

MF (YTX; YTZ) battery problems

A major reason for early failure problems which have been experienced with sealed motorcycle batteries in recent years by some well-known global powersports vehicle companies, is the fact that dealers do not give the "new" battery the correct and absolutely vital very first "activation" charge.

Instead dealers (perhaps because they lack the appropriate special charger) are often tempted to just fill the battery with the acid pack provided, fix the sealing strip, and install the battery on the vehicle, whose charging system then irreparably damages the battery by delivering well over 20 Amps from the on-board charging system.

To avoid the disappointment, expense & hassle of premature battery failure (not to mention creating more lumps of useless toxic lead), it is essential that new batteries of this type are properly charged using a special charger able to charge the battery up to as high as 16,9V before exposing the battery to the vehicle charging system.

Otherwise it is almost guaranteed battery life will be reduced down to 12 to 18 months.

If the battery is of the type which has been factory-filled and sealed & pre-charged (e.g. YTX models), it is nevertheless important for the avoidance of early failure that the selling dealer gives the battery a thorough recharge before installing it on the vehicle. This is because it is quite usual for a considerable period of time to have elapsed between the factory filling and the installation of the battery on a vehicle, during all of which time the battery will have self-discharged, especially if exposed to warm temperatures during shipping or warehousing.

We have first-hand experience at a North American dealer that has shown us factory filled & pre-charged YTX batteries less than one year old measuring 4V and lower!

Most motorcyclists and even many dealers are unaware of the importance of correct activation charge procedures for this type of battery, and unfortunately battery companies have generally not been active in communicating the importance of this, possibly because to sell batteries into the replacement market does require batteries to fail !

So the important message is this : Once an MF battery has been installed on a vehicle without receiving the correct activation charge beforehand, it will never achieve more than about 80% of it's rated power, therefore will always struggle a bit to do its job, and this results in early failure.

Our BatteryMate 150-09 & 60-03 and OptiMate PRO4-S & PRO4x4 models have a special MF mode that allows charging up to 16,9V and monitors the battery to avoid overcharging.