



Battery Replacement – A Changing Art

by Johnny Kennedy

By 2020 it is estimated that over 186 million vehicles driven around the world will have start stop technology.

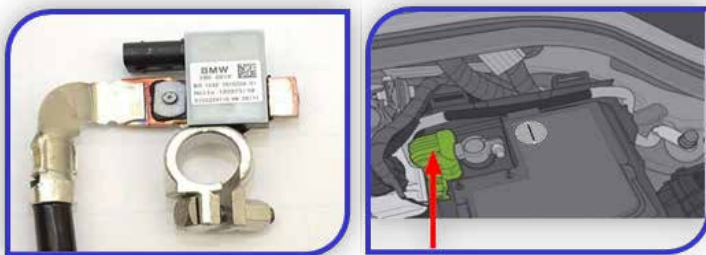
These new technology Micro-hybrid vehicles are fitted with emission control systems and ISS (Idle stop start) functionality that may require battery configuration to the active energy management system when a new battery is installed.



What is Active Energy Management?

The active energy management system controls the charging system to ensure optimum battery performance and Micro-hybrid system functionality. Active energy management is a system designed to adapt the vehicles charging strategy based on the batteries status. The aim is to increase the reliability of the Start/Stop system with the data collected from the battery.

The system uses information from the battery's monitoring sensor, located on the negative terminal lead, to measure the batteries temperature, voltage and charging current. It then collates the information to provide the best charging voltage and current to maximise battery service life and ISS functionality.



Why is Battery Configuration Necessary?

A replacement battery has different charging requirements to a battery that has reached the end of its serviceable life. The active energy management system must therefore be reset when the battery is replaced to prevent the use of an incorrect charging strategy which could result in:

- Overcharging of the new battery
- Loss of ISS functionality
- Increased CO2 emissions
- Increased fuel consumption
- Loss of vehicle system functionality

What vehicles require battery configuration?

At present a selected range of European manufactured vehicles require battery configuration. These models include Audi, BMW, Citroen, Ford, Holden, Jaguar, Landrover, Mini, Opel, Vauxhall, Peugeot, Seat, Skoda, VW and Volvo.

Not all models require configuration however it is important check the vehicle for a battery monitoring sensor or ISS functionality. Check the vehicles manual, look for symbols on the dashboard or consult your battery supplier for an ISS vehicle selection guide. Currently, Asian manufactured vehicles fitted with ISS systems do not require battery configuration.

How to complete battery configuration?

Until recently the battery configuration procedure could only be carried out by main dealer diagnostic tools that added an additional expense to the customer.

Australia's leading automotive battery supplier & manufacturer, Century Yuasa is releasing a cost effective, easy to use battery configuration tool to the aftermarket.

Available in March the Century YU-FIT battery configurator gives the automotive service repairer a complete battery replacement solution for vehicles that require battery and energy system configuration. This tool will reduce battery replacement costs and customer inconvenience, enhancing the services provided by aftermarket battery suppliers.

How does it work?

Using the Century YU-FIT configurator is easy. Simply plug the YU-FIT into the EOBD socket usually located within close proximity of the steering column. Once connected a series of easy to follow built in onscreen instructions will guide you through the configuration process and override any registration codes to reset the system. The levels and steps involved in the configuration process varies according to vehicle type, however the advanced software and easy to follow prompts, ensure fast and effortless battery configuration.



For more information on Idle Stop Start technology and Century's new YU-FIT battery configurator, contact your Century Batteries specialist on 1300 362 287 or visit www.centurybatteries.com.au

Johnny Kennedy is the Automotive Training & Development Manager for Australia & New Zealand for Century Yuasa and can be contacted at johnny.kennedy@cyb.com.au

