



Pin Khởi Động Mô Tô Xe Máy Lithium Motorcycle 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



MOTORCYCLE BATTERIES	BP106	BP106H	BP110	BP115
Norminal voltage	12.8V	12.8V	12.8V	12.8V
Cranking amperage	50A	50A	80A	120A
Continuous discharge amp	12A	12A	25A	38A
Max charge voltage	15.2V	15.2V	15.2V	15.2V
Max charge amperage	8A	8A	12A	18A
Capacity	2.4Ah	2.4Ah	4.8Ah	7.0Ah
Dimension L x W x H (mm)	112 x 70 x 88	119 x 60 x 127	112 x 70 x 106	150 x 87 x 93
Weight	0.7kg	1.0kg	1.1kg	1.6kg

MOTORCYCLE BATTERIES	BP120	BPS106	BPS110	BPS115
Norminal voltage	12.8V	11.1V	11.1V	11.1V
Cranking amperage	160A	60A	80A	120A
Continuous discharge amp	50A	30A	50A	50A
Max charge voltage	15.2V	14.2V	14.2V	14.2V
Max charge amperage	30A	8A	8A	12A
Capacity	9.6Ah	8Ah	16Ah	24Ah
Dimension L x W x H (mm)	150 x 87 x 130	112 x 70 x 106	112 x 70 x 106	150 x 87 x 106
Weight	2.1kg	1.0kg	1.8kg	2.8kg

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

