Lynac
Lithium Technology

12.8V 100Ah CRANK Series Battery

Our Crank Series batteries are our only batteries that you can charge directly from your alternator. These lightweight batteries are the most powerful 100Ah battery on the market! Upgrade your boat, car or any other alternator battery to our Crank Series and reap the benefits of lithium power.

Electrical Properties

12.8V 100Ah 1280Wh

Cycle Life

6000 Cycles at 0.2C to 80% DoD

Dimensions

Group Fit, 31

330 × 172 × 215mm

12.99” x 6.77” x 8.46”

12.3kg (27.6lbs)

Discharge

Optimal Current 20A (0.2C)

Max Cont. Current 100A (1C)

Max Inst. Current 1200A (12C)

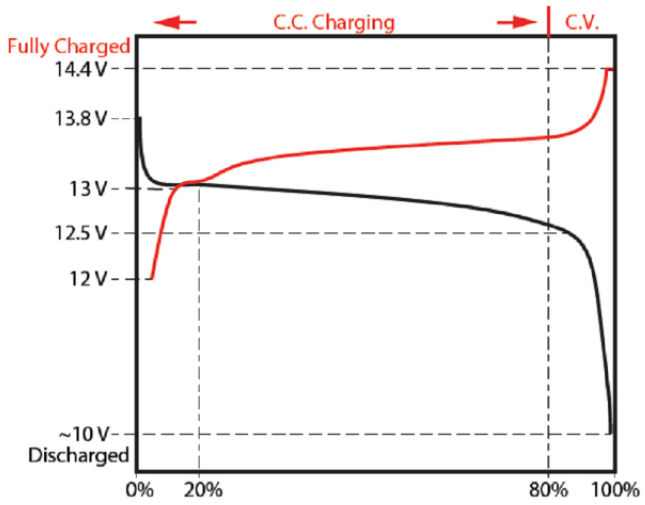
≤15s

Charge

Optimal Current 20A (0.2C)

Max Cont. Current 100A (1C)

≤5min



BMS Properties

Charge balancing. Protection for excess current voltage, short circuits.

Terminal Connections

Double, Pole + M8 Terminal Stud, Torque = 28N.m = 21ft.lb

Waterproof

Featherweight

Shock Resistant

Supercharged

CRANK Series

What is CRANK Series?

Lightweight engine cranking power with up to 1200A peak discharge and 1200CCA equivalence. Crank Series can be charged directly from an Alternator.

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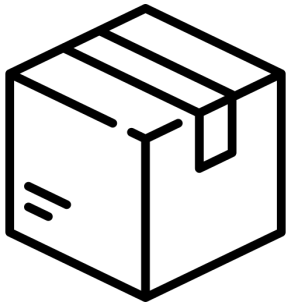

Battery Storage

70% State of Charge @13.2V - in a cool dry location.
Disconnect all loads and sources - Verify charge level after one month.
Can store in sub-zero temperatures if battery charge level is properly maintained.

Charge Settings

Absorb Voltage: 14.0Vdc - 14.4Vdc
Max Charge Voltage: 14.6Vdc
Ideal Bulk Current: 0.2C - 0.5C (20Adc - 50Adc for a 100Ah Battery)
Float Voltage: 13.2Vdc - 13.6Vdc (not required)
Tail Current: 0.02C - 0.05C (2A - 5A for a 100Ah battery)
Equalization: Off (or set to Absorb Voltage)
Temperature Compensation: Off
Peukert Exponent: 1.0
Charge Efficiency Factor: 99%
Basic Profile: Constant Current - Constant Voltage (CC-CV)

Voltage vs State of Charge

Voltage	13.9V	13.6V	13.4V	13.3V	13.2V	13.2V	13.0V	12.9V	12.8V	12.5V	12.1V	10.0V
Capacity	100%	99%	98%	90%	70%	40%	30%	20%	17%	14%	10%	0%

IMPORTANT: BATTERY INFORMATION

- LFP batteries can be operated in sub zero Temperatures but LFP cells should not be charged below freezing-low temperature charge protection and/ or battery heating can be used to prevent damage.

- LFP batteries should not be charged directly from an Alternator without proper regulation.
  Batteries should always be isolated from other battery chemistries in the system.

- Parallel connected batteries can be charged using a single bank charger without added battery balancing. Battery balancers are needed when charging series connected batteries using a single bank charger. A multi bank charger can act as a balancer but only while charging to full capacity.

- Maintenance and trickle charging is not necessary for LFP batteries and can be damaging.
  When batteries are not in use, leave resting in a partial state of charge (appox. 60% - 80%) - charge before using.