

Appx 'A' To GRI No. 134 (Contd)

1	2	3	4
		<p>Insufficient speed or hours of running, or vehicle operation confirmed to night driving</p> <p>Excessive use of starter motor.</p>	<p>Recharge battery frequently</p> <p>Repair starter motor/engine</p>
4	Battery life too short	<p>Battery capacity too low (too many electrical loads)</p> <p>Battery becomes too hot</p> <p>Vibration strain excessive</p> <p>Battery sulphated</p> <p>Battery electrolyte contaminated</p> <p>Excessive loads due to using starter for too long</p> <p>Using starter motor to propel the vehicle</p>	<p>Install a larger capacity battery and dynamo alternator if possible.</p> <p>Re-install the battery at a better Place , if possible.</p> <p>Tighten the clamps properly, re-install the battery at a better place.</p> <p>Charge the battery with a low current so that the coating is slowly decomposed. If the power delivered remains too low after repeated charging and discharge battery must to replaced.</p> <p>Replace battery.</p> <p>Rectify engine defect</p> <p>This should never be done.</p>
5	Electrolyte comes out of vent plugs	<p>Charging voltage too high</p> <p>Electrolyte level too high</p>	<p>Check voltage regulator, re-adjust or replace.</p> <p>Remove excess electrolyte with the hydrometer (do not invert the battery)</p>

APPENDIX 'A' TO GRI NO. 134 (CONTEDED)

1	2	3	4
		Excessive engine resistance probably because of partial seizure	Repair engine
2.	Battery requires frequent topping up.	Battery capacity too low (too many electrical loads) Continuous overcharging (Ammeter shown high rate of charging) Cracked battery container Loose/broken missing vent plugs	Install larger capacity battery and dynamo/alternator, if possible. Re-adjust/replace voltage regulator. Check dynamo output, rectify. Replace container or battery. Tighten or replace vent plug.
3.	Battery requires frequent re-charging.	Battery defective and aged Battery capacity too low (too many electrical loads) Terminal connectors loose or corroded Cables burnt or nicked Defect in voltage regulator, dynamo/alternator Loose/slipping of fan belt	If test confirm, replace battery Install a larger capacity battery and dynamo/alternator, if possible Clean, apply vasaline or petroleum jelly and re-tighten. Replace cables. Re-adjust/replace voltage regulator, rectify dynamo/alternator. Tension the fan belt or replace

Contd.....2/-

S/No	Defect	Causes	Remedy
1.	Starter does not crank the engine or cranks at in-sufficient speed	Battery discharged charging voltage too low Terminal connectors loose or corroded	Recharge battery Re-adjust or replace voltage regulator clean terminal connectors, apply Vaseline or petroleum jelly and tighten terminal screws.
		Battery ampere hour capacity too low (too many electrical loads)	Install a larger battery, if space permits. Install a larger capacity dynamo (alternator) also. Consult a specialised workshop.
		Excessive self discharge caused by impurities in the electrolyte.	Replace battery.
		Battery sulphated	Charge the battery with a low current so that the coating is slowly decomposed. If the power delivered remains too low after repeated charging and discharge, the battery must be replaced.
		Battery used up, active material on the plates shed.	Replace battery
		Electrolyte level, below upper edge of the plates	Add distilled water upto the specified level.
		Starter motor defective	Repair or replace starter
		Cables burnt or nicked	Replace cables.

