



Pin Khởi Động Xe Máy

Lithium Motor Scooter Starting Battery

Lithium battery designed for direct replacement of automotive lead acid batteries.

LFP cells for fire safety and environmental friendliness.

Over-discharge cut-off batteries can be recovered by common chargers or jumpstarted.

Over-load or shortcircuit cut-off batteries can be recovered by disconnecting load.

Service life can reach 2000 cycles or 8-10 years.

Constant performance in whole service life

Faulty batteries can be repaired to avoid disposal of the complete module



LEAD-TO-LITHIUM SOLUTION

MOTOR SCOOTER BATTERY	BP106	BPS106	BP110	BPS110	BP106H	BP110L
Nominal voltage	12.8V	11.1V	12.8V	11.1V	12.8V	12.8V
Cranking amperage	50A	60A	80A	80A	50A	80A
Maximum charge voltage	15.2V	14.2V	15.2V	14.2V	15.2V	15.2V
Maximum charge amperage	8A	8A	12A	8A	8A	12A
Capacity	2.4Ah	8Ah	4.8Ah	16Ah	2.4Ah	4.8Ah
Dimension L x W x H (mm)	112 x 70 x 88		112 x 70 x 106		120 x 62 x 130	150 x 87 x 93
Weight	0.7kg	0.8kg	1.1kg	1.4kg		1.2kg
HONDA	Vision, Lead, Future 125FI, Wave Alfa RSX		PCX150, SH160i, SH Mode, Vario 160, AB 160, CB(R)300/250		Drear, Wave, Future trước 2008	Forza 300, SH350i
YAMAHA	Nouvo, Exciter, PG-1, Jupter, Sirius, YZF-R15, XS155R,		XMAS 300, NVX, Lexi, Grande, Janus, MT-15, MT-03, YZF-R3			MT-07
KAWASAKI			W175SE, EX250, KL140, KLX250			Ninza 300, Z300, Z400
KTM						Duke 200, 390
PIAGGIO			Liberty		Medley	
VESPA			Sprint, Primavera			GTV 300, GTS 300
BENELLI						BN302, BN600I, Leoncino

BP106, BP106H and BPS106 can withstand a high voltage ripple we usually found in economy motorcycles with 1-phase charging magnetos and Zener regulators

BP110 and bigger accept lower voltage ripple in quality motorcycles with 3-phase charging alternators and electronic injection

BPS106, BPS110 and BPS115 use NMC to allow high capacity while discharging a lower voltage, suitable for motorcycles with high electrical consumption modification or poor charging power



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