



**IMPORTANT INFORMATION!**  
**CONFIGURATION OF ZEUS REGULATOR**  
 For proper functioning with Victron equipment install Victron GX firmware v3.14 or higher into the CERBO. The alternator must be configured to work with DVCC. The ZEUS regulator needs to be configured for use with the Victron Lynx Smart BMS NG and Victron NG Li batteries. Go to ARCOMARINE.COM/ZEUS and download the APP to make all necessary settings. For questions and trouble shooting, contact ARCO Marine at ARCOMARINE.COM to help you further.

**IMPORTANT INFORMATION!**  
 SmartBatteryProtect 220 1 & 2 must be programmed for Li-Ion mode-C and 24 Volt either through programming on the device itself or with a Bluetooth enabled smartphone/tablet.

**IMPORTANT INFORMATION!**  
 The Cerbo tank level ports can be configured to work with either European (Ø - 180 Ohm), US or UK tank senders (Ø - 30 Ohm) standards. Or one can configure a custom Ohm-resistance range between 0 Ohm and 300 Ohm. This requires firmware v2.85 or higher.

**IMPORTANT INFORMATION!**  
 Please note that the Arco Zeus can not be daisy chained in a VE.Can network. It is designed as a drop device and therefore must be located at the end of a VE.Can network.

**IMPORTANT INFORMATION!**  
 Please note that Alternator specifications can change! Check to make sure that the fuse size for the ALT V+ (A/B) wire and the ALT Field (F) wire are correct.

**IMPORTANT INFORMATION!**  
 Victron Lithium NG Batteries charge & discharge controlled by BMS NG & CERBO. In systems with Victron Lithium NG Batteries, it's important that all charging devices as well as loads are controlled by the BMS NG (also in Parallel). Here is how that is taken care of in this system:

- 1 - Quattro-II inverter/charger: digitally via the GX Device, DVCC feature.
- 2 - SmartSolar charge controller: digitally via the GX Device, DVCC feature.
- 3 - ZEUS alternator regulator: digitally via the GX Device, DVCC feature.
- 4 - ZEUS alternator regulator: when VE.Can fails, one can use the positive wire from the ATC contact of the BMS NG also running through its relay contacts further towards the ZEUS regulator enable ATC connection, forcing the regulator with alternator to stop charging completely when ATC power is switched off. (on recommendation from Arco Marine)
- 5 - DC Loads: via ATD power towards SmartBattery Protect 220 one & two.
- 6 - AC Loads: controlled together with the Quattro-II Inverter/Charger.

When adding this extra battery and when extra loads are connected to the Distributors, update the Lynx Smart BMS NG to the 1000A model.

3 x Lithium 25.6V-200Ah NG LiFePO4 Batteries

**IMPORTANT INFORMATION!**  
 Recommended AC Out-1 cable/breaker size Quattro-II  
 With Power assist the Quattro can add 5kW to the output load when needed. Together with the adjustable 50A input this all adds up to the max sum of input and output current of 50+171A. An Earth leakage device with breaker or a combination MCB/RCD must be installed on the output. Cable size must be adjusted accordingly.

**IMPORTANT INFORMATION!**  
 Recommended AC Out-2 cable/breaker size Quattro-II  
 AC Out-2 only is available when power is present on AC IN-1 or AC IN-2. During battery operation it will be disconnected. AC Out-2 supports up to 50A. An Earth leakage device with breaker or a combination MCB/RCD must be installed on the output. Cable size must be adjusted accordingly.

**IMPORTANT INFORMATION!**  
 Recommended DC cable/fuse size Quattro-II  
 6.5m cable length: 4 x 95Sqmm 5-10m cable length: 4 x 95Sqmm. When used in closed conduits, cable size should double. Cable length stands for the distance between the battery and the Quattro. Recommendations are without other loads in the system and these should be taken into account for proper main battery, main fuse & main switch cables! Fuse size should be 1 x 400A.

**WARNING!**  
 230 Volt AC is extremely HAZARDOUS! Do not touch any LIVE WIRED parts of the installation. When in doubt, always consult your Victron dealer for advice!

Lynx Smart BMS NG Enlarged connections