



EXIDE: Winter Battery Care Tips



To avoid many battery related issues, as well as the risk of vehicle breakdown, regular battery checks, along with a little maintenance will pay dividends because, as Ecobat Battery, the UK's largest battery distributor, has found, statistically, 27% of the vehicles that enter the independent workshop either need their batteries recharged or reconditioned, and a further 11% need a replacement.

Battery checks start with steps as simple as making sure the terminals and clamps, as well as where the negative cable grounds on the vehicle's chassis, are all free from corrosion, and that the battery itself is securely fastened in its cradle. However, the battery's state of health also needs to be assessed and that means it has to be tested with a tool, such as Ecobat Battery's EBT780 battery analyser, because even when disconnected, a typical lead acid SLI (starter/lights/ignition) battery will self-discharge at the rate of 0.1-volt per month.

This natural discharge process is obviously exaggerated when the battery is connected because it is the only source of power to the vehicles electrical system when the engine isn't running, so its numerous electronic devices – clock, alarm, remote locking

mechanism etc. – all constantly draw power, further increasing the rate at which it discharges, as does opening and closing the vehicle without driving anywhere, as it can draw as much as 50-amps to do so.

When these real-life scenarios are combined with cold weather however, the pressure on the battery moves to an entirely new level because, even without these ongoing issues, when the temperature drops to freezing, the battery can lose up to 35% of its power, which is why cold weather shows up battery problems so intently. So, even if the vehicle is used regularly, routine battery charging using a smart charger, like the Ecobat Battery EBC8, is a wise move.

However, it's not just the battery that starts the engine that needs to be assessed because many vehicles now have a second, auxiliary battery. These batteries vary in size and specification dependent on the demands placed on it by the vehicle's electrical system and can be used as a safety back-up to support the main battery when required, or to provide voltage for specific vehicle systems all of the time. Moreover, this multi battery trend is set to continue because even irrespective of the primary drive system of the vehicle – combustion engine, engine combined with a 48-volt or 350-volt battery, or a 400-volt battery in a fully electric vehicle – a 'traditional' 12-volt AGM/EFB battery is also fitted, so testing the health of these batteries is also important.



When batteries do come to the end of their life however, Ecobat Battery has many quality brands in its portfolio, one of which is Exide. As a prominent original equipment supplier that provides many auxiliary battery solutions to vehicle manufacturers globally, Exide now has five auxiliary batteries in its aftermarket range: EK091 (Volvo), EK111 (Mercedes-Benz and Volvo), EK131 (Audi, BMW, Jeep and Mercedes-Benz), EK143 (Renault) and EK151, currently one of the most

popular references, covering the majority of auxiliary battery applications for Jaguar Land Rover.

For further details of the Exide auxiliary range, or any other battery requirement, please visit Ecobat Battery at: ecobatbattery.com

