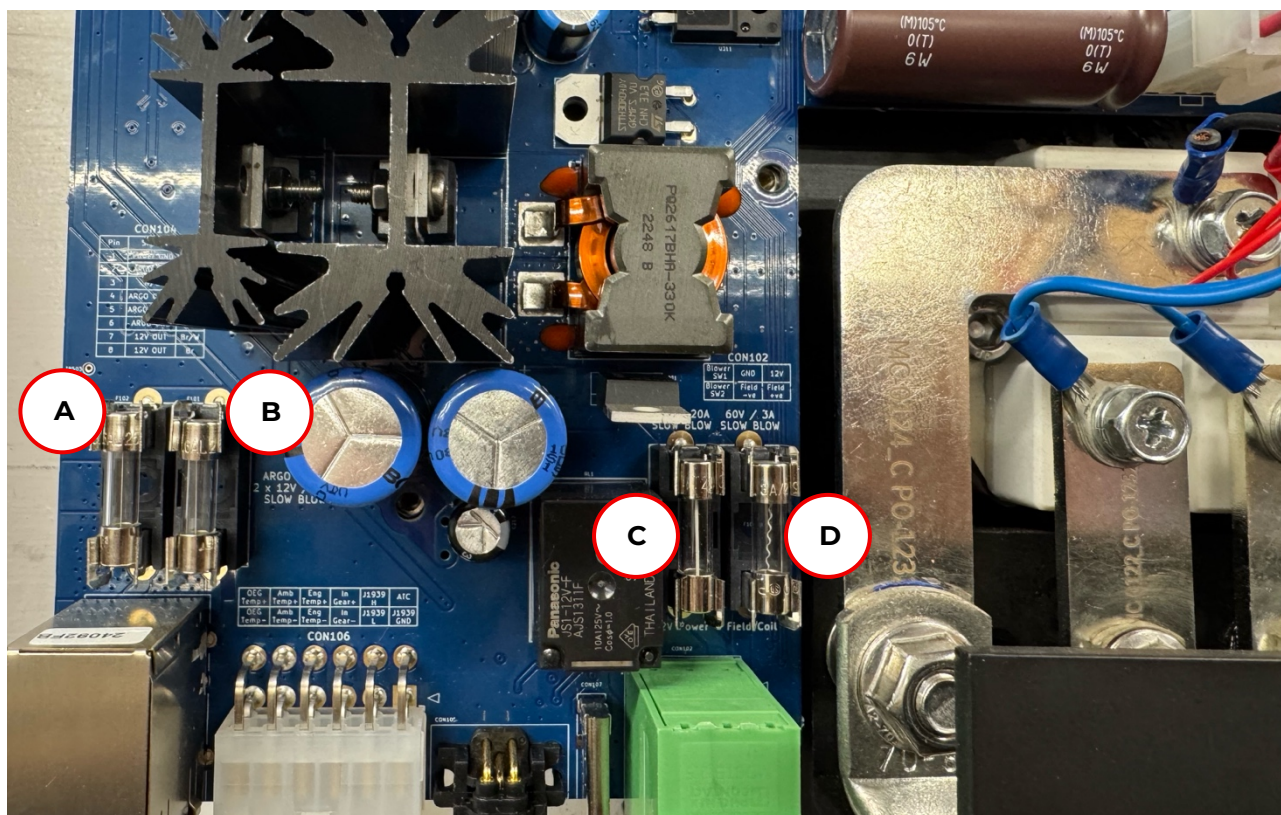


Pin #	NMEA Adapter Rev 4 Description
1	Ground
2	NMEA 2000 CAN Low
3	NMEA 2000 CAN High
4	Not Used

13.7 Fuse Locations

13.7.1 Controller

To access fuses inside the Controller, remove the plastic 48V / three phase conductor cover, disconnect all plugs and cables (including the 48V Positive, 48V Ground, 3 x phase cables) and open the case using the four screws shown below (red arrows).

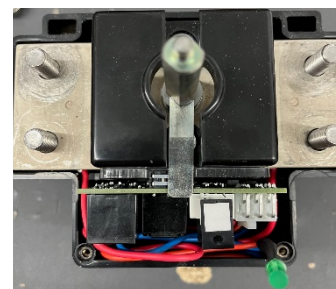


	A & B	C	D	Main 48V Fuse
Description	CAN Power	Main Power	Field Coil (PWM)	Main 48V fuse (not shown)
Size	5 x 20	5 x 20	5 X 20	MEGA Fuse
Type	12V 1.6A Slow Blow	12V 20A Slow Blow	57.6V @ 3A Medium Acting	58V @ 250 Amp

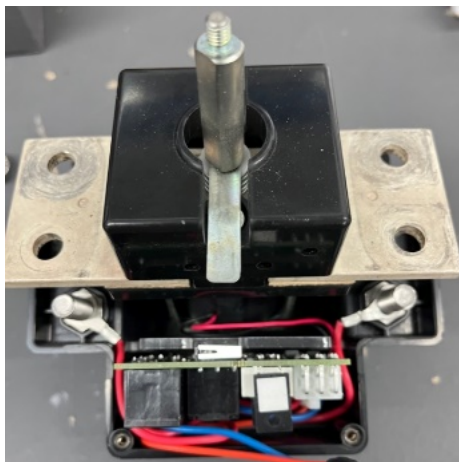
13.7.2 Smart Switch

To access the Smart Switch fuse, remove the smart switch from its location and open the top casing. Do this by removing the ON/OFF knob. The knob unscrews anticlockwise.

Once the knob is off, remove the 4 x screws and the 4 cable securing nuts as shown to the right.



Once the top cover has been removed, pull the contactor partly out of the casing and move it to the back as shown in the image to the left, below. This helps to remove the PCB enough to access the fuse.

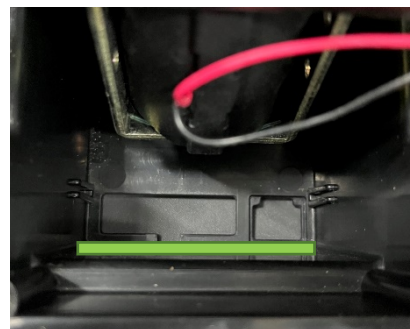


Pull the PCB partly out and disconnect the 6 Pin Molex (outlined in RED, see image above to the right). Once the PCB is removed, the fuse (outlined in YELLOW) is easily accessible.

Fuse Type

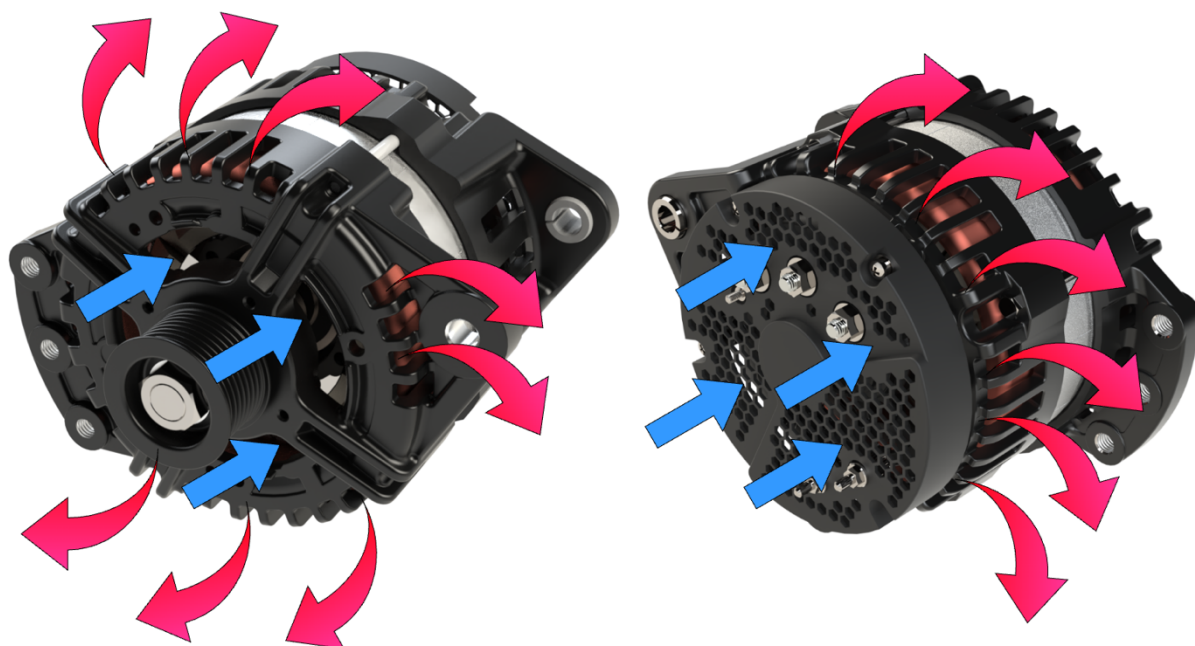
Use	48V supply
Size	5 x 20
Type	57.6V 5A Slow

Check and replace the fuse if required. When reseating the PCB, ensure it is seated in the two grooves in the casing shown to the right highlighted in GREEN.



14 OEG COOLING

The airflow of the OEG is as the diagram below. If you are looking to add additional cooling to maximise the power generation. This can be done by either dedicating ducting to remove heat or provide fresh cool air. If providing fresh air, minimise the introduction of salt spray that may damage the OEG and other items.



Removing hot air from the OEG out lets minimises the introduction of salt spray or saline air. This helps the engine bay stay cooler and the OEG produce more energy.

15 SYSTEM RESET

Occasionally a system reset is required, this may be needed for several reasons including clearing errors. Although rare these may sometimes be needed.

Symptom	Reset	Check after a reset
There is an error on the screen, and it will not clear.	Soft reset	
There is a Start-up self-check warning	Soft reset	Check the 12V supply. Make sure it can deliver 15amps per controller. A supply issue may cause this.
There is an error on the screen reading the ID 0001 or FFFF	Full system reset	Check the network termination and that the network uses shielded cables.
The controller has frozen, and the fans are running continuously.	Hard Reset	Check the 12V supply. Make sure it can deliver 15amps per controller. A power drop may cause this issue. Although rare this may happen during a software update if there is a power drop

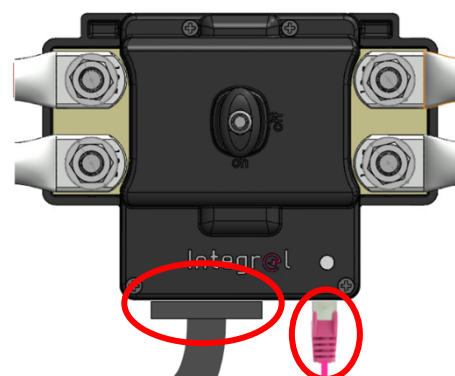
If any of the above issues occur, report to support@integrelsolutions.com

15.1 Soft Reset

Power off both controllers, leave for 10 seconds then repower.

15.2 Full System Reset

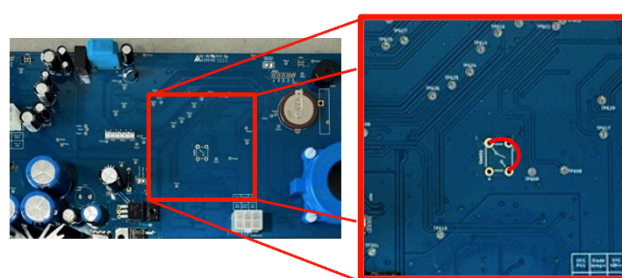
1. Power off the Controllers.
2. Disconnect the Integrel Smart Switch, Both the network and the data cable.
3. Wait 10 seconds, Connect the switch back in.
4. Power on both controllers.



15.3 Hard reset

A Hard reset is rare but may be required if the controller has frozen for any reason, if this is needed contact Integrel Support before performing a hard reset.

1. Unplug the controller and remove the controller cover.
2. Locate the bridging switch on the board. Highlighted to the right.



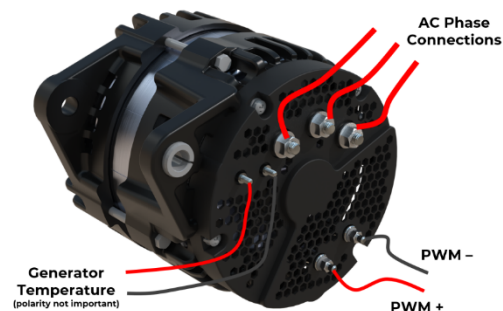
3. Insert a termination resistor into one of the Integrel network ports.
4. Bridge the switch points with a piece of wire or electrically conductive tweezers. Make sure the bridge is on the top left and bottom right.
5. Power the controller on with the bridge on the switch. Wait 5 seconds then remove the bridge. On the top of the controller PCB, you should see the blue and orange LED's illuminate.
6. Plug the controller back into the network with the screen connected. The screen should prompt "Recovering device, please wait ..."
7. The controller should then reboot and continue to function again.
8. Unplug and replace the cover making sure the Fans and LEDs are reconnected.
9. Power the controller back on and run the engines to test.

16ANNEX

16.1 Annex A – OEG (Generator) Testing

To test the OEG (generator), refer to the resistance values in the following table. Disconnect the terminal before testing and use a high quality calibrated, auto ranging multimeter or ohmmeter.

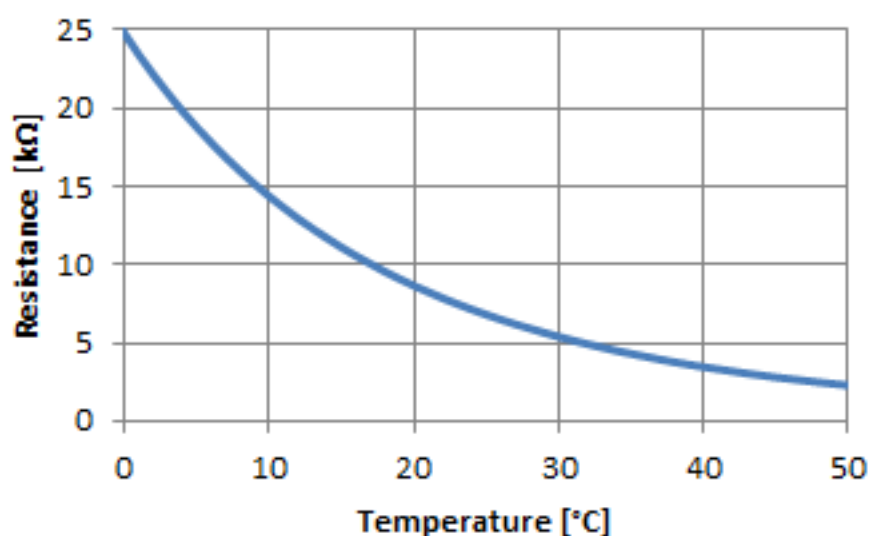
Resistance Test	Acceptable Range
Measure resistance between P1 and P2 (phases)	0.2 Ω
Measure resistance between P1 and P3 (phases)	0.2 Ω
Measure resistance between P2 and P3 (phases)	0.2 Ω
Measure resistance between F+ and F- (PWM)	22 - 23 Ω
Measure resistance between T1 and T2 (Temp)	11 - 17.5 k Ω



For reference see temperature vs k Ω

5.5k Ω = 30°C

8.5k Ω = 20°C



16.2 Annex B – Bank Sensor Calibration & Reset

In some instances, the bank sensor may need recalibration. The following text describes the recalibration process.

The reset button is accessible via a hole in the bank sensor case as shown. Use a non-conductive straight tool to access the reset button using the required process outlined in the following table.



Task	Reset Process
Reset internal SoC calculation (legacy software only)	Press the button for ONE second.
Reset power/current readings from the hall effect	Ensure there is nothing loading or draining the batteries, then press the button for FOUR seconds.
Factory reset the sensor	Press the button for SEVEN seconds.

16.3 Annex C – Conductor Guides

The following table contains a list of conductor recommendations for each part of the system where looms are not provided. If a loom needs to be extended, always use like-for-like conductor material, thickness and colour.

All conductors must be sized in accordance with ISO 13297 or ABYC E-11 with appropriate ampacity derating for installation in engine compartments and bundling. Conductors must be sized for a maximum 10% voltage drop.

Usage	Type	Gauge
Battery conductor	Marine Tinned Battery Cable	Minimum 50 mm ² - 1/0 AWG
All other DC power conductors including: 12V / 24V / 48V or other	Marine Tinned Cable	Minimum 2 mm ² / 14 AWG
CAN bus cables RJ45	CAT 5 FTP minimum (must be SHIELDED!) Note! Maximum length of 20 metres per connection	N/A

Integral

ADVANCED POWER GENERATION & CONTROL

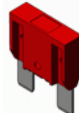
48V CABLE CALCULATION CHART (ALLOWANCE FOR 3% VOLTAGE DROP)																	
CURRENT FLOW																	
CABLE LENGTH	5A	10A	15A	20A	25A	30A	40A	50A	60A	70A	80A	90A	100A	120A	150A	200A	250A
0-2m	4mm ²	4mm ²	4mm ²	4mm ²	4mm ²	4mm ²	4mm ²	6mm ²	10mm ²	16mm ²	16mm ²	16mm ²	25mm ²	25mm ²	35mm ²	50mm ²	70mm ²
3m						6mm ²	6mm ²	10mm ²	16mm ²	16mm ²	25mm ²	25mm ²		35mm ²		50mm ²	70mm ²
5m							10mm ²	16mm ²	25mm ²	25mm ²	35mm ²	35mm ²			50mm ²		95mm ²
8m				6mm ²	10mm ²	16mm ²	16mm ²	25mm ²	35mm ²	35mm ²	50mm ²	50mm ²	35mm ²	50mm ²	70mm ²	95mm ²	120mm ²
12m			6mm ²	10mm ²	16mm ²	25mm ²	35mm ²	50mm ²	70mm ²	70mm ²	95mm ²	95mm ²	120mm ²	150mm ²	185mm ²	240mm ²	
16m		6mm ²	10mm ²	16mm ²	25mm ²	35mm ²	50mm ²	70mm ²	95mm ²	95mm ²	120mm ²	120mm ²	150mm ²	185mm ²	240mm ²		
20m			10mm ²	16mm ²	25mm ²	35mm ²	50mm ²	70mm ²	95mm ²	95mm ²	120mm ²	120mm ²	150mm ²	185mm ²	240mm ²		
24m				16mm ²	25mm ²	35mm ²	50mm ²	70mm ²	95mm ²	95mm ²	120mm ²	120mm ²	150mm ²	185mm ²	240mm ²		
30m	6mm ²	10mm ²	16mm ²	25mm ²	35mm ²	50mm ²	70mm ²	95mm ²	120mm ²	120mm ²	150mm ²	150mm ²	185mm ²	240mm ²			

24V CABLE CALCULATION CHART (ALLOWANCE FOR 3% VOLTAGE DROP)																		
Integral		CURRENT FLOW																
		ADVANCED POWER GENERATION & CONTROL																
CABLE LENGTH	5A	10A	15A	20A	25A	30A	40A	50A	60A	70A	80A	90A	100A	120A	150A	200A	250A	
0-2m	4mm ²	4mm ²	4mm ²	4mm ²	4mm ²	4mm ²	4mm ²	6mm ²	10mm ²	10mm ²	10mm ²	16mm ²	25mm ²	25mm ²	35mm ²	50mm ²	50mm ²	95mm ²
3m					6mm ²	6mm ²	6mm ²	10mm ²	16mm ²	25mm ²	35mm ²	70mm ²						
5m				6mm ²	6mm ²	6mm ²	10mm ²	16mm ²	25mm ²	35mm ²	50mm ²	70mm ²	95mm ²	120mm ²	150mm ²	185mm ²	240mm ²	300mm ²
8m				4mm ²	4mm ²	6mm ²	6mm ²	6mm ²	10mm ²	16mm ²	25mm ²	35mm ²	50mm ²	70mm ²	95mm ²	120mm ²	150mm ²	185mm ²
12m	10mm ²	16mm ²	25mm ²					35mm ²	50mm ²	70mm ²	95mm ²	120mm ²	150mm ²	185mm ²	240mm ²	300mm ²		
16m	16mm ²	25mm ²	35mm ²				50mm ²	70mm ²	95mm ²	120mm ²	150mm ²	185mm ²	240mm ²	300mm ²				
20m	16mm ²	25mm ²	35mm ²				50mm ²	70mm ²	95mm ²	120mm ²	150mm ²	185mm ²	240mm ²	300mm ²				
24m	16mm ²	25mm ²	35mm ²	50mm ²	70mm ²	95mm ²	120mm ²	150mm ²	185mm ²	240mm ²	300mm ²							
30m	6mm ²	10mm ²	16mm ²	25mm ²	35mm ²	50mm ²	70mm ²	95mm ²	120mm ²	150mm ²	185mm ²	240mm ²	300mm ²					

16.4 Annex D – Guide to Fuses

When installing fuses, ensure the correct fuse types are used for the circuit being fused. The following tables provide examples of fuse types and usage locations.

Note that the main fuse, closest to a battery or battery bank, must have an AIC rating in accordance with ABYC E-11; with lithium-ion batteries, this typically requires a Class-T fuse.

Based on 105°C wire	ATO	MAXI	MRBF	LINK	Class T
 ADVANCED POWER GENERATION & CONTROL					
Wire gauge	2-30A	20-120A	30-300A	100-500A	110-400A
4mm ²	25-30A	30-40A			
6mm ²		40A	60A	60A	
10mm ²		70-80A	80A	70-80A	
16mm ²		70A	100A	100-125A	125A
25mm ²			150A	125-150A	175A
35mm ²			200A	175-200A	200A
50mm ²			300A	250-300A	300A
70mm ²				300A	350A
95mm ²					400A

Fuse Locations and Types

Location	Types	Rating (Amps)
Battery to Busbar	MRBF / Link / Class T	200 – 400
Integrel Controller to Busbar	MRBF / Link / Class T	200 – 400
Busbar to DC/DC	MRBF / Link / Class T	30 – 400
Busbar to Inverter/Charger	MRBF / Link / Class T	30 – 400
24V and 12V Supply Systems	MAXI / MRBF / Class T	30 – 400
Positive voltage taps on Bank Sensor and Smart Switch positive taps.	ATO / MAXI	<5
Busbar to Chargers	MAXI / MRBF	30 – 250



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