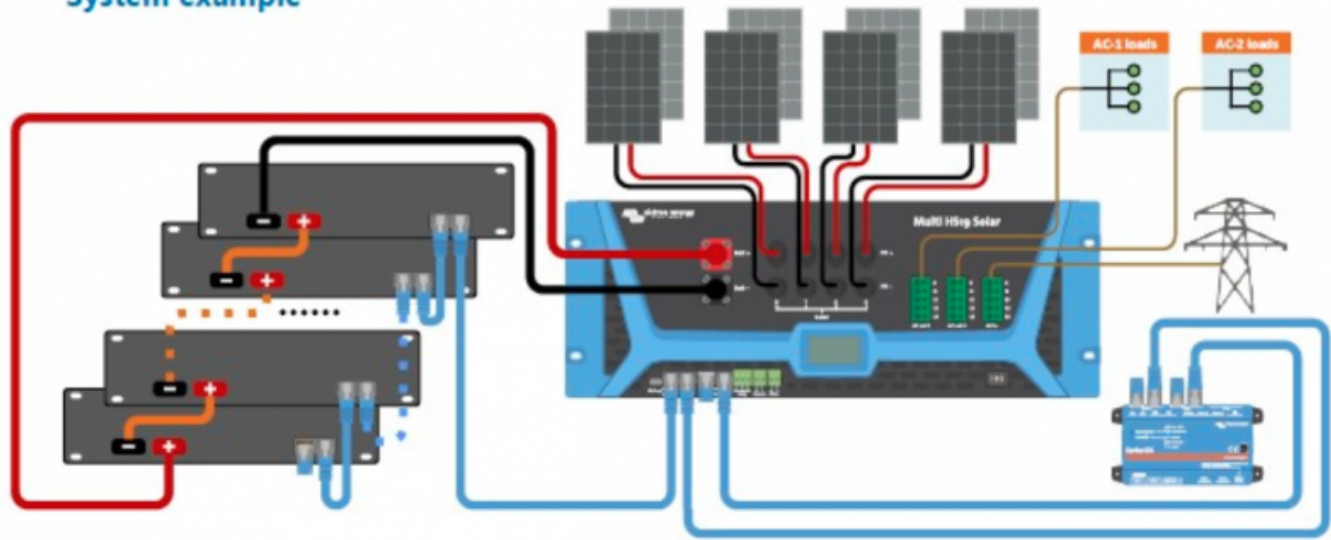


HV Battery Compatibility - Multi HS19

The Victron HS19 high voltage inverter/charger only works with supported and compatible high voltage batteries.

System example



These batteries are strongly recommended to be connected via “BMS-Can” (CANBus) to a GX device. The HS19 supports direct battery connection without a GX device, see product manual further details.

Victron provides the following support documentation to assist qualified system designers and installers to select suitable batteries for their application.

Batteries compatible (or under evaluation) with the Victron HS19.

Click the brand name for the brand-specific setup guide and manufacturer links. This information should always be verified with the battery manufacturer.

Brand	Model / series	Usable voltage range with HS19 (V DC)	Modules per stack	Capacity (kWh)	FDCan support (inverter paralleling)	Test status
Cegasa	E/Scal 6	676 - 940	13 - 15	75 - 86	Yes, needs verification	Tested, running in field tests
ZYC	SIMPO Pro E	673 - 958	11	127	Yes	Tested, running in field tests
ZYC	SIMPO Pro S	650 - 934	16	82	Yes	Tested, running in field tests

Brand	Model / series	Usable voltage range with HS19 (V DC)	Modules per stack	Capacity (kWh)	FDCan support (inverter paralleling)	Test status
Pylontech	Force-H3	650 - 818 battery floor approx. 605 V, see notes	7	36	Only up to 500 kbit/s (status 04-2024, update requested)	Will be tested soon
Hubble	HV100	717 - 891	8	82	Update requested	Tested, running in field tests
LBSA	HV range (Rhino IntelliFlex HV)	660 - 927	10 - 11	80 - 88		Tested, now offline
Freedomwon	LiTE Commercial 300/240 HV+	655 - 817	n/a (factory-built cabinet)	300 (240 @ 80% DoD)		Tested by battery manufacturer, not tested by Victron
MG	RS series (RS 230)	672 - 876	14 - 15	165 - 177	Master HV: no. Master HV Mk2: yes	Tested, running in field tests
Dyness	TBD (current: Tower / Tower Pro / Tower S3)	Current models do not fit (max 576 V)	TBD	TBD	Current models: no. New hardware will support it	 Fix Me! not yet tested
BSLBATT	TBD (current: Matchbox HVS / ESS-BATT RE)	TBD	TBD	TBD	TBD	 Fix Me! not yet tested
TAB	TBD (current: e.storage High Voltage)	TBD	TBD	TBD	TBD	 Fix Me! not yet tested
Pytes	TBD (current: HV Series HV48100/HV48300)	TBD	TBD	TBD	TBD	 Fix Me! not yet tested

Notes

- **FDCan support** is required for paralleling inverters.
- Voltage ranges are the operating window of a full stack as published by the manufacturer. The Hubble range shown uses the published 3-module discharge cutoff and 8-module equalised charge values.
- LBSA rack voltage range is computed from per-module values (66 V cutoff, 84.3 V charge); LBSA does not publish a stack-level range.
- ZYC SIMPO Pro E upper operating voltage of 1306 V is straight from the ZYC spec table; verify against inverter DC input limits.
- **Note on data status:** Voltage range and module count figures were compiled from manufacturer datasheets and product pages (June 2026) and are **not verified**. Sources are

listed on each brand subpage.

SAFETY WARNING

Batteries can be dangerous, and high voltage batteries more dangerous still.

In addition to the chemical risks of lithium, HV batteries operate at voltages that are lethal on contact. There is no safe way to touch a live HV battery circuit. DC arcs at these voltages do not self-extinguish, and a fault can sustain an arc long enough to cause fire and severe injury. Installation, commissioning and service must only be done by people trained and qualified to work on high voltage DC systems, following local regulations, with appropriate PPE and proper isolation and lock-out procedures.

Some types of lithium cells are safer in the way that they won't catch fire when treated wrongly. Note though that while mostly not burning, there will be mess and smell. Other lithium technologies are less/not intrinsically safe and will catch fire by overcharging them for example. To go into more detail about all this is beyond the scope of this page, but please take this seriously and also be aware that Victron does not take any responsibility for this.

Worded simply: a battery must be intrinsically safe, and include its own large disconnect mechanism such as a contactor, rated to break the full DC voltage and current of the stack.

Only relying on digital signals telling our inverter/charger to stop charging is not sufficient. At these voltages this requirement matters even more: the battery must be able to physically disconnect itself in a fault situation.

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