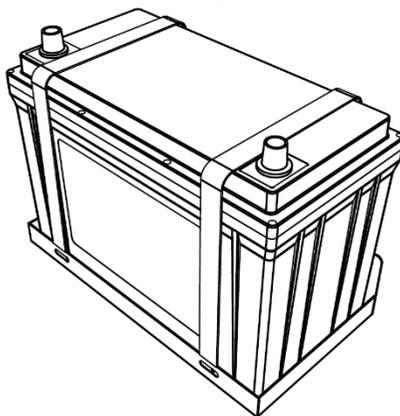




PowerXtreme

User manual

POWERXTREME X75/X125 LiFePO4 Battery



Ultra light weight



High capacity



Extreme power



Long life

EmergoPlus BV

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Dear customer,



PowerXtreme

Thank you for purchasing the high quality PowerXtreme battery from EmergoPlus! This product has been developed using the most modern technologies and quality systems. We assure you that we make every effort to ensure trouble-free operation so that you are happy with your purchase. Our ultimate goal is a satisfied customer. If you have any questions, please contact one of our dealers or our service department.

We hope you enjoy your PowerXtreme battery!

Cordial greetings,

EmergoPlus BV

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1. Product description

The PowerXtreme X75/X125 is a Lithium-iron phosphate (LiFePO₄) battery. This is the safest of the most important lithium-ion battery types. Besides safety, the LiFePO₄ technology is characterized by:

- Minimal weight
- Small dimensions
- Low internal resistance
- High efficiency
- Excellent cycle performance
- Large permitted temperature range
- Almost constant Voltage throughout the entire discharge cycle
- It is possible to use 100% of the capacity before the battery is empty and switches itself off. On the PowerXtreme X20 this is 20Ah and on the PowerXtreme X30 is this 30Ah. This is in contrast to lead-acid batteries where usually 50 - 60% of the capacity can be used before the battery needs to be recharged.

Which makes the X75/X125 battery the right choice for a wide range of applications. Another big advantage compared to lead-acid batteries is that the LiFePO₄ battery does not need to be fully charged. A lead-acid battery will fail due to sulphating if it is not fully charged for a longer period of time. The PowerXtreme X75/X125 battery consists of 4 cells connected in series with a nominal voltage of 3.2V which together form 12.8V.

Essential part of the LiFePO₄ battery is its Battery Management System (BMS). The BMS monitors the cells that make up the battery for the following risks

- Too deep discharge - A LiFePO₄ cell will fail if the voltage is less than 2.5V. The BMS disconnects the battery before the cell voltage reaches this point.
- Overvoltage - If the cell voltage exceeds 3.65V during charging, the BMS will stop the higher voltage. The BMS stops the charging process before the cell voltage becomes too high.
- Too high temperature - The BMS will turn off the battery if the system temperature becomes too high.

- Too low temperature - The BMS prevents the battery from being charged at temperatures below -10°C.
- Short circuit - The BMS switches the battery off if the terminals are shorted.
- Our batteries have a cell balancing function built into the BMS. Because the cells are never 100% identical, this system ensures that the cells remain balanced and that no major differences in cell voltages can arise due to the discharge and charging.

The PowerXtreme X75/X125 are equipped with Bluetooth technology that allows monitoring of the battery and switching it on and off via an App.

2. Safety instructions

2.1 Safety instructions statement

The safety instructions help you to avoid hazards when performing actions. The safety instructions are divided into the following categories:



WARNING!

Means that the act in question is dangerous and should be prepared before proceeding.



CARFUL!

Means that the operation can cause damage.



PAY ATTENTION!

Means advice for instruction to the user.

2.2 Safety instructions

- Carefully read this manual before using the battery pack.
- Keep the manual close to the battery and make it available to the user of the battery pack.
- Only technically qualified personnel may carry out work on the battery.
- The electrolyte is highly corrosive. Under normal circumstances, contact with the electrolyte is not possible. In case of damage to the battery, avoid direct contact with the electrolyte or powder. If you have come into

contact with the electrolyte, rinse it immediately with plenty of water. After this, consult a doctor.

- Use cables of the correct cross-section and keep the cable connections as short as possible. Use reliable cable clamps and tighten the bolts firmly.
- Never short-circuit the + and - poles. The internal BMS is protected against short circuits, but to prevent dangerous sparks this is strongly discouraged.
- Never connect the battery pack in series or in parallel with any other type of battery pack.
- Do not use the battery as a starter battery.
- Do not open the battery pack. The guarantee is void if the battery is opened.
- Do not place the battery pack in a high temperature environment or in direct sunlight or near a heat source >45°C.
- Never install the battery in rain or damp conditions with RV>80%.
- Avoid damage to the battery and/or charger housing.
- Do not store the battery in discharged condition (< 11.5V) for a longer period of time.
- If the battery is stored for a longer period of time without use, we recommend that you charge it once every six months. **Don't forget to disconnect the battery terminals or turn off the ground switch when you don't use the battery for a longer period of time.**
- Never charge the battery pack at temperatures below 0 °C.
- Always use the supplied charger. This charger is suitable for LiFePO4 cell chemistry with the corresponding charging voltage.
- Never use a damaged battery pack.
- Make sure that the battery and charger are never covered with clothing or other materials! This can lead to overheating!

**CAREFUL!**

Using a charger that is not suitable for LiFePO4 chemicals can damage the battery because it is not properly charged.

2.3 Transport alert

- The Li-ion battery must be transported in its original packaging.
- The X75/X125 batteries have been tested according to the UN handbook for tests and criteria, part III, paragraph 38.3 (ST/SG/AC.10/11/Rev.5). During transport, the battery falls under category UN3480 class 9, packing group II and must be transported in accordance with these regulations. This means that the battery must be packed in accordance with the packaging instruction P903 for transport over land or sea (ADR, RID & IMDG) and in the case of air transport (IATA) in accordance with the packaging instruction P965. The original packaging complies with these instructions.
- Make sure that the battery is properly secured during transport. The battery can become a projectile if a vehicle is involved in an accident.

3. Description and Operation

3.1 LiFePO₄ battery for camper use

The X75 and X125 are excellent for use as a household battery in your motorhome. As mentioned before, the capacity can be used for 100%, which saves you the necessary space and weight compared to a lead-acid battery.

The X75 and X125 are completely maintenance-free. You do not need to keep the battery powered during the winter months. The self-discharge of the battery is so low that it can be stored for at least 6 months without recharging.

The battery can be connected to the EBL of the camper, provided that it has a connection option for this. Make sure that the battery has the correct charging voltage, see next section on charging.

3.2 Charging

When the battery runs out, it must be recharged. Use a charger with a lithium charging characteristic (CC-CV). Never charge the battery pack at temperatures below 0°C. At -10°C, a protection device is activated which makes charging impossible. The battery can be discharged or used up to a temperature of -20°C.



CAREFUL!

Stop the charging process if the battery becomes too hot during charging (> 45°C – 50 °C).

The battery can also be charged by solar panels if they are connected to a charger that is suitable for charging LiFePO₄ batteries. We have the XS20s MPPT Solar charger in our program. Because of the MPPT technique this charger gets the maximum efficiency from your Solar panels.

You can also charge the battery while driving. For this you need to use a so-called charge booster. The charging booster converts the available charging voltage into the 14.6V required for the LiFePO₄ battery. This charging voltage is necessary because at lower voltages¹ the battery will not be charged to 100%. We recommend installing the Xenteq Inverter 12-12VDC 20A/40A Charge booster.

You can also charge with a 230VAC charger when using the mains. We recommend for the X75 a charger with a charging current of 10 - 15A and for the X125 a charger with a charging current of 15 - 20A.

Note 1:



PAY ATTENTION!

The charging voltage of the vehicle alternator for Euro5 and Euro6 engines is often lower than 12V. This is done deliberately to ensure that the charging status of the starter battery does not exceed about 80%. The reason for this is that the starter battery must always have charging capacity available to store the energy generated during regenerative braking.

This explains the need for a charging booster in order to charge the household battery optimally.

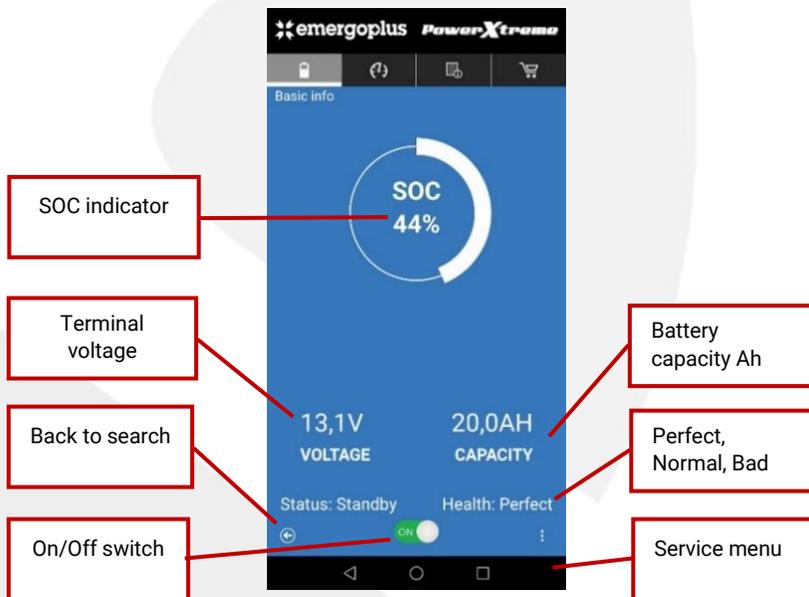
3.3 PowerXtreme App

Via the Apple store (suitable for iPhone 4S with IOS 6 or higher) or the Google Play store (suitable for Android 4.3 or higher) you can download the PowerXtreme App and use it to read the status and health of your battery. When you open the APP a dialog box appears where you can see all Bluetooth devices within the range (< 5.0 metres). You can recognise your

battery by the serial number that starts with EP..... Select your battery, then connect via Bluetooth and you will see all the information about the battery. The following data is displayed in the APP:

Basic Info tab:

- State of Charge: SOC State of charge in %
- Voltage: Terminal voltage of the battery in V
- Capacity: Capacity/Content of the battery in Ah
- Status: Charging - Discharging – Standby
- Health: of the battery
- On/ Off On/ Off switch



SOC means "State of Charge" or the state of charge of the battery. The voltage and capacity of the battery are listed below. STATUS" shows whether the battery is charging or discharging or whether the battery is in standby mode.

Health shows the condition of the battery. This varies from Perfect, Good and Bad.

The three dots at the bottom right open a menu intended for service purposes.

U.I.T.C. info tab:

Voltage meter

Terminal voltage of the battery in V

Current meter

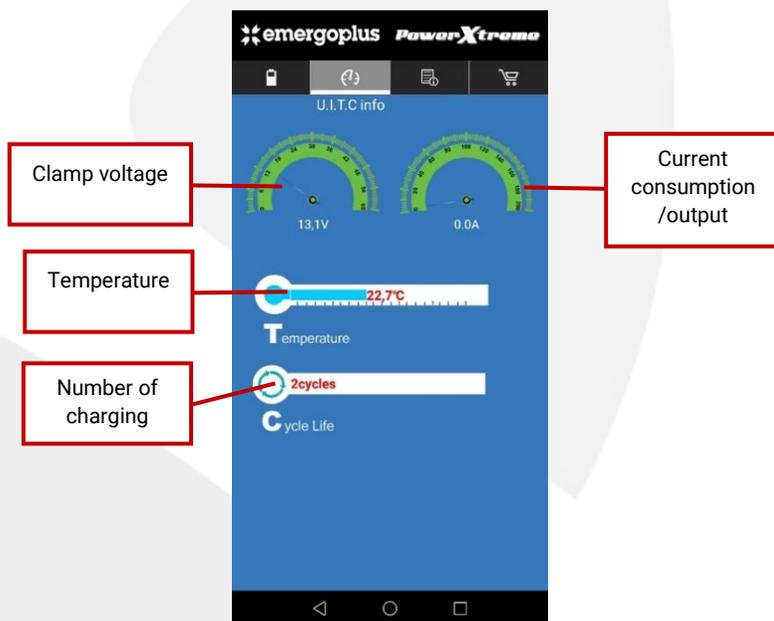
Present current consumption in A

Temperature

Temperature of the battery cells

Cycle life

Number of charge/discharge cycles



The UITC info shows 2 "meters", on the left the battery voltage and on the right the current. This can be the charging current or the current drawn from the battery. If the battery is connected to a charger but at the same time power is requested by users, the resulting current is displayed.

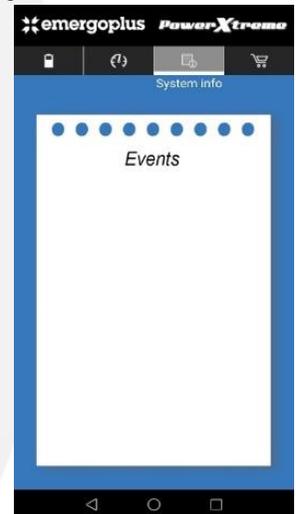
Temperature of the cell pack. If the temperature is too low or too high, a safety device is activated.

Cycle life keeps track of how often the battery has been discharged by 80%. For example, from 90% SOC to 10% SOC is a cycle. Also, from 70% SOC to empty then charging to 100% and empty to 90% is a cycle.

System Info tab

System info contains messages about events that occurred during the charging or discharge process. This refers to the following events:

- Short circuit
- Lift up short circuit
- High temperature at charging
- High temperature at discharge
- Low temperature at charging
- Low temperature at discharge
- Overcurrent when charging
- Too much current when discharged
- High Voltage
- Low Voltage
- Temperature/Voltage/Current back to normal
- Display remaining charge time



The Buy Info tab

Please provide the contact details of EmergoPlus.



PAY ATTENTION!

It is possible that the app displays a value that is too low for the SOC (charge status) when the battery has not been used for a longer period of time. Once you have charged the battery, the SOC display will be correct again.

3.4 PowerXCharger XC3 (OPTIONAL)

To charge the battery while driving, the PowerXCharger XC3 is available as an option. This converts the charging voltage of the car alternator into the right charging voltage for the PowerXtreme battery. Due to the limited charging current, there is no need to install thick wiring. The XC3 also acts as a battery guard. If the terminal voltage of the starter battery is too low, the XC3 switches the battery off so that the starter battery does not discharge further. Charging with a solar panel is also possible. However, a suitable charge regulator must be used for this.

3.5 Storage

If you want to store the battery for a longer period of time, disconnect the battery terminals. This will prevent the battery from being discharged by slumber consumption. Also disconnect the charging current connector from the battery. The battery has a very low self-discharge and can be stored for up to half a year without any problems. Charge the battery after half a year.

3.6 Installation

The following is important for the installation of the battery:

- In the box, you will find the following parts:
 - Battery
 - Battery terminals + and –
 - Mounting plate with Velcro and 4 self-tapping screws
 - Instruction card



Figure 1. Package contents X75/X125

- After unpacking, check all parts for possible damage.
- Fully charge the battery before first use.



WARNING!

Never use the LiFePO₄ battery in locations with gas or dust explosion hazards or potentially flammable products.

- Mount the battery pack using the supplied mounting plate and Velcro fastener at the location of your choice in the camper.
- Make sure there is at least 10 cm clearance around the battery. Do not install the LiFePO₄ battery in an unventilated area, there is a risk of overheating!



PAY ATTENTION!

The supplied battery poles have different diameters, the thinnest is for the negative pole, the thickest for the positive pole.



Figure 2. Difference diameter of + and - pole

- Switch off all loads and charging equipment before you start connecting.
- Use proper cabling of sufficient cross-section and correctly dimensioned terminals and battery terminals. Tighten all connections securely. Recommended tightening torque for M6 is 9.9 - 14 Nm. Do not use too great a tightening torque, as this can lead to irreparable damage to the LiFePO4 battery.
- If you use screws to connect consumers instead of the supplied battery terminals, make sure that these screws are not longer than 10mm.



Figure 3. *WRONG!* Loose connection by using too long bolt



CAFEFUL!

Observe the polarity of the battery and avoid short circuits! Equipment whose polarity is incorrectly connected can be irreparably damaged.

- Do not work on the LiFePO₄ battery or the installation when it is still live. Only have changes to your electrical installation carried out by qualified electricians.



PAY ATTENTION!

Install a fuse and a main switch to the power circuit according to local regulations. Place the fuse as close as possible to the + pole of the battery.

- After first use or test all connections for (over) heating. Repair or replace connections that have become too hot.
- Check the wiring and connections at least once a year. Immediately rectify defects such as loose connections and burnt cables.
- **System overview:**

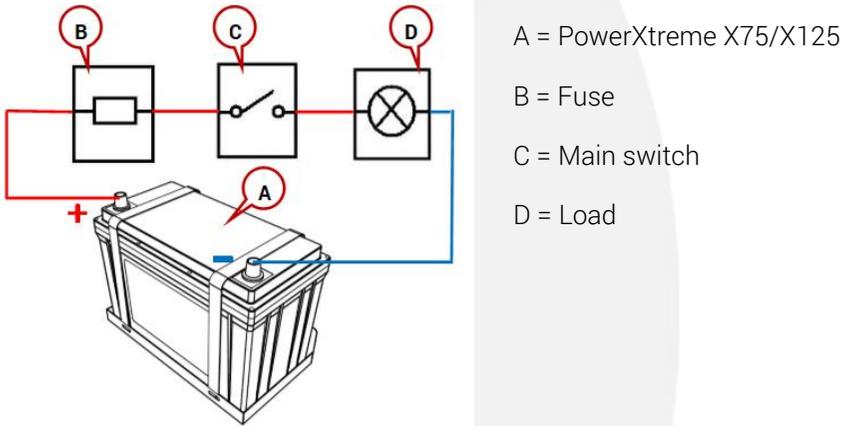


Figure 4. Wiring diagram



WARNING!

Never connect the battery in parallel to another battery, including the wiring from the car.

4. Decommissioning

Electric appliances should not be disposed of with normal household waste. According to the European Directive 2012/19/EU on waste electrical and electronic equipment (WEEE), these devices must be collected separately in order to recycle them in an environmentally friendly manner possible.



5. Technical specifications

5.1 Denomination Battery



Figure 5. Battery X75/X125

5.2 Battery

Model	X75	X125
Cell Chemistry	LiFePO4	
Cell Technology	Prismatic	
Voltage	12V	
Nominal voltage	12,8V	
Capacity	75Ah	75Ah
Max. continuous current	75A	100A
Momentary current (30 Sec)	150A	

Peak power	200A	
Max. charging current	75A	100A
Max. charging voltage	14,6V	
Max. discharge voltage	9V	
Operating temperature	-20 °C - +60 °C	
Charge temperature	0 °C - 45 °C	
Storage temperature	-10 °C - 45 °C	
Weight	9,8Kg	14,6Kg
Poles	2 x M6 threaded hole + poles	
Communication	Bluetooth with App	
Lifespan (80% DOD)	>1500 cycles	
IP-class	IP 62	
Cell Balancing	Yes	
Dimensions	330 x 172 x 217 mm	
Safety features	Over current, Under- and Over voltage, Short circuit, Temperature	

6. Faults and repairs

6.1 Fault finding table

Problem	Cause	Solution
No voltage at poles.	Short circuit or overload.	Disconnect the battery terminals and reconnect them. Let the charger charge for a while.
Battery capacity drops away.	SOC decreases faster than is actually the case.	Fully charge the battery. SOC is then again accurate.

7. Warranty conditions

EmergoPlus guarantees that the PowerXtreme X75/X125 battery is constructed in accordance with the legally applicable standards and regulations. During production and prior to delivery, all PowerXtreme X75/X125 batteries were extensively tested and checked. If you do not act in accordance with the instructions and the regulations of this manual, damage may occur and/or the unit will not comply with our specifications. This could imply that the warranty becomes void. The warranty period is 2 years. If you register your battery with us (via website www.emergoplus.com) we extend the warranty period to 5 years.

8. Liability

EmergoPlus cannot be held liable for:

- Damage resulting from the use of the PowerXtreme X75/X125;
- Possible errors in the supplied manual and their consequences;
- Use that is incompatible with the purpose of the product.

9. EG Declaration of Conformity

EG DECLARATION OF CONFORMITY OF ELECTRICAL EQUIPMENT

Declaration according to Directive 2014/35 / EC, as amended

This language version of the statement is checked by the manufacturer (original statement).

We:

Name : EmergoPlus BV
Address : Informaticastraat 20, 4538 BT Terneuzen
Country : The Netherlands

declare for the product described below:

Generic name : LiFePO4 battery
Trade name : PowerXtreme X75/X125
Model : X75/X125
Function : 12V Battery for power supply in caravans and other applications.

that all relevant provisions of the Machinery Directive are met;

that the product also complies with the provisions of the following European directives:

2014/35/EU	DIRECTIVE 2014/35 / EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 26 February 2014 on the harmonization of the laws of the Member States concerning the making available on the market of electrical equipment for use within specified voltage limits.
2014/30/EU	DIRECTIVE 2014/30 / EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 26 February 2014 on the harmonization of the laws of the Member States concerning electromagnetic compatibility.
2011/65/EU	DIRECTIVE 2011/65 / EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 8 June 2011 on the restriction of the use of certain hazardous substances in electrical and electronic equipment.

And the following harmonized standards:

EN 61000-6-2:2005	Electromagnetic Compatibility (EMC) - Part 6-2: Generic standards - Immunity for industrial environments
EN 61000-6-3:2007+A1:2011	Electromagnetic compatibility (EMC) - Part 6-3: Generic standards - Emission standards for residential, commercial and light-industrial environments
EN 61000-3-3:2013	Electromagnetic compatibility (EMC) - Part 3-3: Limits for voltage fluctuations, voltage fluctuations and flicker in public low-voltage networks for equipment with an input current ≤ 16 A per phase and without conditional connection
EN60950-1:2005+A1:2009+A2:2013	Information technology equipment - Safety - Part 1: General requirements

and which the following natural or legal person established in the Community is authorized to compile the technical file:

Name : EmergoPlus BV
Name and position : Dick van Wijck, CEO
Address : Informaticastraat 20, 4538 BT Terneuzen
Country : The Netherlands
Done at Kapelle 3-9-2018



Dick van Wijck
CEO, EmergoPlus BV