



The Best of Both Worlds (Part 2 of 4)



By Jerry Work



Editor's Note: In part 1 of "The Best of Both Worlds" Jerry laid out a five-step process for making a dual house battery bank using a combination of lead-acid and lithium-ion batteries. In part 2, he explains how to rewire your set-up safely to get the optimum performance from lead-acid and lithium-ion batteries. With those cautions from part 1 of this article series in mind, let's go!

Making this conversion is a simple five-step process summarized in part 1 of this series and involves only buying two additional items to go along with what you likely already have in your bus - a common converter/charger to recharge your remaining lead-acid batteries while on shore or generator power and a suitable battery-to-battery charger to keep both banks recharged at the same time from the existing alternator while driving.

The first thing you need to do is to decide where to put the new lithium-ion phosphate batteries that will make up one half of your new house battery bank.

A good starting point is to remove half of your existing lead-acid batteries and buy that same number of new 105-amp hour lithium-ion batteries.

Most large buses came with four, six or eight 4D, or, 8D lead-acid batteries that were rated around

200-250-amp hours when new. It doesn't matter whether they are called "wet cell" or "AGM" or "gel cell" or "SLA", they are all lead-acid batteries and you will do the same things for this implementation.

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