DIY Prius Generation 3 (2010-2016) Battery Reconditioner Grid Charger/Discharger (~\$150)



This is a high voltage project - be careful and use proper precautions when installing the harness for the car, building the charger and using it!



This DIY charger/discharger will help with the high voltage traction battery reconditioning process. It requires a harness to be hooked to the traction battery and a separate harness connected to the fan which cools the battery. The harnesses can be attached and left in place when not using the charger/discharger. Cap the exposed traction battery harness end for safety when not in use. If you google "2010 prius car harness installation high voltage" you'll find instructions for connecting a harness. The battery fan harness can be spliced into the factory wires at the fan and a connector attached at the other end which connects to the charger/discharger. The total parts cost for this project is about \$150.

Charging and discharging profiles, procedures and precautions can be found on the internet. I'm not going into those detail in this paper.

This project is designed for 120VAC (US) input for the Gen3 Prius NiMH battery. It should also work for the Gen2 Prius battery since the Gen2 battery is the same chemistry/voltage/design.

The project is housed in a \sim 20" x 4" x 4" PVC/Vinyl post sleeve with end caps. The sleeve was sliced open along its length about $\frac{3}{4}$ " from the bottom.

The "Light bulb discharger" is two standard screw in bulb fixtures wired in series attached to a scrap piece of wood to be used with two 120V incandescent bulbs.

This is a moderate difficulty build, and requires soldering, drilling, mounting, cutting, filing, and some creative thinking when building. Crimping connectors, cutting/stripping skills are also needed. It is VERY important to properly insulate wiring and components!

Although I took care in putting this guide together, you are ultimately responsible for exercising appropriate care and caution in evaluating the design, selecting components, assembly, use, and operation. If you are not familiar with DIY electrical projects, don't attempt this!

Features:

- Voltage and charging current display, gentle constant current (350mA) charging
- Variable speed control for the battery cooling fan
- Connectors and sockets for easy connection/disconnection
- Uses easy to source parts

This is a modified version of http://projekt.com/locouki/Website/insight/V2-grid-charger-discharger.html. Also, thanks to the helpful priuschat members, too!

Hope you find this interesting and useful!

tgtech on priuschat.com

tgtech's DIY Prius Battery Reconditioner – Grid Charger/Discharger

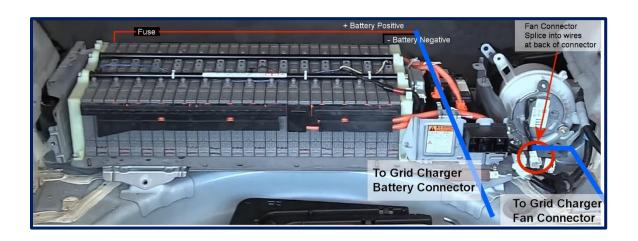


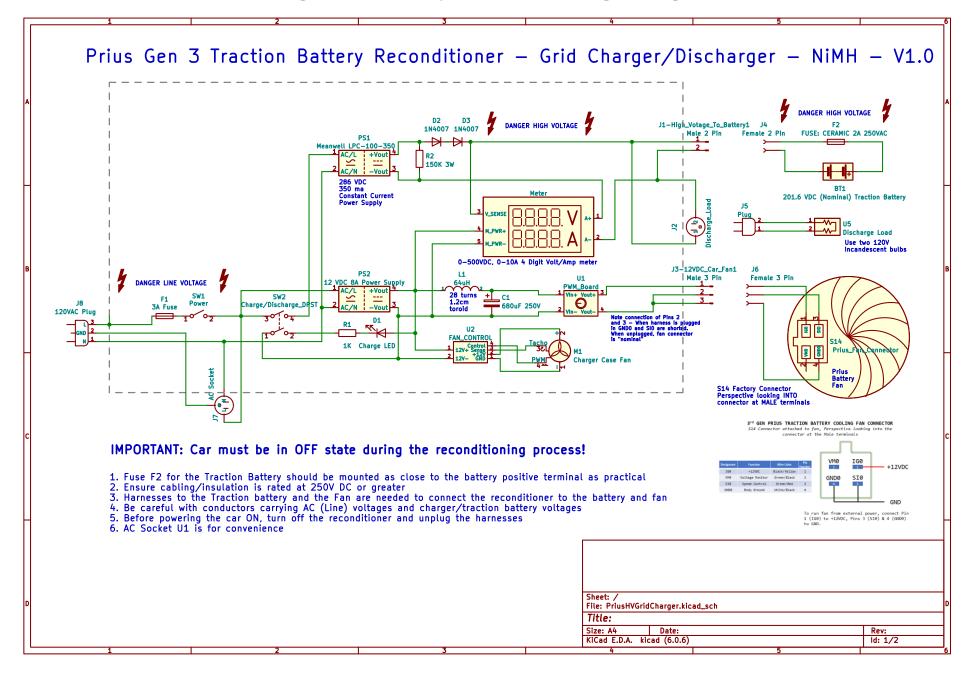


tgtech's DIY Prius Battery Reconditioner – Grid Charger/Discharger

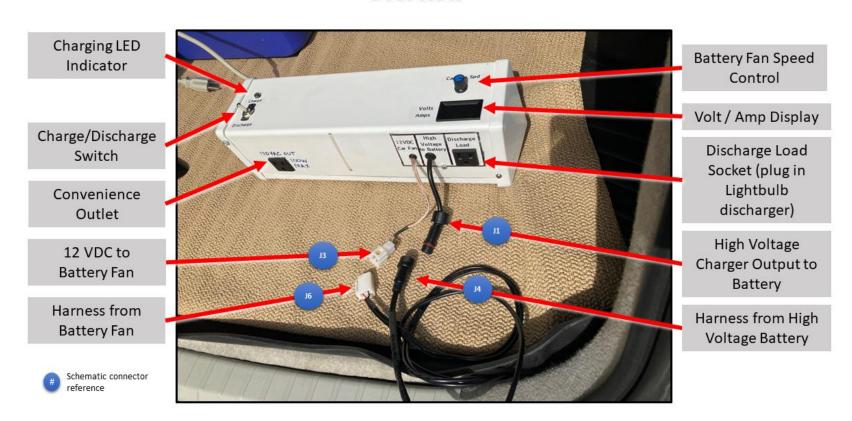




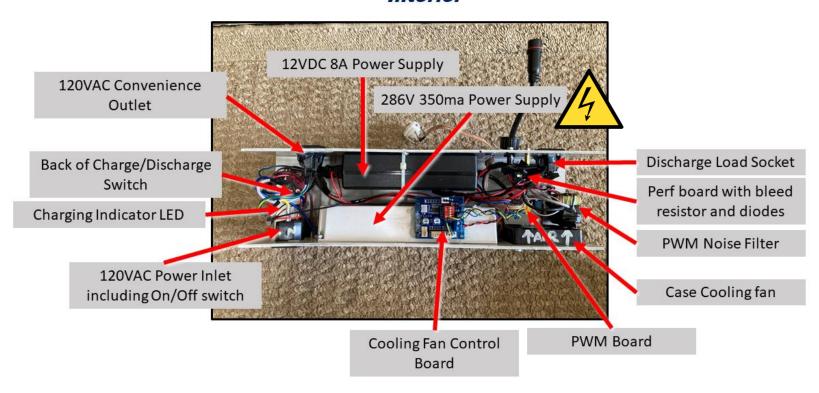




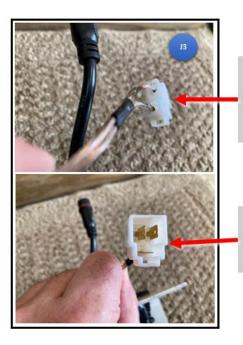
Prius Gen3 Battery Reconditioner - Grid Charger/Discharger Overview



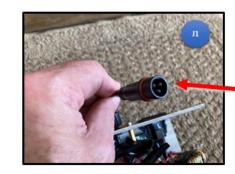
Prius Gen3 Battery Reconditioner - Grid Charger/Discharger Interior



Prius Gen3 Battery Reconditioner - Grid Charger/Discharger Connectors



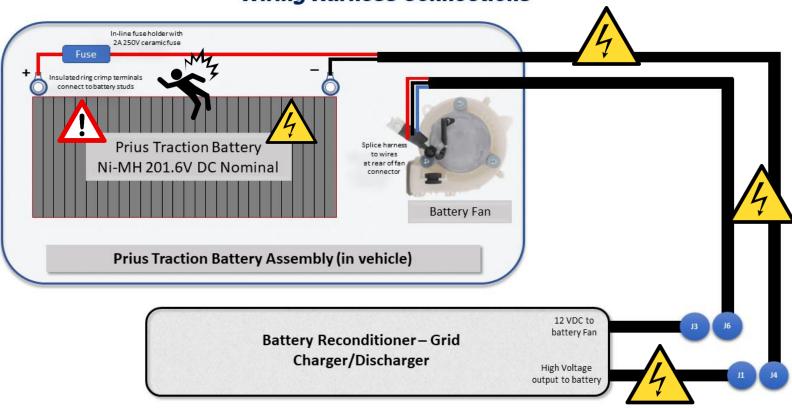
Rear of Male connector – 12VDC to Battery Fan Note jumper between two pins



Male Connector for High Voltage Charger Output to Battery

Front of Male connector – 12VDC to Battery Fan

Prius Gen3 Battery Reconditioner - Grid Charger/Discharger Wiring Harness Connections



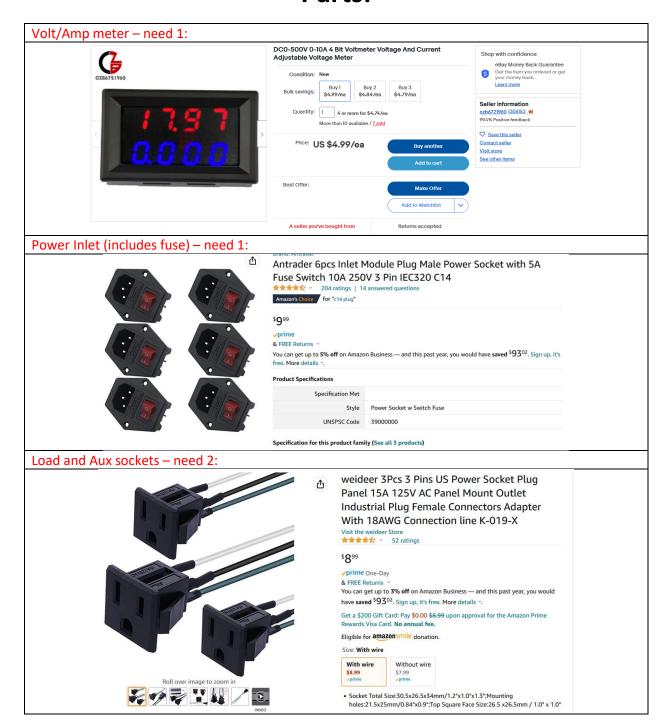


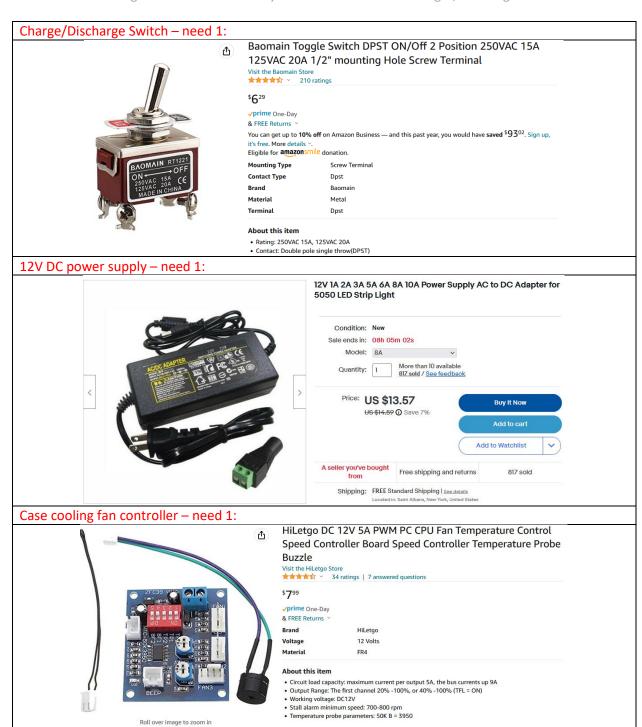
REMOVE THE SERVICE PLUG BEFORE WORKING ON OR IN BATTERY!! EXERCISE PROPER PRECAUTIONS WHEN WORKING ON HIGH VOLTAGE DEVICES!!



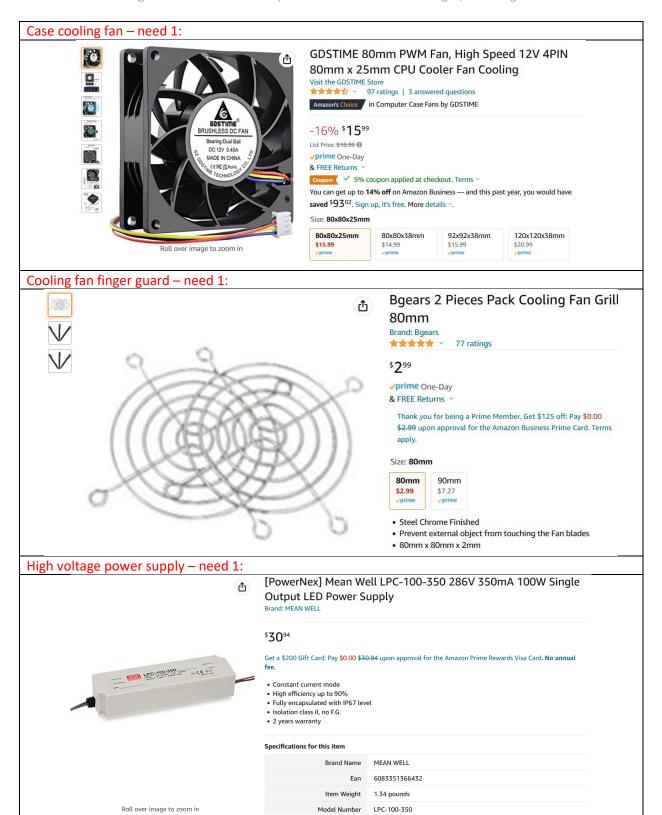
For help removing the service plug, watch the 2010 - 2015 Prius Service Plug video

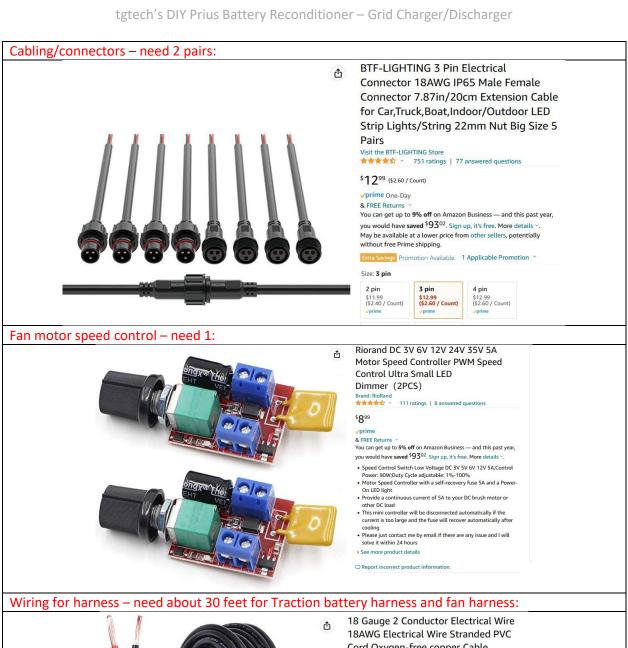
Parts:



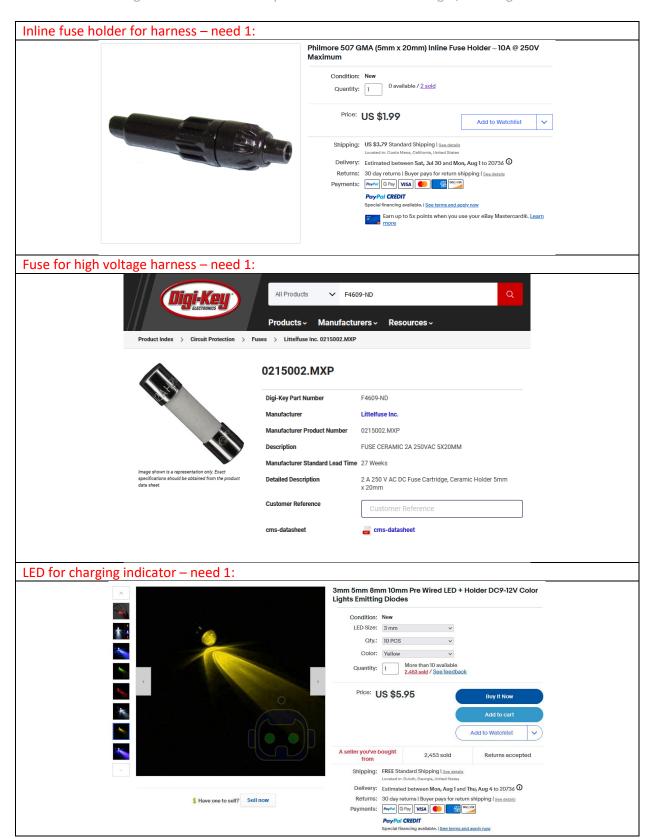


Report incorrect product information





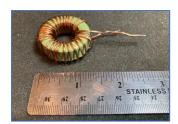






Electronic components (reference the schematic for part references):

- $1K\Omega \%$ W resistor (R1) to drop the current for proper LED operation.
- 150KΩ 3 watt resistor (R2) for bleeding down voltage when power is removed.
- Two 1N4007 diodes (D2, D3) to prevent backflow from the battery into the charger.
- Inductor (L1) to reduce electrical noise from the PWM control. *Inductor L1's value is not terribly critical, I wound 28 turns of magnet wire around a 1.2cm radius ferrite toroid (see pic below):*



680μF 24V (or greater) electrolytic capacitor (C1) to reduce electrical noise from the PWM control. Capacitor C1's value is also not terribly critical, anything from 250uF to 750uF would probably work fine. It does have to be rated at 24V or higher. Pay attention to polarity when wiring:

Other miscellaneous parts:

- 4" x 4" PVC/Vinyl post sleeve and end caps. One end cap needs to be drilled to allow air flow (see pics)
- 3 pin PC power cord for powering the unit (if using the recommended power inlet connector)
- Crimp fittings to make the harnesses to the traction battery
- Heat shrink insulation
- Zip ties
- Nuts, bolts, screws, standoffs
- Perfboard for mounting electronic components
- Hookup wire
- Grommets
- Old extension cord to use for light bulb discharger cord
- Two light bulb sockets for discharger, scrap wood for base