Extend Battery Life With a Battery Maintenance Program

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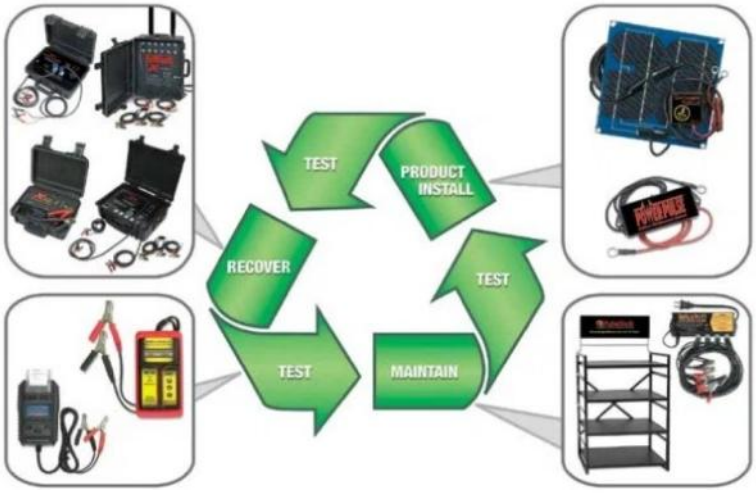

Years of product development and customer evaluation have proven that if used properly, 12V lead-acid battery testing, charging and maintenance products utilizing a scientifically validated desulfation technology can reduce a fleet's annual battery consumption by 70 percent or more.

The teams responsible for keeping fleets moving and on schedule—maintenance managers and mechanics—understand the benefits of a battery maintenance program (BMP), but often have to sell management on the ROI of purchasing and deploying equipment to test, recover and maintain 12V batteries.

Operational problems and failure have plagued lead-acid batteries since their invention more than 100 years ago. Through the years, science has improved materials, manufacturing methods and overall performance; however, the demands on lead-acid batteries continues to grow with a plethora of onboard gadgets drawing down on the power source, literally sapping batteries. The lifespan of today's lead-acid battery typically ranges from as little as six months to 48 months—though only 30 percent survive the entire four years.

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A vetted BMP program can dramatically change battery service and operation life, automatically keeping batteries at peak capacity, extending life cycles up to five times, eliminating jumpstarts and reducing the manpower needed for battery maintenance.

The BMP toolbox involves a series of high-tech smart tools, including analytical testers, battery recovery chargers, battery stock maintainers and the installation of permanent desulfators.

As a battery ages through use or lack of use, lead sulfate crystals enlarge and can build up to the point they create a physical barrier across the surface of the plate. Before long, this buildup can become so dense that a battery is no longer able to accept or release energy. One type of technology utilizes a strictly controlled waveform, comprised of rise time, pulse-width, and frequency and amplitude of current and voltage pulse to desulfate batteries.

To properly equip a small to mid-size fleet maintenance shop, management can anticipate spending approximately $3,200. This would include a battery recovery charger, an analytical tester, a battery stock maintainer and five solar maintainer desulfators for installation on vehicles. This is a one-time budget item that will quickly pay for itself in the number of batteries recovered and maintained at peak operational capacities for thousands of more miles of use.

To understand the potential savings from a BMP, calculate how much money is spent on new lead-acid batteries each year and multiply that by 0.7 percent. The answer is how much money is saved each year just on battery purchases. This amount doesn't include manpower savings, cost of vehicle downtime, hazardous waste savings, and savings on items such as alternators and starters.

Employing a BMP program can result in:

- significant reduction of battery budget (year to year);
- reduction of vehicle downtime;
- increase in battery efficiency and power;
- extension of alternator and starter life;
- reduction of maintenance man-hours; and
- increased support of corporate sustainability programs.

A BMP is not one size fits all, but rather utilizes certain products based on types of equipment, functionality, size of operation and work schedule demands. A pre-purchase audit to determine what service equipment will be required to efficiently and cost-effectively do the job is recommended.

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