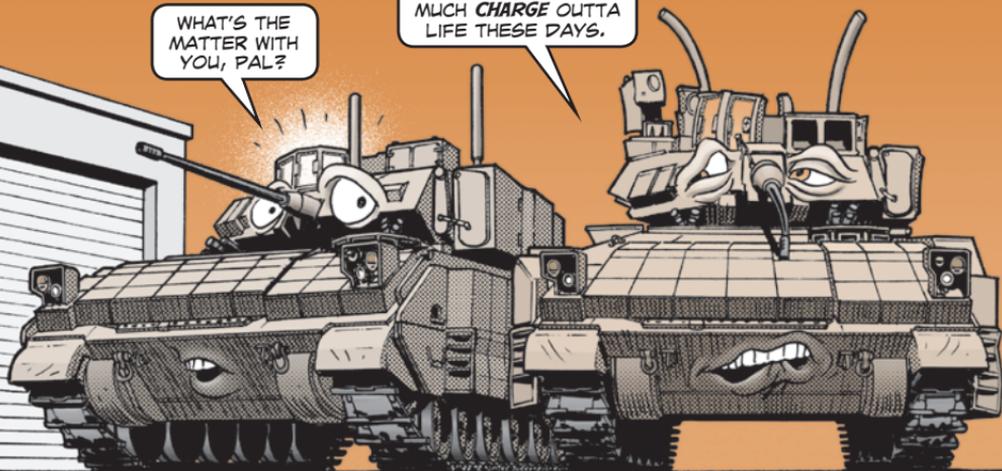


WHAT'S THE  
MATTER WITH  
YOU, PAL?

I DUNNO!  
I'M NOT GETTIN'  
MUCH **CHARGE** OUTTA  
LIFE THESE DAYS.

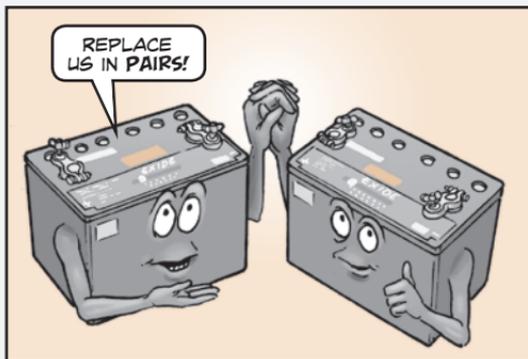


## CHARGE UP BATTERY CARE

Crewmen and mechanics, you might have noticed that the Exide maintenance-free batteries, NSN 6150-01-582-5710, used in Bradleys with the Bradley Urban Survivability Kit (BUSK 3) modification can go bad in a hurry. Some units are ordering so many replacement batteries that the supply system's coming up short.

Check out these tips to extend battery life and save your unit lots of money:

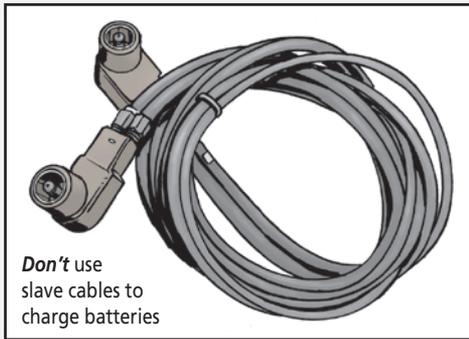
1. Don't replace all eight batteries if one goes bad. At \$265 each, that adds up in a hurry! Instead, replace only the dead battery and the battery it's paired with. Test batteries with a battery analyzer. New batteries should have an open circuit voltage (OCV) of at least 12.80 volts direct current (VDC). The VDC should be at least 12.60 for batteries that have been charged before.



2. Before replacing a bad battery or battery pair, try recharging. Use the battery charger, NSN 6130-01-500-3401, specified in TM 9-2350-403-13&P and TB 9-2350-395-13&P. It's part of the standard automotive tool set (SATS). Batteries should be on the charger at least four hours before determining if they should be replaced.

3. Partially-charged batteries that sit around for extended periods of time won't last as long. So keep 'em charged up. Just don't try to charge the batteries with another vehicle by using the NATO slave receptacle. That won't work with the Bradley's complex electrical distribution system.

4. If you're going to charge batteries on board by running the engine, first check each battery's OCV to estimate its state of charge (SOC).



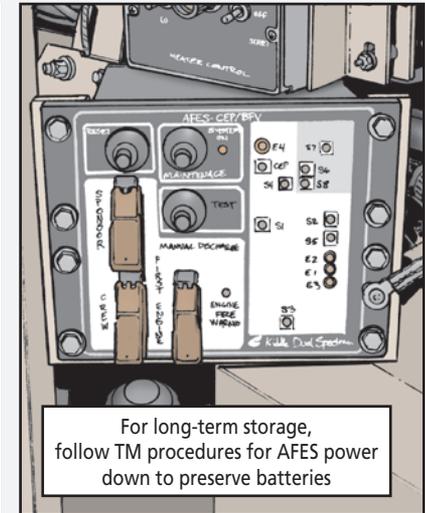
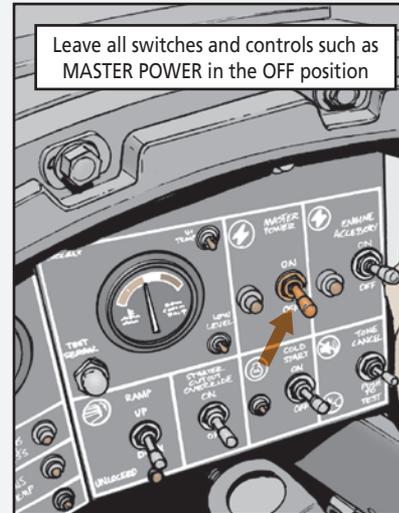
| Single battery (CDC) | Battery pair (VDC) | SOC (percent) | Approximate charging time (hours) |
|----------------------|--------------------|---------------|-----------------------------------|
| 12.80                | 25.60              | 100           | No charge needed                  |
| 12.60                | 25.20              | 75            | 0.9                               |
| 12.30                | 24.60              | 50            | 1.9                               |
| 12.00                | 24.00              | 25            | 2.9                               |
| 11.00                | 22.00              | 0             | 4.0                               |



THIS TABLE SHOWS THE ESTIMATED ENGINE RUN TIME TO FULLY CHARGE BATTERIES...

5. If batteries fall below 12.60 VDC, remove them from the vehicle and put them on a charger for 24 to 48 hours. Don't attempt to charge more than eight batteries at a time on the same charger.
6. If a charging attempt fails after 48 hours, tag the battery and turn it in to the Brigade Battery Maintenance Management Program (BMMP). Note on the tag how many hours the battery was left on the charger. If the batteries were new, be sure to also submit an SF 368, *Product Quality Deficiency Report (PQDR)*. The best way to submit an SF 368 is online at: <https://www.pdrep.csd.disa.mil>  
Click on [EZ PDR Login](#) and follow the steps.

Remember, you can avoid a lot of battery problems by always shutting down your vehicle like it says in the -10 TM. Leaving the MASTER or TURRET POWER switches in the ON position at shutdown or not powering down the AFES properly before long-term storage can drain the batteries. Leave all switches and controls in the OFF position before securing the vehicle.

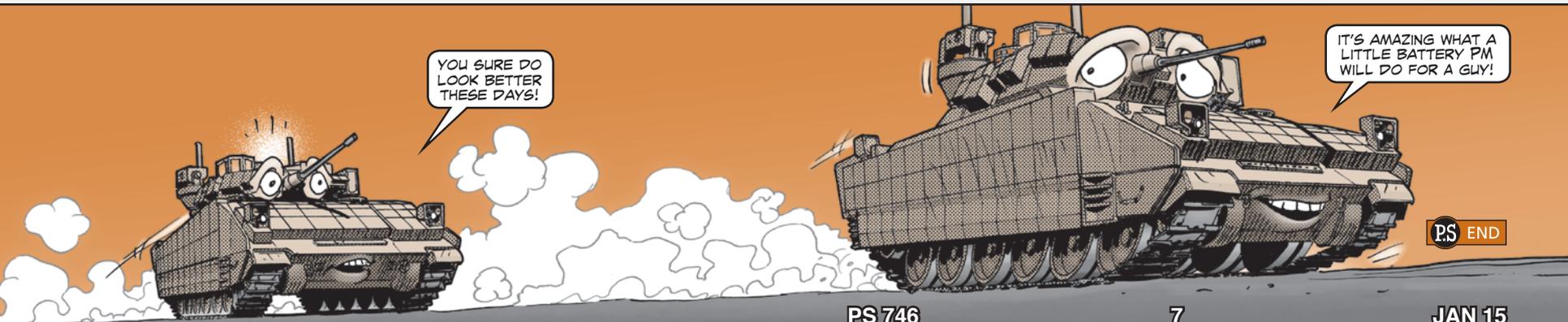


For more details on caring for your vehicle's batteries, check out TACOM maintenance information message 14-044 on the TACOM-Unique Logistics Support Applications (TULSA) website:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MI14-044.html>

You'll need your CAC and first-time users must first request access.

Questions? Contact TACOM's Barry Tabron at DSN 786-2650, 586-282-2650 or email: [barry.j.tabron.civ@mail.mil](mailto:barry.j.tabron.civ@mail.mil)



PS END