Bike battery bms broken battery hookup

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However, there is a general method that works for most ebike batteries, and it involves the following steps:

Recently (as in a few months ago) I had a problem with my e-Bike where my battery wouldn’t hold a charge, and wouldn’t accept a charge from the charger.

Normally, when I plug my eBike’s battery in, the charger’s cooling fan whirls to life and one of the lights changes colour, indicating it’s charging. This stopped happening!

I did a suite of tests, tried a few techniques recommended on forums and by the lead tech at Luna Cycle, and eventually confirmed my BMS -- Battery Management System -- was broken and needed to be replaced.

So in this guide I want to outline

My electric bike is semi-custom. It is built like a custom, but by Luna Cycle in the USA. It has a Bafang (, “Eight Sides Electrical Appliances”) motor with a 50A controller that Luna Cycle calls their “Ludicrous” controller, though I have it set to operate in 25A mode.

Because 2020 was a crazy year, it ended up being stored fully charged, and allowed to fully deplete, while in storage. This isn’t good for an eBike battery, it turned out, and so a few things needed to be done to get it back on the road.

The BMS (again, Battery Management System) of a battery pack is the part that regulates both input (charging) and output (discharge) voltage and current from the cells.

Even though this might appear to be a guide for one kind of electric bike battery,it’s generally applicable to all e-Bike batteries, and even batteries on other devices like scooters and mobility devices.

When the charging system of an electric bike fails, it means one of a few things:

The first (and easiest) thing to test is the charger.You measure the output voltage. For a 52V battery like mine, it should be supplying about 58V. For a 48V battery it should supply around 54V.

After you measure the output voltage, you do what’s called the “light bulb test” -- where you use an incandescent bulb hooked up to the outlet. This is easier in America (or Japan I guess) where the voltage supply is 110V, but it still works with 220V bulbs.

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