



HAWKER®

Headlines

Winter 2021 edition

Quick Tips!



What are common causes of premature battery failure in the military?

Can I mix batteries of different sizes, types, or manufacturers?

When should I replace my Hawker® Battery?

Answers to these questions and more can be found at:

www.hawkerbattery.com/resources/#faq



Answer to question from last issue:

Is it necessary to coat my Hawker® battery terminals with grease or silicone to prevent corrosion?

Under normal operating conditions...**NO!** Here's why: Flooded/wet-cell batteries are designed to off-gas hydrogen or hydrogen-sulfide during charging. However, contained in that gas is a mist...that mist is electrolyte...and when it settles atop a battery's lead terminals, **it creates lead-sulfate!** This **lead-sulfate can cause**

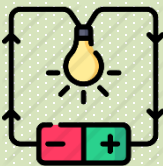
problems: it's corrosive, it adds resistance to your electrical system, and if enough of it gathers between the negative and positive terminals it can create an electrical circuit across the top of your battery...causing a **"surface discharge"**. So, in most cases, mechanics will coat a flooded/wet-cell battery's terminals with grease or silicone spray to create a vapor barrier which prevents lead-sulfate...and the problems that go with it. **Ok, but why don't you have to do this with a Hawker®**

AGM battery? Because **Hawker® AGM batteries barely off-gas,** except under extreme conditions...such as application of too much charge voltage. But, voltage regulators on NATO military vehicles and off-board chargers with an AGM setting, under normal operation, don't exceed the voltage "limit" for AGM batteries. In fact, Hawker® AGM batteries are **recombination batteries**...meaning the vast majority of the gasses recombine within the battery. However, a same-sized **flooded/wet-cell battery can off-gas from 10x to 100x**

MORE!!! Think about it, if a sealed Hawker® AGM battery frequently off-gassed...IT WOULD DRY OUT!



Did you know:

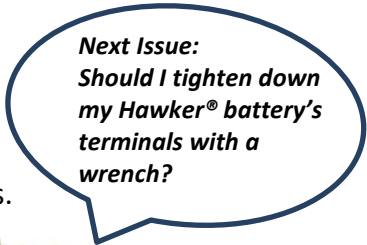


that the term **"current"** refers to the rate of flow of charged particles (specifically, electrons...which have a negative charge) passing through a specific point on a conductive material (such as copper wiring) within a closed circuit loop system (like a vehicle's lighting, instrumentation, or starting system). And, current is measured in Amperes...or simply "amps".

Training:

*Did you get a new battery from the SSA, SMU, DOL, or DLA?
Think you should immediately inspect and test it upon receipt?*

Questions like these can be answered by contacting your Hawker® FSR and scheduling **free onsite Battery Maintenance and Recovery Training (BMRT)** for your unit mechanics/operators.



Next Issue:
Should I tighten down my Hawker® battery's terminals with a wrench?

Questions?

Visit our website at: www.hawkerbattery.com

Call us at 877-485-1472



NSN: 6140-01-485-1472
Part No: 9750N7025
CAGE Code: 0WY95

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