



2010 43QGP Allegro Bus

12/14/2012

68 – FYI – BATTERY and COOLANT TEST EQUIPMENT. In an effort to keep our coach's batteries, engine coolant and Aqua-Hot coolant in top condition this test instrument was purchased some time ago from a seller on E-bay. This refractometer takes the guess work out of testing these liquids. Sampling the engine coolant is just as simple as taking a small coolant sample from the radiator's lower petcock. After obtaining the sample it is tested to check on freeze point of the coolant. The same test can be performed for the boiler antifreeze in the Aqua-Hot system.

More is involved in testing a battery as each cell has to be tested for specific gravity then compared to the other cells in the same battery. At the same time the information is used in comparing the complete battery bank battery by battery. If one battery has three cells which display a reading lower than three other batteries it is possible the one battery may have some form of internal damage barring visual external damage? Depending on the severity of the internal damage and based on the batteries at rest voltage that **ONE** battery may benefit by being subjecting it to an **EQUALIZING** charge?



I am not in favor of routinely subjecting batteries to an **EQUALIZING** charge, in most cases it is just not necessary or in my opinion even justified.

As a SECOND battery test a 500Amp Carbon Pile Load Tester can be connected to a battery. This test can be used to make a decision on the need to replace **A** single battery, and even that decision is based on the expected life remaining in the other batteries in the **SAME** bank. When the batteries in a battery bank in my opinion have served their useful lives all of the batteries in the bank are replaced at **THE SAME TIME**.



In most cases proper battery care extends the life of batteries, keep them clean and keep the voltage on the batteries topped off. Never allow a battery to discharge. The below photo was taken not too long before our 2007 Phaeton was traded on our current coach, its 8 HOUSE batteries were 4 years old at this point. The batteries had all been tested and were all good the month prior to our trading.

