

IN-STORE SALES

1 IDENTIFY

POWER REQUIREMENT (AH)
ADVISED BY THE CAR MAKER

70 Ah

GROUP SIZE

L3/D26



NEVER SET UP A BATTERY WHICH IS
INFERIOR BY 10%
TO THE CAR MAKER'S RECOMMENDATION

70 Ah → ~~63 Ah~~

2 COMPULSORILY CHECK THE BATTERY BEFORE SELLING (NEW BATTERY)



PC		V < 12,3 If voltage is inferior to 12,3 V	12,3 < V < 12,4 If voltage is between 12,3V and 12,4V	V > 12,4 If voltage is superior to 12,4 V
CV		V < 12,5 If voltage is inferior to 12,5 V	12,5 < V < 12,6 If voltage is between 12,5V and 12,6V	V > 12,6 If voltage is superior to 12,6 V
		DON'T SELL	RECHARGE THE BATTERY	OK

3 ASK THE CUSTOMERS TO CHECK THE STARTER AND ALTERNATOR OF THEIR VEHICLE

4 COLLECT THE USED BATTERY



SPECIFICATIONS FOR AGM & EFB BATTERIES, AND VEHICLES THAT ARE LESS THAN 8 YEARS OLD

If the vehicle is equipped with a Start & Stop system, follow the car maker's recommendation (AGM, EFB...). Never set up a standard battery in a vehicle using this technology.

Setting up a battery on a Start & Stop vehicle, or a vehicle that is less than 8 years old implies to use a memory saver and/or appropriated diagnostic tool.

Lubatex Group offers a selection of related devices, contact your sales representative for more information.

Always follow the original set up.










BATTERY CHECK PROCESS

1 – TEST
2 – RECHARGE
3 – RETEST

A BATTERY MUST ALWAYS BE RECHARGED AND THEN BE RETESTED 24H LATER

⚠ EXCEPTION: DO NOT RECHARGE A DAMAGED OR SWELLED BATTERY

Box and poles visual checking	Voltage (V)	Amperage (A)	Possible cause	Warranty	Comments
	Both conditions must be met				
Normal	10,30V < Voltage < 10,60V Recharge and check the battery again	Very low	Short-circuit or defective cell	 WARRANTY OK	Manufacturing defect
Normal	12V < Voltage < 12,80V Recharge and check the battery again	Very low	Premature failure	 NO WARRANTY	Commercial warranty granted exceptionally
Melted poles	Normal	Normal	Inversion of the cables connection or contact between + and -	 NO WARRANTY	Battery is out of service.
Loss of acid in every cell or “bulging” battery	Voltage > 13V Recharge and check the battery again	Significant loss of power (up to 80%)	Overcharge from alternator Defective regulator	 NO WARRANTY	Battery is out of service.
Normal	11V < Voltage < 12,50V Recharge and check the battery again	Significant loss of power	Battery is sulfated due to : - long discharge or, - alternator isn't recharging enough	 NO WARRANTY	Battery can be saved if its power hasn't decreased by more than 40% of the initial power
Normal	2V < Voltage < 9,50V Recharge and check the battery again	Significant loss of power (up to 80%)	Battery has been totally discharged	 NO WARRANTY	Battery can be saved with adapted recharge
Normal	0V < Voltage < 2V Recharge and check the battery again	Total loss of power	Battery has been totally discharged	 NO WARRANTY	Battery can be saved with adapted recharge

NOTE

If the battery is not detected by the charger (voltage too low), connect the battery in parallel with a functional one at the beginning of the charging phase

IF A WARRANTY IS CLAIMED FOR A BATTERY WHOSE VOLTAGE IS INFERIOR TO 12,5V, THE BATTERY MUST BE RECHARGED AND RETESTED 24H LATER



BATTERIES THAT CAN BE SAVED

ANALYSIS	TO DO
<p>→ Battery has been discharged before less than 48 hours.</p> <p>→ Battery has lost less than 40% of its initial starting power (A) – due to long discharge or defective alternator that doesn't recharge the battery as needed).</p>	<p>→ Recharge battery for 20 hours at 10% minimum of its capacity, preferably with a charger-desulfator.</p> <p>Examples :</p> <p>70 Ah battery ⇒ use a 7 Amps charger</p> <p>10 Ah moto battery ⇒ use a 1 Amp charger</p> <p>→ For a battery < 2V, charge the battery in a parallel sequence to start the recharging process.</p>



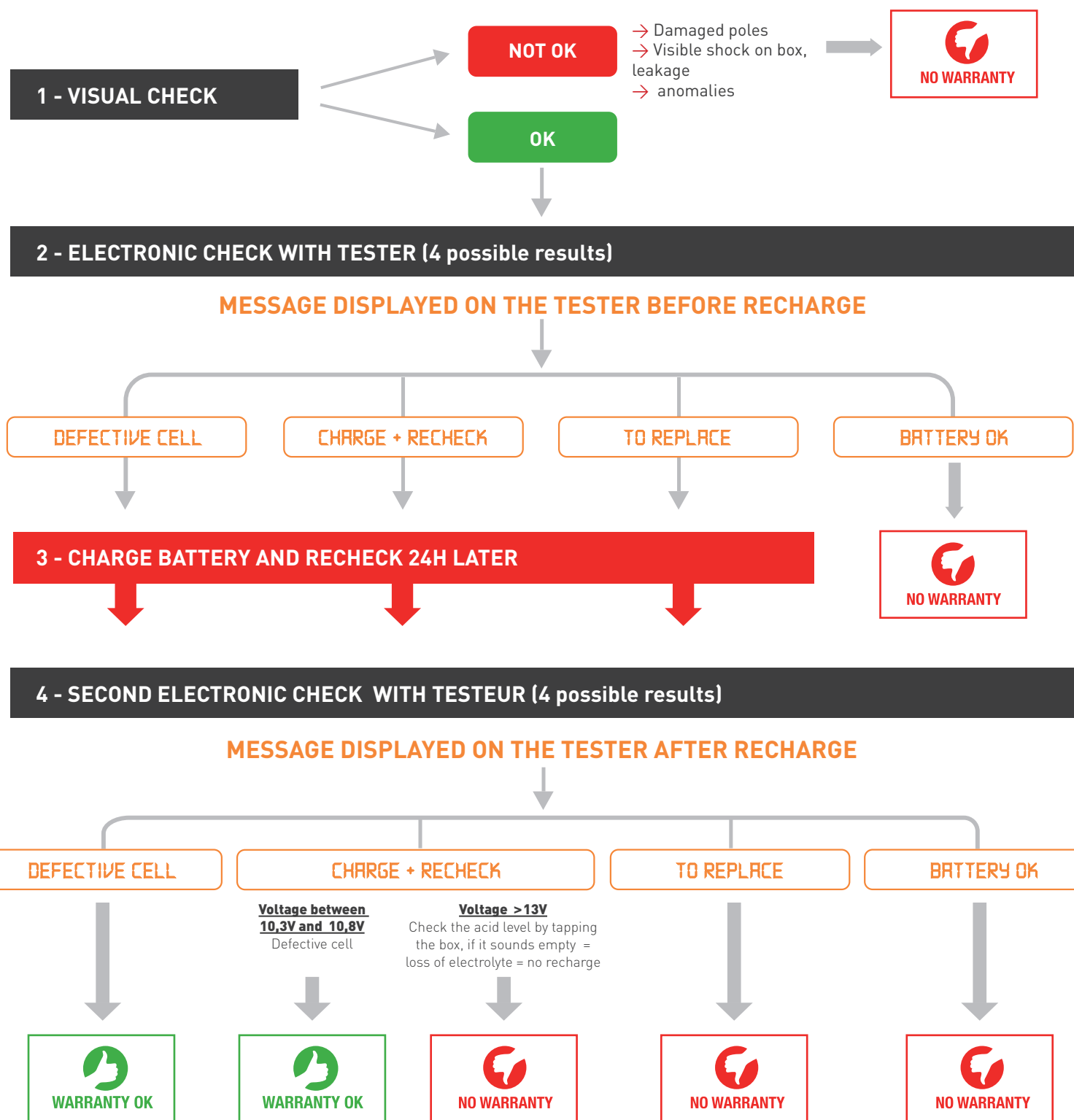
95% OF THE WARRANTY CLAIMS ARE DUE TO :

- > Wrong stock management/FIFO (1st In, 1st Out) process not scrupulously respected.
- > Long deep discharge.
- > Defective alternator and/or regulator.
- > The battery used doesn't fit the requirements (application mistake).

More than half of these 95% can be saved with a good quality charger.

LubateX Group offers a selection of devices, contact your sales representative for more information.

BATTERY CHECK PROCESS



DO NOT REPLACE THE BATTERY BEFORE COMPLETING THE BATTERY CHECK PROCESS

WARRANTY CLAIM PROCESS

MANDATORY PROOFS TO PROVIDE

- > Copy of the customer invoice.
- > Date of sale (warranty must still be ongoing).
- > Check the battery fits the requirements.
- > Battery check tickets before and after recharge (24h later).
- > The initial warranty date determines the leading warranty period for the replacement battery.

STOCK MANAGEMENT

1 ALWAYS RESPECT FIFO STORAGE PROCESS (1ST IN, 1ST OUT)



2 STORE THE BATTERIES IN A COOL AND DRY PLACE



25°C MAX
(77°F MAX)



HUMIDITY <40%

3 SCRUPULOUSLY CONTROL THE STOCK STATE OF CHARGE > ONCE A MONTH

4 THE GOOD WORKING AND DURABILITY OF YOUR STORED BATTERIES DEPEND ON THEIR STATE OF CHARGE

PASSENGER CAR BATTERIES



OK

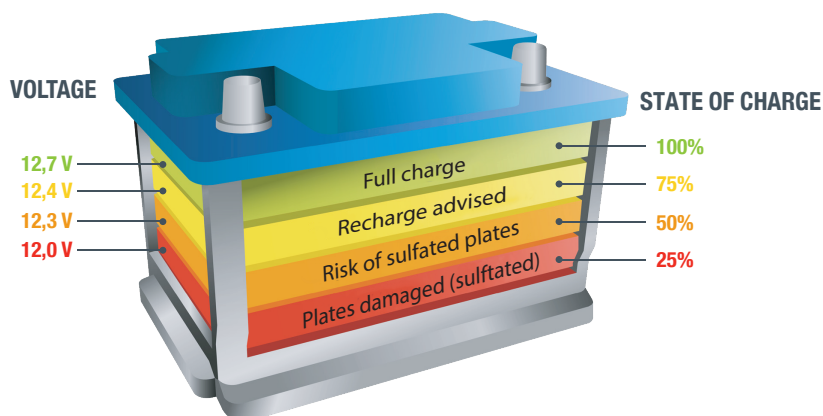


RECHARGE ADVISED



RECHARGE MANDATORY

OUT OF SERVICE



Commercial vehicle batteries have to be maintained at a voltage higher than 12,55 V

5 USE A QUALITATIVE CHARGER TO MAINTAIN YOUR STOCK

A selection of appropriate devices is available at Lubatex Group. Contact your sales representative.

WARRANTY CLAIM TO LUBATEX GROUP

FOR ANY WARRANTY CLAIM TO LUBATEX GROUP, THE FOLLOWING PROOFS ARE MANDATORY :



FOR USED BATTERIES

- Engraved date code
- Date of sell
- Date of return
- Results of the battery check before and after recharge (24h later): voltage + CCA

FOR NEW BATTERIES

- Engraved date code
- Date of reception
- Voltage

Reminder : for new batteries, only the voltage must be checked thanks to a voltmeter.
Midtronics testers must only be used with batteries that have already been used.