



BRIEF INFORMATION

Intelligent battery sensor (IBS) 12 V Generation II

- Space saving, compact sensor developed for optimal energy management of passenger cars, EVs, agricultural vehicles, last mile vehicles, marine applications as well as motorhomes
- Accurate measurement of voltage, current and temperature battery parameters
- Determination of the battery condition parameters – state of charge (SOC), state of health (SOH) and state of function (SOF)
- Simple electrical and mechanical integration

Customer benefits

The intelligent battery sensor (IBS), generation II, informs you about the current energy balance, allowing you to plan your energy supply.



The IBS generation II also comes with the tried-and-tested CI bus interface, which is increasingly becoming a standard in the caravaning and motorhome industry. This communications interface can be used, for example, to convey the battery's charge status to the charging system, which switches on automatically if necessary.

Application

The intelligent battery sensor (IBS), generation II, from HELLA is the key element for vehicle energy management in the vehicle. The IBS generation II reliably and accurately measures the battery parameters: voltage, current and temperature. Information about the battery's state of charge (SOC), state of health (SOH) and state of function (SOF) is calculated algorithmically from the measurements. The IBS generation II is designed for use in starter, gel and AGM batteries to monitor in-vehicle starter or consumer batteries. The IBS generation II can be directly integrated into the vehicle's electrical system (e.g. CI BUS) with the standardised LIN protocol.



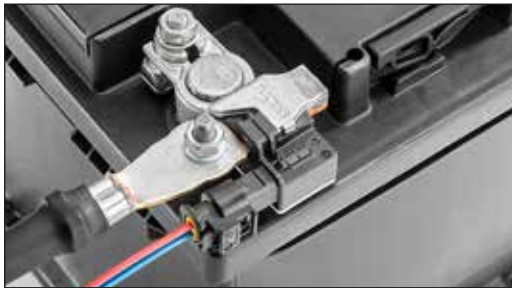
**Battery sensor
IBS generation II**

- 1. Shunt at sensor
- 2. Connector
- 3. Sensor module
- 4. Negative terminal clip
- 5. Screw-on bolt
For cable lug contacting
(ground cable)

The IBS generation II is attached directly to the negative terminal of the battery via the pole terminal. In addition to the terminal, the mechanical portion of the battery sensor consists of shunt and ground bolt components. The shunt is attached to the vehicle's load path and is used as a measuring resistor to measure the current indirectly. The existing ground cable can be comfortably fixed to the grounding bolt with a cable lug.

The electronics are located in a molded casing with a plug connector, functioning as the interface to the energy management system. The communication interface to the higher-level control unit is the LIN protocol. The supply voltage, used simultaneously as the reference voltage for voltage measurement, is provided by the connection to the positive pole of the battery.

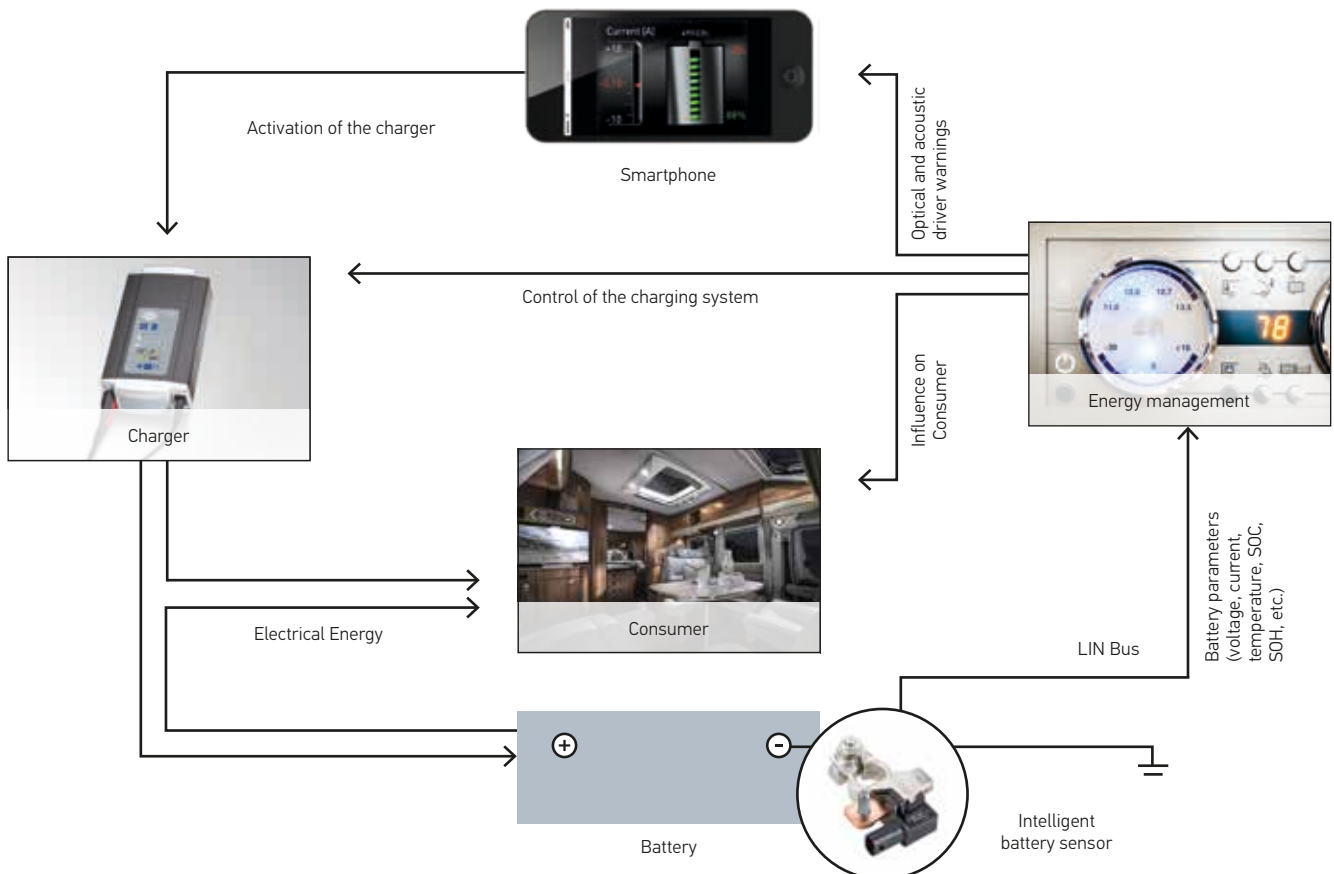
Compared to previous generations, the IBS generation II offers the following benefits: This sensor can now also monitor more powerful batteries. Thanks to the higher nominal capacity that can be set, this battery sensor can also be used to monitor several batteries connected in series. Instead of 250 ampere hours they can be configured for up to 500 ampere hours (Ah). This is particularly important in view of the growing energy requirements of motorhomes, passenger cars, EVs, agricultural vehicles and last mile vehicles. These new IBS generation II units are also particularly robust and can reliably detect short-term, high current consumption – for example when bow thrusters are used.



Installation at standard battery pole

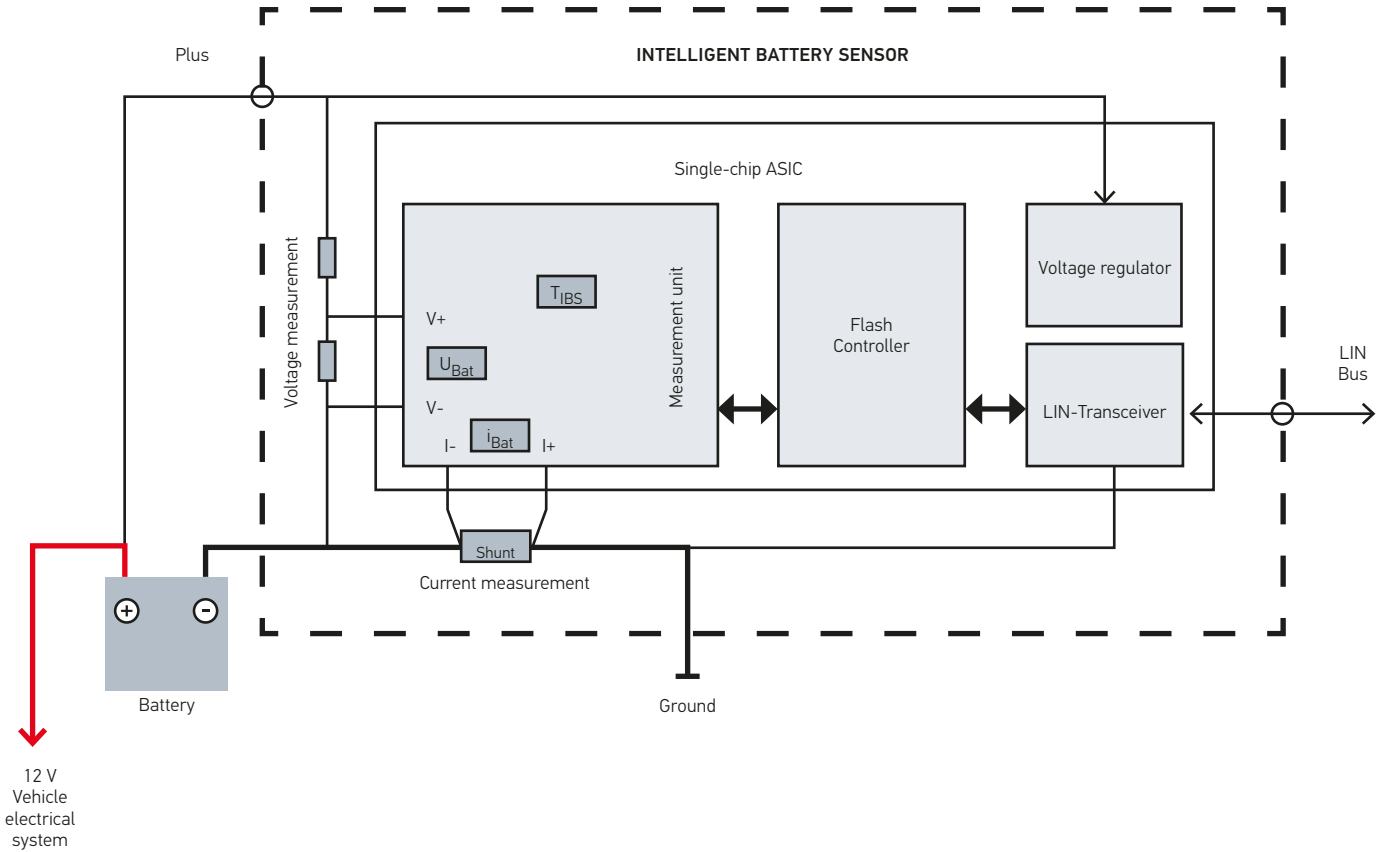
ENERGY MANAGEMENT WITH DEM INTELLIGENT BATTERY SENSOR

By using the intelligent battery sensor, the energy management system can react quickly in the event of a critical battery condition and influence both consumer and charging behaviour.



BLOCK DIAGRAM FOR THE INTELLIGENT BATTERY SENSOR

The main electronics component for recording measured values and processing them further is the ASIC. Measured value recording in the ASIC is a precision sensor system that represents the central function of the intelligent battery sensor and is used to record physical variables such as current, voltage and temperature.



TECHNICAL DETAILS

Technical data, 12 V

Operating voltage	6 – 18 V
Permanent load current ¹	± 175 A
Maximum current ¹⁺²	1.500 A
Protection Class	IP 6K9K
Operating current	10 mA
Max. battery capacity	500 Ah
Quiescent current	<= 200 µA
Operating temperature	-40 °C to +105 °C
Threaded bolt, ground connection	M6
Output signal	LIN (2.0) or higher
ASIL grade	QM

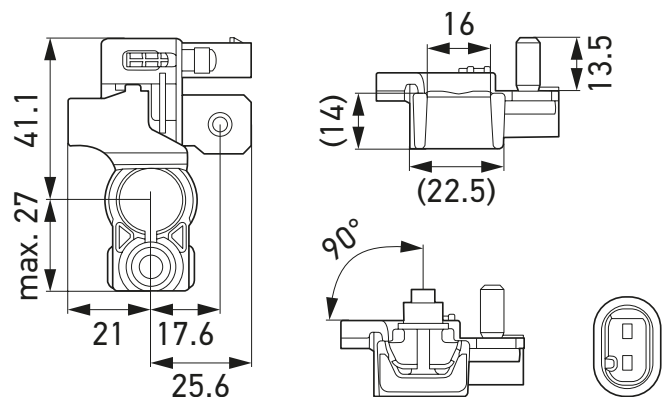
¹ Typical condition: $T_a \leq 105 \text{ °C}$; $U_b = 14 \text{ V}$

Typical ground cable: 35 mm²

Other configurations available on request

² Approved for maximum 500 ms.

Dimensional sketch



OVERVIEW OF VARIANTS

The package space has been optimised in such a way that installation even in locations with difficult access, e.g. under a seat, is easily possible. Furthermore, this product variant has the latest algorithms for battery condition detection. Reliable statements on charge condition and aging are therefore possible even with high idle currents such as can occur, for example in mobile homes.

Operating voltage	Type	Mating connector	Part number	PU **
6 – 16,5 V	12 V, generation II	Hirschmann 872-857-565*	6PK 013 824-001	1
6 – 16,5 V	12 V, generation II	Hirschmann 872-857-565*	6PK 013 824-007	100

Optional accessories:

Battery pole adapter for plug and play, installation

9MK 230 836-007

* This accessory is not included in the scope of delivery. It may be purchased from Hirschmann Automotive.

** Packaging unit