

IBS & DBS story

Years ago, I was travelling in Australia's Great Victorian Desert with my 60 Series LandCruiser. But because of two flat batteries it was impossible to start my car. This drastic experience led to the development of the IBS dual battery system and finally the establishment of the company "Intelligent Battery Systems". With over 15 years of battery and micro-electronics experience, we use our know-how and the latest technology to produce products of the highest award winning quality and reliability.

Beat Wyss - IBS Director

TJM's newest range of IBS and DBS battery management systems feature the next generation Micro Controller Technology (MCT) offering a variety of new features to help avoid the inconvenience and danger that can be associated with running your battery down.

What dual battery system is right for me?

The first step in choosing a suitable battery management system is to clearly identify the electrical equipment you intend to fit to your vehicle. Electric winches, fridges, auxiliary driving lights, communication equipment all have different requirements and can flatten a battery very quickly without the appropriate dual battery management system installed.

The next step is to choose which of the TJM IBS or TJM DBS management systems will best satisfy your needs. Both of these user-and-fitter-friendly battery management systems offer many features and are the benchmark Dual Battery Management Systems.



What do I need?

To safely operate all your additional appliances all you will need is a quality battery management system like TJM's IBS or DBS dual battery management system, a TJM battery mounting frame, an appropriate battery and a power outlet.



Modern computerised vehicles require the use of state-of-the-art, dual battery management systems with electronic voltage sensing isolators to ensure adequate protection of the vehicles electrical systems. Both TJM IBS & DBS battery management systems offer this protection.



Talawana Track

Features

- › Full diagnostic capabilities
- › Full bidirectional capability - ability to start from auxiliary battery
- › Designed to withstand extreme conditions -40°C to +80°C
- › Used by military services around the world including NATO
- › Winner of "Best Aftermarket 4WD Equipment" award 2008 Off Road Magazine, Munich
- › Winner of "SEMA Global Media" award 2009
- › Automatic system that links batteries for charging & isolates batteries for discharging
- › The ability to use "start" & "deep cycle" batteries together
- › Monitoring voltage of both "start" & "auxiliary" batteries
- › Priority charging to the "start" battery
- › Link start support from auxiliary battery if starter battery fails
- › Spike protection for EFI & automotive computer systems
- › Simple installation - no alterations to vehicle wiring necessary
- › Link failure & low battery alarm on both batteries (sounds & flashing LEDs)
- › IBS hi-performance relay offering 200amp continuous and 500amp short time
- › 30 & 120 minute manual link function for link start and winching
- › De-link function if auxiliary battery fails (to safeguard alternator)
- › New link at 13.1v and de-link at 13.0v suitable for modern 4WDs
- › LED dimmer function for night driving
- › New rugged mounting system (RMS)



New rugged mounting system

The new mounting systems are designed for tough conditions available in Swivel, Goose and Suction mounts as accessories for your TJM IBS or DBS unit.



Alarm functions:

Low battery alarm: If the battery voltage for one or both batteries drops below 12V for a period of time, the 'low battery alarm' will alert you to the issue by an audio warning and LED indicators for the corresponding battery (either main or auxiliary).

Link failure alarm: Both the IBS and DBS units monitor the charge on each battery fitted to the vehicle. Should the power from one battery not reach the second battery to enable charging, the 'link failure alarm' will alert you to a failure, prompting a wire and installation check.

Bidirectional automatic battery link

While the engine is running, main and auxiliary batteries are linked together for parallel charging from the alternator. If the engine is stopped, the two batteries are disconnected automatically and appliances such as fridges, lights, compressors and inverters are now safely fed from the auxiliary battery. Solar equipment, battery chargers or generators that are connected to the auxiliary battery providing additional charge will also automatically supply the starter battery.

Windy Corner



Manual battery link

In an emergency situations (defective or empty main battery) or in the case of higher power consumption the two batteries (main & auxiliary) may be connected together by activating the link button. After a lapse in time of 30 minutes (or immediately after activating the auto button), the system will return to the full automatic mode. When using an electric winch, the battery connection can be activated for up to 120 minutes. The load sharing function reduces the load on the alternator, wiring and the batteries when using a winch.

Deactivation of automatic & manual battery dual link function:

In an emergency if there's a problem with the auxiliary battery, such as a short circuit or defective battery housing which could cause damage to the alternator, the IBS or DBS units can deactivate automatic and manual linking and return the vehicle to it's basic operation (alternator, starter battery without additional charge to auxiliary battery). When operating in this mode, no manual and automatic battery connection is possible. Once the problem has been resolved the IBS & DBS units can return to normal operation.

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- › Priority charging to the "start" battery
- › Spike protection for EFI & automotive computer systems
- › Simple installation - no alterations to vehicle wiring necessary
- › Link failure & low battery alarm on both batteries (flashing LEDs)
- › IBS hi-performance relay offering 200amp continuous and 500amp short time
- › 30 & 120 minute manual link function for link start and winching
- › De-link function if auxiliary battery fails (to safeguard alternator)
- › New link at 13.1v and de-link at 12.8v suitable for modern four wheel drives
- › Water proof polyurethane resin
- › New rugged mounting system (RMS)



DBS 
Dual Battery System

No-one likes to deal with a flat battery. The Red Centa battery management System is the simplest way to avoid running your battery down.

When driving, the Red Centa unit automatically links both batteries for charging. When the engine is turned off, the batteries are separated and power for your accessories is supplied from the auxiliary battery without the risk of discharging the starter battery.

Features

- › Can be fitted to any vehicle or boat with a 12V DC system regardless of engine type or alternator size
- › Simple to install. Only three wires to connect. No need to find power from ignition switch or to interfere with existing electrical wiring
- › Automatic priority circuitry ensures charging of main battery first
- › Accidental reversal of polarity of either battery may cause damage to connected equipment, but will not harm the controller. The controller will not operate until correct polarity is restored
- › Electronic current sensing eliminates the need for external fuses or circuit breakers for protection
- › Voltage spike protection circuitry included
- › Auxiliary battery automatically disconnects if main battery drops below 12.7V



3 year limited warranty

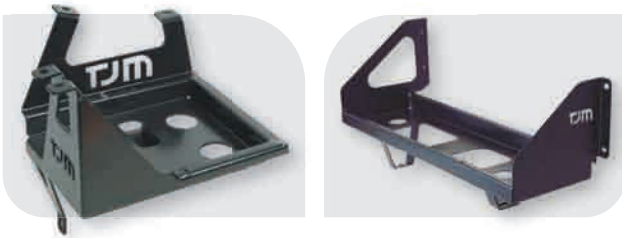
The warranty covers product failure in all applications. The warranty does not cover controllers that have been subjected to physical abuse or where they have been used in applications or situations, which fall outside the parameters outlined in the user guide. To claim warranty, the controller must be returned to the manufacturer for evaluation.

TJM battery trays

While TJM offer a range of dual battery management systems, TJM also offer the most secure battery trays on the market. These trays are carefully engineered to ensure you get the optimum size battery, mounted in the most appropriate location under the bonnet.

Where necessary, TJM battery trays include sturdy mounting hardware to relocate under bonnet components that may interfere with the positioning of a second battery.

TJM battery trays are constructed from 2mm thick steel sheet and all TJM battery trays incorporate strategic folds and MIG welds which make them incredibly strong and able to withstand the toughest conditions. In addition to excellent structural strength, the TJM battery tray is electro coated black with corrosion resistances of up to 500 hours. The advantages of electro coating over powder coating is that it gets into all nooks and crannies and is harder to chip unlike powder coated varieties when knocked around.



If you want a good quality battery frame that lasts the distance, you can't go past a TJM battery tray.

