

Systems Design

Electrical and energy

Goals

- Deliver workday reliability with reserve margin
- Keep wiring safe, labeled, and serviceable

Electrical doc links

- Implementation topology (components, fuses, holders, gauges): [docs/ELECTRICAL_overview_diagram.md](#)
- Fuse IDs, locations, housing methods, spares, and BOM mapping: [docs/ELECTRICAL_fuse_schedule.md](#)
- Electrical decisions, risks, and unresolved items: [docs/TRACKING.md](#)

Planning snapshot (as-of 2026-02-12)

- Battery bank (corrected): 2x 48V 100Ah LiFePO4 from BOM row 3 (10.24 kWh nominal at 51.2V battery nominal).
- House architecture: 48V core with 48V->12V conversion.
- Inverter/charger candidate: Victron MultiPlus-II 48/3000/35-50 .
- Charge sources in current BOM: solar MPPT, Sterling alternator B2B path (factory alternator now, high-output alternator as purchase-later option), shore AC charger path.
- Monitoring and protection: Cerbo GX, SmartShunt, battery temp sensing, Class T primary fuse + branch fusing.

Modeling rules (procurement-first plus full-load)

- Primary procurement source of truth is [bom/bom_estimated_items.csv](#) .
- Load model is maintained in [bom/load_model_wh.csv](#) (model v3) and includes BOM-sourced installed loads plus owner-supplied work electronics (kept out of BOM cost totals).
- Legacy workbook WH model assumptions are retired and not used.
- Voltage convention: use 48V as architecture label, but use 51.2V nominal for battery Wh accounting.

Input reference (maintained)

Input	Current value	Source
Battery bank	2x 48V 100Ah	bom/bom_estimated_items.csv row 3
Inverter/charger	MultiPlus-II 48/3000/35-50	bom/bom_estimated_items.csv row 12
Alternator charging	Sterling BB1248120 (12V/24V -> 48V, ~1500W max, ~26A at 57.6V) + BBR remote	bom/bom_estimated_items.csv rows 18 and 26
Vehicle alternator assumption (current)	Factory 240A (user-reported) with 65% BBR limit option for extended idle sessions	docs/TRACKING.md
Purchase-later alternator path	Mechman 370A alternator + Big 3 wiring estimate	bom/bom_estimated_items.csv rows 103 and 104
DC conversion	Orion-Tr 48/12 30A (360W)	bom/bom_estimated_items.csv row 20
Solar array candidate	900W flexible (9x100W, 3S3P)	bom/bom_estimated_items.csv row 24
Solar controller	SmartSolar MPPT 150/45	bom/bom_estimated_items.csv row 25
Load profiles (BOM + owner-supplied office loads)	core_workday, winter_workday, minimal_idle_day	bom/load_model_wh.csv
Owner-supplied office assumptions	Laptop + 27 inch 1440p monitor + tablet/peripheral charging	bom/load_model_wh.csv rows marked Owner-Supplied

Modeled expected usage

Load totals below are from [bom/load_model_wh.csv](#) model v3 (BOM loads plus owner-supplied office loads).

Scenario	Daily energy	5-day workweek energy	7-day week energy	Dominant contributors
core_workday	3,530 Wh	17,650 Wh	24,710 Wh	Laptop, monitor, Starlink, cooking, inverter idle
winter_workday	4,202 Wh	21,010 Wh	29,414 Wh	Laptop, monitor, Starlink, diesel heater, cooking
minimal_idle_day	624 Wh	3,120 Wh	4,368 Wh	Fridge + always-on monitoring/detector loads

Capacity analysis (corrected battery bank)

Metric	Formula	Result
Nominal battery energy	$51.2V \times 100Ah \times 2$	10,240 Wh
Usable energy to 20% reserve floor	$10,240 \times 0.8$	8,192 Wh
Core day depth of discharge	$3,530 / 10,240$	34.47% per day
Winter day depth of discharge	$4,202 / 10,240$	41.04% per day

Autonomy (no charging)

Scenario	Days (100% -> 20%)
core_workday	2.32
winter_workday	1.95
minimal_idle_day	13.13

Charging potential

All values are planning-level and should be replaced with measured charge logs after shakedown tests.

Solar charging (900W flexible 3S3P focus)

Base planning factor for your target roof setup is now 68% end-to-end harvest efficiency, with sensitivity from 60% (poor conditions) to 75% (strong conditions).

Derate component	Planning factor	Note
Nameplate realization	0.95	Manufacturing variance and real-world rating spread
Thermal factor (flexible with air gap)	0.90	Better than bonded-flat flexible, still hotter than rigid stand-off
MPPT + wiring efficiency	0.96	Controller and cable losses
Flat-roof angle/azimuth factor	0.88	No seasonal tilt optimization
Soiling + mismatch + partial shading allowance	0.93	Dirt, string mismatch, and intermittent shade impacts
Combined planning factor	~0.68	Product of factors above

900W array efficiency	2 PSH day	4 PSH day	5 PSH day	Net vs core_workday at 4 PSH	Net vs winter_workday at 4 PSH
60%	1,080 Wh	2,160 Wh	2,700 Wh	-1,370 Wh/day	-2,042 Wh/day
68% (planning base)	1,224 Wh	2,448 Wh	3,060 Wh	-1,082 Wh/day	-1,754 Wh/day
75%	1,350 Wh	2,700 Wh	3,375 Wh	-830 Wh/day	-1,502 Wh/day

- Break-even PSH at 900W :
- core_workday (base 68%): $3,530 / (900 \times 0.68) = 5.77$ PSH/day.
- winter_workday (base 68%): $4,202 / (900 \times 0.68) = 6.87$ PSH/day.
- Sensitivity band for winter_workday : 6.23 PSH/day (75%) to 7.78 PSH/day (60%).
- MPPT 150/45 is not the bottleneck for the current array range.

Alternator charging (Sterling BB1248120 + BBR)

- Charger output ceiling for BB1248120 : about 1,500W max (~26A at 57.6V, ~26.4A at 56.8V).
- Remote-limited output case requested: 65% cap (~975W, ~17.2A at 56.8V).
- Practical 240A factory-alternator planning cap (assume 70A non-house vehicle load, 14.2V alternator voltage, 90% conversion efficiency): ~2,173W available on vehicle side, but BB1248120 output cap (~1,500W) is the limiting factor.
- Extended-idle stock-alternator strategy: use the BBR remote current limit (~65% baseline) unless temperature/voltage logs support a higher continuous setting.
- Purchase-later vehicle-side path: Mechman 370A alternator (\$599) plus Big 3 wiring upgrade estimate (\$225) are tracked in BOM for added idle-current headroom.
- Installation notes captured from provided reference: direct-fit/OEM plug claim, possible 1/2 to 1 inch shorter belt with smaller pulley, and required Big 3 wiring addition.
- Drive time to replace one modeled day:
- core_workday : 3.62h at remote 65% output setting, 2.35h at charger max output.
- winter_workday : 4.31h at remote 65% output setting, 2.80h at charger max output.
- Implementation note: remote % output setting is not the same as alternator-safe current; final setting should be locked from belt/alternator temperature plus voltage-drop logs.

Shore charging (MultiPlus-II charger path)

- Charger limit from model string: 35A.
- At 56.8V absorption target, charger power is about 1,988W.
- Ideal bulk-only recharge times:
- Replace one core_workday : 1.78h.
- Replace one winter_workday : 2.11h.
- Recharge from 20% to 100% : 3.86h.
- Real-world times are longer due to absorption taper near full charge.

Operational implications and constraints

- Battery capacity now supports roughly 1.8-2.2 office-workdays without charging depending on season and reserve policy.
- With 900W flexible solar at the base 68% factor, 4 PSH leaves a material daily deficit for both core_workday and winter_workday.
- Shore charging can materially recover SOC in a single evening (~3.86h from 20% to 100% in bulk-ideal terms).
- Alternator recovery potential is meaningful, but the current Sterling charger path is capped near 1.5kW, so recovery is slower than earlier 120A@48V planning assumptions.
- If the Mechman alternator path is purchased later, complete Big 3 wiring and re-baseline safe continuous BBR limits before extended idling use.
- MultiPlus-II 48/3000 inverter continuous output (~2,400W) can be exceeded by simultaneous induction + microwave + other AC loads, so high-draw AC loads need sequencing.
- 48->12V 30A converter (360W) requires load budgeting before adding new 12V devices beyond current modeled assumptions.

Safety baseline

- Positive path sequence: battery -> Class T fuse (near source) -> disconnect -> Lynx Distributor -> fused branch feeds
- Negative path sequence: battery -> SmartShunt -> Lynx Distributor negative bus -> all load returns on load side of shunt
- Big 3 rule set (vehicle side): keep factory wiring in place, add Big 3 as parallel/augmentation, fuse the alternator-to-battery positive run inline, and prep grounds to bare metal.
- If the truck uses an RVC ground-sensor loop, route the upgraded ground path through the loop per vehicle requirements.
- Battery thermal strategy: insulated battery box, ducted warm-air branch, thermostat/relay enable logic
- Wiring practices: grommets, loom, glands, abrasion protection, and bend-radius validation
- Reference links from workbook notes:
- https://youtu.be/dSYKabw_rgs?t=651
- <https://www.diodeled.com/45-channel.html>

Electrical overview diagram (implementation)

- Full implementation-level topology diagram: docs/ELECTRICAL_overview_diagram.md
- Scope includes fuse IDs, fuse-holder/housing methods, branch wire-gauge selections, and documented sizing assumptions.

RF-003 Distribution Topology Decision (Lynx Locked)

Decision date: 2026-02-12

Approved architecture for Phase 1:

- Victron Lynx Distributor M10 (LYN060102010) is the single distribution backbone.

- Current tracked unit price is \$192.47 .
- Current modeled 48V fused branches (4 total):
 - MultiPlus-II 48/3000
 - SmartSolar 150/45
 - Sterling BB1248120 output
 - Orion-Tr 48/12
- 1x Lynx Distributor covers current branch count with 0 spare fused outputs.
- If future branch expansion is needed, add a second Lynx module in that phase.

Implementation notes:

- Lynx Distributor includes the negative busbar, so a separate standalone negative bus is not required in the Lynx path.
- Lynx Distributor branch-fuse LEDs need a Lynx Shunt VE.CAN or Lynx Smart BMS ; with SmartShunt -only monitoring, LED fuse indication is not active.
- Main Class T protection baseline is 2x (one per battery-positive conductor) and is tracked in the fuse schedule/BOM.

Reference links:

- Lynx Distributor manual/specs: https://www.victronenergy.com/media/pg/Lynx_Distributor/en/introduction.html
- Lynx Distributor retail example: <https://www.invertersrus.com/product/victron-lynx-distributor/>

Fuse Determination Baseline (Lynx)

Objective: maintain a complete start-to-finish fuse schedule for the approved Lynx architecture.

Current detailed schedule (active reference):

- docs/ELECTRICAL_fuse_schedule.md

Scope covered:

1. Main battery protection (Class T) quantity, rating, and placement.
2. Lynx branch fuses for each 48V branch (MultiPlus, MPPT, Sterling output, Orion input).
3. Vehicle-side alternator/Big-3 inline fuse requirements when that path is activated.
4. Any additional protective devices required by manufacturer manuals for both charge-source and load paths.

Method:

1. Pull max current requirements and overcurrent guidance from each device manual.
2. Confirm planned wire gauge/length/insulation assumptions for each run.
3. Size each fuse to protect the conductor first while meeting equipment requirements.
4. Build final fuse matrix with part numbers, quantities, and BOM row mapping.

Solar

- Current target options captured: flexible array around 900W (9x100W) or rigid array around 600-800W .
- Constraint to validate: added roof load from solar plus Starlink plus fan/struts.
- Open point: passthrough route preference (passenger wall vs cab wall vs roof).
- Energy takeaway from the current modeled load: moving from 600W to 900W improves expected harvest by about 720-900 Wh/day at 4 PSH, depending on realized system efficiency, but still does not close the office-workday deficit by itself.

Electrical reference maintenance workflow

- Update trigger conditions:
- Any change to battery, inverter/charger, DC-DC, or solar components in bom/bom_estimated_items.csv .
- Any measured field data that materially changes duty-cycle assumptions.
- Any change in appliance selection, owner-supplied office electronics, or expected duty cycle in bom/load_model_wh.csv .
- Update process:
 1. Update component rows and assumptions in bom/load_model_wh.csv .
 2. Recalculate scenario daily Wh totals in this file from that CSV.
 3. Recalculate autonomy at the active reserve floor (usable Wh / daily Wh).
 4. Recalculate charging tables with latest charge source ratings and assumptions.
 5. Record what changed in docs/TRACKING.md (decision/risk/open questions) and logs/LOG.md .
 6. Remove stale assumptions that are not backed by BOM rows or explicit owner-supplied load assumptions.
- Formula quick reference:

```

battery_nominal_wh = battery_voltage_v * battery_capacity_ah * battery_quantity
daily_wh = sum(component_wh_per_day) + conversion_loss_wh
autonomy_days = usable_battery_wh / daily_wh
solar_daily_wh = array_watts * effective_psh * solar_efficiency_factor
solar_efficiency_factor = nameplate_realization * thermal_factor * mppt_wiring_factor * orientation_factor * soiling_shading_factor
alternator_daily_wh = dc_dc_output_watts * drive_hours
alternator_practical_w = (alternator_rated_a - vehicle_base_load_a) * alternator_voltage_v * conversion_efficiency
house_charge_current_a = alternator_practical_w / charge_voltage_v
shore_charge_power_w = charge_voltage * charger_current_a
bulk_charge_hours = energy_to_replace_wh / shore_charge_power_w

```

- Retired model note:
- `bom/load_model_wh.csv` v1 (workbook-derived chart) and v2 (BOM-only) are superseded by model v3 (BOM plus owner-supplied office loads).

Communications

- Primary internet path: Starlink Standard (DC power conversion item tracked in BOM)
- Secondary/fallback path: TBD (cellular path and carrier diversity not frozen)
- Placement constraint: routing and passthrough location unresolved

Plumbing (if included in phase 1)

- Water capacity candidates captured: `10 gal` compact concept and `~25 gal` tank option
- Pump candidate captured: Shurflo 3.0 GPM class
- Water heating candidate captured: portable propane tankless model
- Freeze and winterization strategy: TBD

Cabinetry and structure

- Aluminum extrusion strategy: 10-series and 15-series mix, with service chase/toe-kick concept for wiring
- Desk concepts captured: Lagun-style fold-in options and pneumatic pedestal concepts
- Material ideas captured: phenolic/richlite top, sound treatment, panel anti-rattle tape
- Monitor travel strategy concept: stow-low assisted deployment with structural bracing

HVAC and condensation

- Heating approach in notes: diesel heater with possible branch to battery compartment
- Ventilation: Maxxair fan included in current camper config
- Condensation controls and climate envelope limits: TBD

Safety

- Fire detection and suppression layout:
- CO/smoke monitoring approach:
- Emergency shutdown steps:

Source artifacts

- `docs/SYSTEMS_workbook_build_notes.md`
- `docs/SYSTEMS_workbook_electrical_notes.md`
- `bom/load_model_wh.csv`