

# MultiPlus Inverter/Charger 2 kVA and 3 kVA

(120 V/60 Hz)

Lithium-Ion battery compatible



**MultiPlus**  
24/3000/70



**MultiPlus Compact**  
12/2000/80

### Multifunctional, with intelligent power management

The MultiPlus is a powerful true sine wave inverter, a sophisticated battery charger that features adaptive charge technology, and a high-speed AC transfer switch in a single compact enclosure. Next to these primary functions, the MultiPlus has several advanced features, as outlined below.

### Two AC Outputs

The main output has no-break functionality. The MultiPlus takes over the supply to the connected loads in the event of a grid failure or when shore-generator power is disconnected. This happens so fast (less than 20 milliseconds) that computers and other electronic equipment will continue to operate without disruption.

The second output is live only when AC is available on the input of the MultiPlus. Loads that should not discharge the battery, like a water heater for example, can be connected to this output (second output available on models rated at 3kVA and more).

### Virtually unlimited power thanks to parallel operation

Up to six Multis can operate in parallel to achieve higher power output. Six 24/3000/70 units, for example, provide 15kW / 18kVA output power with 420 Amps of charging capacity.

### Three phase capability

In addition to parallel connection, three units can be configured for three-phase output. But that's not all: with three strings of six parallel units a 45 kW / 54 kVA three phase inverter and 1260 A charger can be built.

### Split phase options

Two units can be stacked to provide 120-0-120 V, and additional units can be paralleled up to a total of 6 units per phase, to supply up to 30 kW / 36 kVA of split phase power.

Alternatively, a split phase AC source can be obtained by connecting our autotransformer (see data sheet on [www.victronenergy.com](http://www.victronenergy.com)) to a 'European' inverter programmed to supply 240 V / 60 Hz.

### PowerControl - Dealing with limited generator, shore side or grid power

The MultiPlus is a very powerful battery charger. It will therefore draw a lot of current from the generator or shore side supply (nearly 20 A per 3 kVA MultiPlus at 120 VAC). With the Multi Control Panel a maximum generator or shore current can be set. The MultiPlus will then take account of other AC loads and use whatever is extra for charging, thus preventing the generator or shore supply from being overloaded.

### PowerAssist - Boosting the capacity of shore or generator power

This feature takes the principle of PowerControl to a further dimension. It allows the MultiPlus to supplement the capacity of the alternative source. Where peak power is so often required only for a limited period, the MultiPlus will make sure that insufficient shore or generator power is immediately compensated for by power from the battery. When the load reduces, the spare power is used to recharge the battery.

### Four stage adaptive charger and dual bank battery charging

The main output provides a powerful charge to the battery system by means of advanced 'adaptive charge' software. The software fine-tunes the three stage automatic process to suit the condition of the battery, and adds a fourth stage for long periods of float charging. The adaptive charge process is described in more detail on the Phoenix Charger datasheet and on our website, under Technical Information. In addition to this, the MultiPlus will charge a second battery using an independent trickle charge output intended for a main engine or generator starter battery.

### System configuring has never been easier

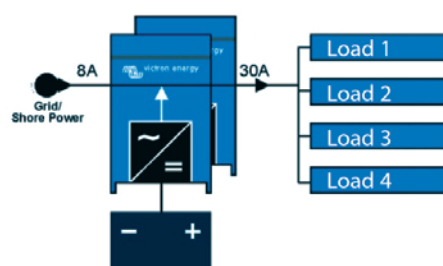
After installation, the MultiPlus is ready to go.

If settings have to be changed, this can be done in a matter of minutes with a DIP switch setting procedure. Even parallel and 3-phase operation can be programmed with DIP switches: no computer needed!

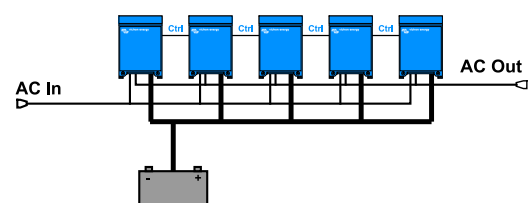
Alternatively, VE.Net can be used instead of the DIP switches.

And sophisticated software (VE.Bus Quick Configure and VE.Bus System Configurator) is available to configure several new, advanced, features.

### PowerAssist with 2x MultiPlus in parallel



### Five parallel units: output power 12,5 kW



MultiPlus	12 Volt 24 Volt	12/2000/80 24/2000/50	12/3000/120 24/3000/70
PowerControl			Yes
PowerAssist			Yes
Transfer switch (A)			50
Parallel and 3-phase operation			Yes
<b>INVERTER</b>			
Input voltage range (V DC)		9,5 – 17 V	19 – 33 V
Output		Output voltage: 120 VAC ± 2%	Frequency: 60 Hz ± 0,1% (1)
Cont. output power at 25°C / 77°F (VA) (3)	2000		3000
Cont. output power at 25°C / 77°F (W)	1600		2400
Cont. output power at 40°C / 104°F (W)	1450		2200
Cont. output power at 65°C / 150°F (W)	1100		1700
Peak power (W)	4000		6000
Maximum efficiency (%)	92 / 94		93 / 94
Zero load power (W)	9 / 11		20 / 20
Zero load power in AES mode (W)	7 / 8		15 / 15
Zero load power in Search mode (W)	3 / 4		8 / 10
<b>CHARGER</b>			
AC Input		Input voltage range: 95-140 VAC	Input frequency: 45 – 65 Hz Power factor: 1
Charge voltage 'absorption' (V DC)			14,4 / 28,8
Charge voltage 'float' (V DC)			13,8 / 27,6
Storage mode (V DC)			13,2 / 26,4
Charge current house battery (A) (4)	80 / 50		120 / 70
Charge current starter battery (A)			4
Battery temperature sensor			yes
<b>GENERAL</b>			
Auxiliary output (5)		n. a.	Yes (32A)
Programmable relay (6)		Yes (1x)	Yes (3x)
Protection (2)			a - g
VE.Bus communication port		For parallel and three phase operation, remote monitoring and system integration	
General purpose com. port (7)		n. a.	Yes (2x)
Remote on-off			Yes
Common Characteristics		Operating temp. range: -40 - +65°C / -40 to 150°F (fan assisted cooling)	Humidity (non-condensing): max 95%
<b>ENCLOSURE</b>			
Common Characteristics		Material & Colour: aluminium (blue RAL 5012)	Protection category: IP 21
Battery-connection		M8 bolts	M8 bolts (2 plus and 2 minus connections)
120 V AC-connection		Screw-terminal 6 AWG (13 mm <sup>2</sup> )	Screw-terminal 6 AWG (13mm <sup>2</sup> )
Weight		13 kg 25 lbs.	19kg 40 lbs.
Dimensions (hxxxd in mm and inches)		520x255x125 mm 20.5x10.0x5.0 inch	362x258x218 mm 14.3x10.2x8.6 inch
<b>STANDARDS</b>			
Safety		EN 60335-1, EN 60335-2-29	
Emission Immunity		EN 55014-1, EN 55014-2, EN 61000-3-3	
1) Can be adjusted to 60 HZ; 120 V 60 Hz on request		3) Non-linear load, crest factor 3:1	
2) Protection key:		4) At 75°F ambient	
a) output short circuit		5) Switches off when no external AC source available	
b) overload		6) Programmable relay that can a.o. be set for general alarm,	
c) battery voltage too high		DC under voltage or genset start/stop function	
d) battery voltage too low		AC rating: 230 V/4 A	
e) temperature too high		DC rating: 4 A up to 35 VDC, 1 A up to 60 VDC	
f) 230 VAC on inverter output		7) A.o. to communicate with a Lithium Ion battery BMS	
g) input voltage ripple too high			



### Digital Multi Control

A convenient and low cost solution for remote monitoring, with a rotary knob to set PowerControl and PowerAssist levels.



### Blue Power Panel

Connects to a Multi or Quattro and all VE.Net devices, in particular the VE.Net Battery Controller. Graphic display of currents and voltages.

## Computer controlled operation and monitoring

Several interfaces are available:



### Color Control GX

Provides monitor and control. Locally, and also remotely on the [VRM Portal](#).



### MK3-USB VE.Bus to USB Interface

Connects to a USB port ([see 'A guide to VEConfigure'](#))



### VE.Bus to NMEA 2000 Interface

Connects the device to a NMEA2000 marine electronics network. See the [NMEA2000 & MFD integration guide](#)



### BMV-700 Battery Monitor

The BMV-700 Battery Monitor features an advanced microprocessor control system combined with high resolution measuring systems for battery voltage and charge/discharge current. Besides this, the software includes complex calculation algorithms, like Peukert's formula, to exactly determine the state of charge of the battery. The BMV-700 selectively displays battery voltage, current, consumed Ah or time to go. The monitor also stores a host of data regarding performance and use of the battery.