

Satisfy diverse high power battery testing requirements

- Up to 1,000V/ 1,000A output

Simulate real world driving behavior perfectly

- Built-in international driving simulation test protocols (e.g., FUDS, DST...) and customized testing patterns support

Optimize production cost

- Discharged electrical energy recycled to AC grid with up to 95% efficiency

Deliver upgraded safety

- Pre-test simulation and battery protection mechanism

Offer flexible service

- Customized software features and ICT integration solution available



➤ Advanced Spec

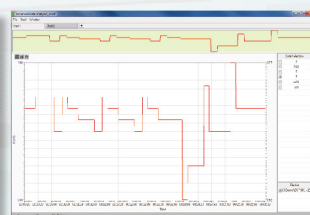
- ☑ Capacity: up to 500kw
- ☑ Accuracy: 0.1% F.S.
- ☑ Data Recording Time: 100ms
- ☑ Max. Voltage/ Current Output: 1,000V/ 1,000A (support parallel connection)

➤ Drive Simulation

With minimum 1ms conversion between maximum charge and discharge current output, PBT 1000 could simulate all types of conditions on battery pack under real world driving scenarios perfectly. For users' convenience, international driving simulation test protocols, such as FUDS and DST, are built in the system. Moreover, users are allowed to define or import their own testing programs.



▲ FUDS Cycle Test



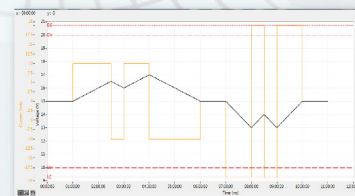
▲ DST Cycle Test

➤ Discharged Energy Recycling

PBT 1000 allows electrical energy produced during discharge to be returned to grid, with efficiency up to 95% and power factor up to 99%. It makes most effective use of discharged energy and significantly reduces system operation and cooling cost. PBT 1000 is definitely the most ecological and economic solution for power battery testing.

➤ Upgraded Safety Features

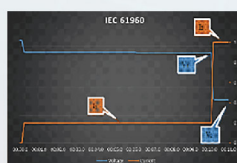
The pre-test simulation feature allows users to get an overview of how all kinds of battery parameters will change in real test. When there is any possible abnormality (e.g., the predicted voltage might be over pre-set threshold), the system shows alarm to remind users. It effectively prevents human error from causing severe financial losses or industrial disasters.



▲ Pre-test simulation

➤ DCIR Measurement

PBT 1000 builds in multiple international DCIR measurement standard, such as ISO 12405 and IEC 61960. In addition, it supports customized testing patterns. Battery internal resistance could be measured with these patterns, which help users tell battery quality and sort batteries accordingly.



▲ IEC-61960



▲ ISO-12405



▲ Customize

➤ BMS Communication

PBT 1000 supports CAN, ModBus, I²C, SMBus, and HDQ communications protocol. Its operation and data gathering could be controlled by BMS parameter, which substantially reduces operation complexity and improves user experience.

PBT 1000

▲Capacity			60 ~ 500kW	
▲AC Power			400 VAC*, 50/60 Hz , 3-phase	
▲Power Factor			> 0.99	
▲ Voltage	Range	Depend on spec	▲ Data Recording Time	100ms
	Resolution	16 bit	▲ Switch time between charge and discharge	< 2ms
	Accuracy	± 0.1% F.S.	▲ Drive Simulation	FUDS, DST, Customized
▲ Current	Range	Depend on spec	▲ Bidirectional Converter Efficiency	95% Max.
	Resolution	16 bit	▲ Communication interface	CANBus (USB to PC)
	Accuracy	± 0.1% F.S.		

*Accept customized request

PBT 1000 Series

Model	Capacity(kW)	Voltage (V)	Current (A)
PBT 1000-200-60-600	60	200	600
PBT 1000-800-100-600	100	800	600
PBT 1000-800-100-1000	100	800	1000
PBT 1000-1000-100-600	100	1000	600
PBT 1000-1000-100-1000	100	1000	1000
PBT 1000-200-120-600	120	200	600
PBT 1000-800-160-600	160	800	600
PBT 1000-800-160-1000	160	800	1000
PBT 1000-1000-160-600	160	1000	600
PBT 1000-1000-160-1000	160	1000	1000
PBT 1000-800-250-600	250	800	600
PBT 1000-800-250-1000	250	800	1000
PBT 1000-1000-250-600	250	1000	600
PBT 1000-1000-250-1000	250	1000	1000
PBT 1000-800-320-600	320	800	600
PBT 1000-800-320-1000	320	800	1000
PBT 1000-1000-320-600	320	1000	600
PBT 1000-1000-320-1000	320	1000	1000
PBT 1000-800-400-1000	400	800	1000
PBT 1000-1000-400-600	400	1000	600
PBT 1000-1000-400-1000	400	1000	1000
PBT 1000-800-500-1000	500	800	1000
PBT 1000-1000-500-600	500	1000	600
PBT 1000-1000-500-1000	500	1000	1000

The specification of this DM is for reference only. If there is any change, we will not issue a separate notice. V2.0 2017 Q1 CTE-E-08

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for further information



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