Each battery V measured

External Chargers (7 + 1 spare)

Ready - Electrician

Main switch inside to chargers set=off discontinues to chargers -

Chargers = 1 voltage detected

- Protection switch

Issues? if switch

Current control

141 V (MCD)

\[
\text{current} \times 10 = 45 A
\]

LP Cabling not more than 50 Amps (inside)

Voltage control

Max 150 V

V control LP finish 3 hr charge

Single cell can limit

Battery already overloaded (power) w/ current sys

Automation

LP software not tested, not installed (Native to chargers)

- OW has to be manually turn off!
3:00 PM
John Becker - ARD
- How they fit into the Navy
- Branch working for Navy - For Carterock, Maryland
- Watching making their ships quieter
- Code 7200 - Sonar - Acoustic control tech, Division

3:10 pm Jim
- CD - Important items in print off
- Drawings may not be updated! Because
- Look at plots more... More effective

Randy - 3 hours after charging limit, if not charged fully... still done charging

* Don't track V t I From top side... track t during charge
* Check mainly look @ Voltage data
- We want V t I profile for charge/discharge

Clear items through them first before

Jim Goals: Improve charging procedure
- Hardware?
- Simulation?
- Battery last longer?
- Quicker charge?
- Etc.
- Decrease risk of bad cell
- Automation? May look into it... Not important
- Look at performance
- If need to be done, will implement not off limits

- Want charging profiles
- Switch gear already in place (TD)
- Each string separately
- For us to find something we like while they get smothing out of it
- Creative ways of looking at things
- (Not necessarily complete ideas)
- Keep existing
- Being in other ones (525V chargers)
- Brand New ones
- Recomposed charges to charging HW

- Wire power change out

WINTER

- Charging 3AM → 4PM

Note from Kourtani Electric
V2.6 (Vehicle to Grid) Discharge/balldown to grid? (Code point)
* No ONE allowed in compartment during charging/discharging
* Can be on other side when not in use
* Batteries same model

- Look into Aux speeding charge up? (Maybe Diff projects)
  4-8 hrs (high discharge) -Q For Electronics
  - Main -For propulsion
  - Aux main constrained on time (24V)
  - No Room in batteries
  - No backup charger available for us
  - Possibility of getting Electronics
  - Reliability issues
  - LD Backups, multi chargers?*
  - How much better would going from 60 → 30 in series
  - LD wiring issues... more wires = problematic
  - Remote switching outside of shop

EOMeeting