

## FEATURED PRODUCT

### STA-DRY® Document Holder

- Waterproof- Documents remain dry in extreme weather
- Stainless steel tether – Prevents misplacement of lid
- Twist-on lens with large grips – Easy to use with gloves
- Stainless steel hardware – Keeps documents rust free
- Mounts with most competitive document holders
- Large interior for multiple documents



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TO BE ADDED TO OUR  
MAILING LIST AND  
FOR ALL  
PAST ISSUES

## Is Your Battery Trying to Tell You Something?

Is your battery really going bad or is it a sign that something else is going on?

Batteries are vulnerable to vibration, chemicals, extreme temperatures and even acid vapors. While batteries do go bad, and corrosion does make its presence known, what appears to be a battery failure may not always be the case. It is estimated that half of the batteries that have been discarded still have life in them, which means the problem is not always necessarily the battery.

So how do you determine if the battery is really the source of power failure?

First, inspect the battery, its' terminals and cables.

Vibration is the biggest cause of battery and cable failure. Connections often become loose over time. Tightening these connections during a routine inspection can help prevent loss of power from the battery to the vehicle.

Battery Corrosion – When performing routine maintenance, or inspecting the battery during power failure, look for a white powdery residue. If a battery appears to need cleaning more often than usual or has obvious damage or cracks, it may be time to replace the battery.

Battery corrosion also leads to poor terminal connection. If corrosion is present, inspect the wiring itself for battery acid contamination. Bending the cable by the terminal will give you some idea. If the cable is stiff, corrosion is probably present and replacing them will be required. Be sure to use heavy duty clamps, cables and lugs. Automotive grade parts cannot handle the load of a commercial vehicle.



Battery Corrosion

Visually inspect all cables and connections to the alternator and starter. Since cables have the tendency to corrode from the inside out, it may be difficult to see how much corrosion is present. A clear view or see through battery cable is a great idea.

Overcharging and undercharging are both extremely bad for the electrical system and can lead to premature battery failure. Major battery manufacturers recommend an alternator output of 14.30 – 14.60v @70° to achieve maximum battery life.

Power failure can come from more than one source under the hood. Exhausting all sources before automatically assuming it is the battery and diagnosing the real problem will not only save you time and money, it will save you the headache that will come with continued power failure issues that will return even with a new battery.



- It is estimated that up to half of all the batteries that have been discarded still have life in them, which means power failure problems are not always necessarily due to a bad battery.
- Inspect batteries for corrosion, damage and cracks. Look for loose cables or cables with corrosion.
- Inspect all cables and connections to the alternator or starter.
- Do not over or under charge the battery.