

81700679

Lead acid bloc batteries with positive flat plates (GiS) and positive tubular plates (PzS)

Range: FF and FT

Maintenance free lead acid bloc batteries with positive flat plates (GiV)

Range: GF-V, GF-Y, AF-X, AF-Z, AS, df-V und df-Y

Operating Instructions

Traction batteries

Rating data

- Nominal capacity C_5 :see type plate
- Nominal voltage U_N :see type plate
- Nominal current $I_N=I_5$: $C_N/5h$
- Nominal S.G. of electrolyte*
 - Type GiS-Bloc :1,28 kg/l
 - Type PzS-Bloc :1,29 kg/l
 - Type GiV-Bloc :the electrolyte is immobilised, the density of the electrolyte can not be measured
- Rated temperature :30° C
- Nominal electrolyte level** :up to electrolyte level mark "max." or cover at least the separators

* Will be reached within the first 10 cycles.

** GiV batteries are valve-regulated batteries (VRLA) with an immobilised electrolyte, where a water refilling isn't permitted during the whole battery life. Instead of vent plugs, valves are used, which will be destroyed when they are opened. When operating valve-regulated lead-acid batteries the same safety requirements as for vented cells apply to protect against hazards from electric current, from explosion of electrolytic gases and, in case of the cell container is damaged, from the corrosive electrolyte.



- Pay attention to the "instructions for use" and fix them close to the battery.
- Work on the battery should only be carried out by qualified personnel.



- Use protective glasses and clothes when working on batteries. Pay attention to the accident prevention rules as well as EN 50272-3, EN 50110-1.



- No smoking! Do not expose batteries to naked flames, glowing embers or sparks, as it may cause the battery to explode.



- Keep children away from batteries!



- Acid splashes in the eyes or on the skin must be washed with water. In case of accident consult a doctor immediately.
- Clothing contaminated by acid should be washed in water



- Risk of explosion and fire, avoid short circuits.



- Electrolyte is highly corrosive.
- In the normal operation of GiV batteries a contact with acid isn't possible. If the cell containers are damaged, the immobilised electrolyte (gelled sulphuric acid) is corrosive like the liquid electrolyte.



- Do not spin battery!
- Ensure secure installation. Use only suitable handling equipment e.g. lifting gear in accordance with VDI 3616. Avoid damage to the batteries, connectors or end cables with the lifting equipment.



- Dangerous electrical voltage! Caution! Metal parts of the battery are always alive. Do not place tools or other metal objects on the battery.

Ignoring the operation instructions, repair with non-original parts or using additives for the electrolyte will render the warranty void.



Spent batteries have to be collected and recycled separately from normal household wastes (EWC 160601). The handling of spent batteries is described in the EU Battery Directive (91/157/EEC) and their national transitions (UK: HS Regulation 1994 No. 232, Ireland: Statutory Instrument No. 73/2000). Contact your supplier to agree upon the recollection and recycling of your spent batteries or contact a local and authorized Waste Management Company.



1. Commissioning filled and charged batteries

The battery should be inspected to ensure it is in perfect physical condition. Before installing the

battery compartment has to be cleaned. Only blocks with the same state of discharge (the same voltage, tolerance like the following table) have to be connected together.

Nominal bloc voltage [V]	Max. tolerance from average value – ΔU_{Bloc} [V]
2	± 0.020
4	± 0.028
6	± 0.035
8	± 0.040
12	± 0.049

The battery end cables must have a good contact to terminals, check that the polarity is correct. Otherwise battery, vehicle or charger could be destroyed. After connecting cover the end poles with grease as external corrosion protection.

The level of the electrolyte must be checked. If it is below the electrolyte level mark "min." or the top of the separator, it must first be topped up to this height with purified water (**only GiS/ PzS-batteries**).

The battery is then charged as in item 2.2.

The electrolyte should be topped up to the specified level with purified water (DIN 43530 part 4). (**only GiS/ PzS-batteries**).

The specified torque loading for the pole screws of the end cables and connectors are:

Terminal	Nomenclature	Tightening Torque Value
EN (A) conical	-	$8 \pm 1Nm$
Flat M5 (G5) / M6 (G6)	F / G	$5 / 6 \pm 1Nm$
Screw type (male) M8 / M10	M / N	$11 / 17 \pm 1Nm$
Screw type (female) M6 / M8 / M10	O / P* / Q	$8 / 20 / 20 \pm 1Nm$
WNT 3/8"-16 , 5/16"-18	W	$16 \pm 1Nm$
Combination of EN (A) conical and Stud 3/8"	R	$8 \pm 1 Nm$ $16 \pm 1Nm$

*Exception GF 06 095 V P4:

⇔ Tightening Torque = $12 \pm 1Nm$

Example for description: GF 06 180 V P

⇔ Screw type terminal (female) M8

⇔ Tightening Torque = $20 \pm 1Nm$

For commissioning of unfilled **GiS/PzS-batteries** see separate instructions.

2. Operation

EN 50272-3 "Traction batteries for industrial trucks" is the standard, which applies to the operation traction batteries in industrial trucks.

2.1 Discharging

Ventilation openings must not be sealed or covered.

Electrical connections (e.g. plugs) must only be made or broken in the open circuit condition.

To achieve the optimum life for the battery, operating discharges of more than 80% of the rated capacity should be avoided (deep discharge).

This corresponds to an electrolyte specific gravity of 1.13 kg/l at the end of the discharge (**only GiS/ PzS-batteries**).

To measure the state of discharge use only the battery manufacturer recommended discharge indicators.

Discharged batteries must be recharged immediately and must not be left discharged. This also applies to partially discharged batteries. Otherwise the life of battery will be reduced.

2.2 Charging

Only direct current must be used for charging. All charging procedures in accordance with DIN 41773 and DIN 41774 are permitted.

For **GiV-batteries** these charging procedures must only be applied in the manufacturer approved modifications. Therefore only battery manufacturer approved chargers must be used.

Only connect the battery assigned to a charger, suitable for the size of battery, in order to avoid overloading of the electric cables and contacts and unacceptable gassing of the cells.

GiV-batteries have a low gas emission.

In the gassing stage the current limits given in EN 50272-3 must not be exceeded. If the charger was not purchased together with the battery it is best to have its suitability checked by the manufacturers service department.

When charging, proper provision must be made for venting of the charging gases. Battery container lids and the covers of battery compartments must be opened or removed. The vent plugs should stay on the cells and remain closed.

With the charger switched off connect up the battery, ensuring that the polarity is correct (positive to positive, negative to negative). Now switch on the charger.

When charging the temperature of the battery rises by about 10 K, so charging should only begin if the battery temperature is below 35° C (**GiV**) or 45° C (**GiS/PzS**). The electrolyte temperature of batteries should be at least + 15° C (**GiV**) or +10° C (**GiS/PzS**) before charging. Otherwise a full charge will not be achieved.

For **GiS/PzS-batteries** a charge is finished when the specific gravity of the electrolyte and the battery voltage have remained constant for two hours.

For **GiV-batteries** only regulated chargers are permitted. These chargers switch off automatically. Are the temperatures a longer time higher than 40° C or lower than 15° C, so the chargers need a temperatures regulated voltage. (Attend to instructions of battery manufacturer).

2.3 Equalising charge

Equalising charges are used to safeguard the life of the battery and to maintain its capacity. They are necessary after deep discharges, repeated incomplete recharges and charges to an IU characteristic curve. Equalising charges are carried out following normal charging.

For equalising charge of **GiV-batteries** only battery manufacturer approved chargers must be used.

For **GiS/PzS-batteries** the charging current must not exceed 5 A/100 Ah of rated capacity (end of charge – see point 2.2).

Watch the temperature!

2.4 Temperature

An electrolyte temperature of 30° C is specified as the rated temperature. Higher temperatures shorten the life of the battery, lower temperatures reduce the capacity available.

45° C (**GiV**) or 55° C (**GiS/PzS**) is the upper temperature limit and is not acceptable as an operating temperature.

Therefore the batteries should not be left in directly sunlight.

2.5 Electrolyte

GiV-Batteries: The electrolyte is immobilised. The density of the electrolyte cannot be measured.

GiS/PzS-Batteries: The rated specific gravity (S. G.) of the electrolyte is related to a temperature of 30° C and the nominal electrolyte level in the cell in fully charged condition.

Higher temperatures reduce the specified gravity of the electrolyte, lower temperatures increase it. The temperature correction factor is -0.0007 kg/l per K, e.g. an electrolyte specific gravity of 1.28 kg/l at 45° C corresponds to an S.G. of 1.29 kg/l at 30° C. The electrolyte must conform to the purity regulations in DIN 43530-2.

3. Maintenance

Do not refill with water in GiV-Batteries!

3.1 Daily

Charge the battery immediately after every discharge.

GiS/PzS-batteries: Towards the end of charge the electrolyte level should be checked and if necessary topped up to the specified level with purified water. The electrolyte level must not fall below the top of the separator or the electrolyte "min" level mark.

3.2 Weekly

Visual inspection after recharging for signs of dirt and mechanical damage. If the battery is charged regularly with an IU characteristic curve an equalising charge must be carried out (see point 2.3).

3.3 Monthly (only GiS/PzS-batteries)

At the end of the charge the voltages of all cells or bloc batteries should be measured with the charger switched on, and recorded.

After charging has ended the specific gravity and the temperature of the electrolyte in all cells should be measured and recorded. If significant changes from earlier measurements or differences between the cells or bloc batteries are found

further testing and maintenance by the service department should be requested.

3.4 Quarterly (only GiV-batteries)

After the end of the charge and a rest time of 5 h following should be measured and recorded:

- the voltages of the battery
- the voltages of every cells or blocs

If significant changes from earlier measurements or differences between the cells or bloc batteries are found, further testing and maintenance by the service department should be requested.

3.5 Annually (only for batteries in steel trays)

In accordance with EN 1175-1 at least once per year, an electrical specialist must check the insulation resistance of the truck and the battery.

The tests on the insulation resistance of the battery must be conducted in accordance with EN 1987-1.

The insulation resistance of the battery thus determined must not be below a value of 50 Ω per Volt of nominal voltage, in compliance with EN 50272-3.

For batteries up to 20 V nominal voltage the minimum value is 1000 Ω.

4. Care of the battery

The battery should always be kept clean and dry to prevent tracking currents. Cleaning must be done in accordance with the ZVEI code of practice "The Cleaning of Vehicle Traction batteries".

5. Storage

If batteries are taken out of service for a lengthy period they should be stored in the fully charged condition in a dry, frost-free room. To ensure the battery is always ready for use a choice of charging methods can be made:

- a quarterly (**GiS/PzS**) or a yearly (**GiV**) full charging like charge as in point 2.2. If any consumer is connected with, e.g. measure or controlling systems, it can be, that this charging is necessary every 14 days.
- float charging at a charging voltage of 2.25 V (**GiS/PzS**) or 2,3 V (**GiV**) x the number of cells.

The storage time should be taken into account when considering the life of the battery.

6. Malfunctions

If malfunctions are found on the battery or the charger our service department should be called without delay. The measurements taken in point 3.3 will facilitate fault finding and their elimination.

A service contract with us will make it easier to detect and correct faults in good time.

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