
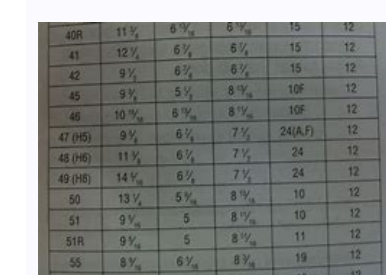


**Bci battery group size chart pdf**

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**Next**

	254	141	227	10	5 9/16
F	187	175	229	7 3/8	6 7/8
<b>HEAVY-DUTY COMMERCIAL BATTERIES 12-VOLT (6 CELLS)</b>					
	527	222	250	20 3/4	8 3/4
	527	254	260	20 3/4	10
	527	283	250	20 3/4	11 1/8
	261	173	240	10 5/16	6 13/16
I	334	171	232	13 1/8	6 3/4
I	343	173	235	13 1/2	6 13/16
	330	173	240	13	6 13/18
<b>ELECTRIC VEHICLE BATTERIES 6-VOLT (3CELLS)</b>					
2	264	183	270	10 3/8	7 3/16
H	264	183	295	10 3/8	7 3/16



**BCI Group Numbers, Dimensional Specifications, Polarity & Terminals**

Group	W"	H"	D"	W"	H"	D"	Pages	Polarity	Terminal
2	8.00	5.00	5.00	200	170	211	11	POSITIVE	TOP-LEFT (L)
200	8.00	5.00	5.00	200	160	207	11	POSITIVE	TOP-LEFT (L)
201	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
202	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
203	8.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
204	8.00	5.00	5.00	200	170	207	11	POSITIVE	TOP-LEFT (L)
205	8.00	5.00	5.00	200	170	207	11	POSITIVE	TOP-LEFT (L)
206-208	8.00	5.00	5.00	200	170	207	11 & 12	POSITIVE	TOP-LEFT (L)
209	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
210	10.00	5.00	5.00	200	160	207	11	POSITIVE	TOP-LEFT (L)
211	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
212	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
213	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
214	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
215-216	10.00	5.00	5.00	200	170	200	11 & 12	POSITIVE	TOP-LEFT (L)
217	8.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
218	10.00	7.00	5.00	200	160	200	11	POSITIVE	TOP-LEFT (L)
219	10.00	5.00	5.00	210	170	210	11	POSITIVE	TOP-LEFT (L)
220	11.00	5.00	5.00	200	170	210	11	POSITIVE	TOP-LEFT (L)
221	8.00	5.00	5.00	200	170	210	11	POSITIVE	TOP-LEFT (L)
222	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
223	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
224	8.00	5.00	5.00	200	160	207	11	POSITIVE	TOP-LEFT (L)
225	10.00	5.00	5.00	210	170	200	11	POSITIVE	TOP-LEFT (L)
226	8.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
227	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
228	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
229	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
230	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
231	8.00	5.00	5.00	200	160	207	11	POSITIVE	TOP-LEFT (L)
232	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
233	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
234	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
235	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
236	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
237	8.00	5.00	5.00	210	160	210	11	POSITIVE	TOP-LEFT (L)
238	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
239	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
240	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
241	8.00	5.00	5.00	200	160	207	11	POSITIVE	TOP-LEFT (L)
242	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
243	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
244	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
245	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
246	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
247	8.00	5.00	5.00	200	160	207	11	POSITIVE	TOP-LEFT (L)
248	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
249	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
250	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
251	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
252	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
253	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
254	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
255	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
256	10.00	5.00	5.00	200	170	200	11	POSITIVE	TOP-LEFT (L)
257	8.00	5.00	5.00	200	160	207	11	POSITIVE	TOP-LEFT (L)

ACDelco Part #	W"	H"	Length	Width	Height	Cell Tube Layout (Left Side)	Terminal Layout (Left Side)	Replace For
<b>LOW-AMM VOLTAGE REGULATED WAREHOUSE MOTORCYCLE BATTERY (WITH ADD BOTTLE)</b>								
AT001-01	8.00	5.00	210	170	210	1	1	AT001-01
AT001-02	8.00	5.00	210	170	210	1	1	AT001-02
AT001-03	8.00	5.00	210	170	210	1	1	AT001-03
AT001-04	8.00	5.00	210	170	210	1	1	AT001-04
AT001-05	8.00	5.00	210	170	210	1	1	AT001-05
AT001-06	8.00	5.00	210	170	210	1	1	AT001-06
AT001-07	8.00	5.00	210	170	210	1	1	AT001-07
AT001-08	8.00	5.00	210	170	210	1	1	AT001-08
AT001-09	8.00	5.00	210	170	210	1	1	AT001-09
AT001-10	8.00	5.00	210	170	210	1	1	AT001-10
AT001-11	8.00	5.00	210	170	210	1	1	AT001-11
AT001-12	8.00	5.00	210	170	210	1	1	AT001-12
AT001-13	8.00	5.00	210	170	210	1	1	AT001-13
AT001-14	8.00	5.00	210	170	210	1	1	AT001-14
AT001-15	8.00	5.00	210	170	210	1	1	AT001-15
AT001-16	8.00	5.00	210	170	210	1	1	AT001-16
AT001-17	8.00	5.00	210	170	210	1	1	AT001-17
AT001-18	8.00	5.00	210	170	210	1	1	AT001-18
AT001-19	8.00	5.00	210	170	210	1	1	AT001-19
AT001-20	8.00	5.00	210	170	210	1	1	AT001-20
AT001-21	8.00	5.00	210	170	210	1	1	AT001-21
AT001-22	8.00	5.00	210	170	210	1	1	AT001-22
AT001-23	8.00	5.00	210	170	210	1	1	AT001-23
AT001-24	8.00	5.00	210	170	210	1	1	AT001-24
AT001-25	8.00	5.00	210	170	210	1	1	AT001-25
AT001-26	8.00	5.00	210	170	210	1	1	AT001-26
AT001-27	8.00	5.00	210	170	210	1	1	AT001-27
AT001-28	8.00	5.00	210	170	210	1	1	AT001-28
AT001-29	8.00	5.00	210	170	210	1	1	AT001-29
AT001-30	8.00	5.00	210	170	210	1	1	AT001-30
AT001-31	8.00	5.00	210	170	210	1	1	AT001-31
AT001-32	8.00	5.00	210	170	210	1	1	AT001-32
AT001-33	8.00	5.00	210	170	210	1	1	AT001-33
AT001-34	8.00	5.00	210	170	210	1	1	AT001-34
AT001-35	8.00	5.00	210	170	210	1	1	AT001-35
AT001-36	8.00	5.00	210	170	210	1	1	AT001-36
AT001-37	8.00	5.00	210	170	210	1	1	AT001-37
AT001-38	8.00	5.00	210	170	210	1	1	AT001-38
AT001-39	8.00	5.00	210	170	210	1	1	AT001-39
AT001-40	8.00	5.00	210	170	210	1	1	AT001-40
AT001-41	8.00	5.00	210	170	210	1	1	AT001-41
AT001-42	8.00	5.00	210	170	210	1	1	AT001-42
AT001-43	8.00	5.00	210	170	210	1	1	AT001-43
AT001-44	8.00	5.00	210	170	210	1	1	AT001-44
AT001-45	8.00	5.00	210	170	210	1	1	AT001-45
AT001-46	8.00	5.00	210	170	210	1	1	AT001-46
AT001-47	8.00	5.00	210	170	210	1	1	AT001-47
AT001-48	8.00	5.00	210	170	210	1	1	AT001-48
AT001-49	8.00	5.00	210	170	210	1	1	AT001-49
AT001-50	8.00	5.00	210	170	210	1	1	AT001-50
AT001-51	8.00	5.00	210	170	210	1	1	AT001-51
AT001-52	8.00	5.00	210	170	210	1	1	AT001-52
AT001-53	8.00	5.00	210	170	210	1	1	AT001-53
AT001-54	8.00	5.00	210	170	210	1	1	AT001-54
AT001-55	8.00	5.00	210	170	210	1	1	AT001-55
AT001-56	8.00	5.00	210	170	210	1	1	AT001-56
AT001-57	8.00	5.00	210	170	210	1	1	AT001-57
AT001-58	8.00	5.00	210	170	210	1	1	AT001-58
AT001-59	8.00	5.00	210	170	210	1	1	AT001-59
AT001-60	8.00	5.00	210	170	210	1	1	AT001-60
AT001-61	8.00	5.00	210	170	210	1	1	AT001-61
AT001-62	8.00	5.00	210	170	210	1	1	AT001-62
AT001-63	8.00	5.00	210	170	210	1	1	AT001-63
AT001-64	8.00	5.00	210	170	210	1	1	AT001-64
AT001-65	8.00	5.00	210	170	210	1	1	AT001-65
AT001-66	8.00	5.00	210	170	210	1	1	AT001-66
AT001-67	8.00	5.00	210	170	210	1	1	AT001-67
AT001-68	8.00	5.00	210	170	210	1	1	AT001-68
AT001-69	8.00	5.00	210	170	210	1	1	AT001-69
AT001-70	8.00	5.00	210	170	210	1	1	AT001-70
AT001-71	8.00	5.00	210	170	210	1	1	AT001-71
AT001-72	8.00	5.00	210	170	210	1	1	AT001-72
AT001-73	8.00	5.00	210	170	210	1	1	AT001-73
AT001-74	8.00	5.00	210	170	210	1	1	AT001-74
AT0								



94r bci group size. What is bci group size in batteries. How to tell group size of battery. What is a bci group battery. Bci battery group size chart pdf.

Rechargeable battery to start a car's fuel engine This article is about batteries that start engines and power accessories. For batteries that power electric vehicles, see Electric Vehicle Battery. A typical 12 V, 40 Ah lead-acid battery A car or car battery is a rechargeable battery that is used to start a motor vehicle. Its main objective is to provide an electric current to the electric starter engine, which in turn turns on the internal chemical-propelled fuel engine that actually propels the vehicle. Once the engine is running, the power for the car's electrical systems continues to be supplied by the battery, with the alternator charging the battery as the demands increase or decrease. Battery in Modern Cars Gasoline and Diesel Engine Usually, boot uses less than three percent of the capacity of the battery. For this reason, automotive batteries are designed to provide maximum current for a short period of time. They are sometimes referred to as "SLI batteries" for this reason, to start, turn on and turn on. SLI batteries are not designed for deep discharge, and a full discharge can reduce the useful life of the battery.[1] In addition to starting the engine, an SLI battery provides the extra power needed when the vehicle's electrical requirements exceed the supply of the charging system. It is also a stabilizer, levelling out potentially harmful voltage peaks.[2] While the motor is running, most of the power is provided by the alternator, which includes a voltage regulator to keep the output between 13.5 and 14.5 V.[3] Modern SLI batteries are lead-in-type batteries, acid, using six cells connected in series to provide a nominal system of 12 volts (in the majority of passenger vehicles and Light), or twelve cells for a 24-volt system in heavy trucks. Equipment of land movement, for example. [4] Gas explosions may occur in the negative electrode, where the hydrogen gas can accumulate due to the blocking of the battery vents or a poorly ventilated configuration, in combination with a one source.[5] Explosions during engine start-up are often associated with corroded or dirty battery poles.[5] A 1993 study by the U.S. National Highway Traffic Safety Administration said that 31% of injuries from vehicle battery explosions occurred while charging, the battery The next most common scenarios were while working on the cable connections, while starting up, usually by not connecting to the dead battery before the charge source and not connecting to the vehicle's chassis instead of directly to the battery pole, and checking the fluid levels.[ 5][6] About two-thirds of those injured suffered chemical burns, and about three-quarters suffered eye injuries.[6] Electric and Hybrid Cars Electric vehicles (EVs) are powered by a high-voltage battery, but they can be used for the same purpose, usually have a car battery as well, so you can use standard car accessories designed to operate on 12 V. They are often referred to as auxiliary batteries. Unlike conventional vehicles with an internal fuel engine, electric vehicles do not charge the auxiliary battery with an alternator, but use a DC-to-DC converter to lower the high voltage to the required floating charge voltage (typically around 14 V).[7] History The first cars did not have batteries, as their electrical systems were limited. A hood was used instead of an electric horn, the headlights were powered by gas and the engine was started with a crank. Car batteries were widely used around 1920 when cars were equipped with electric starters. The sealed battery, which did not require recharging, was invented in 1971.[8] The first starter and charging systems were designed to be 6 volt systems and 6 volt systems, positive, with the vehicle's chassis connected directly to the positive battery terminal.[9] Today, almost all road vehicles have a negative gravel system[10]. The negative terminal of the battery is connected to the chassis of the car. The Hudson Motor Car Company was was First to use a standardized battery in 1918 when they began using international battery batteries. BCI is the organization that establishes dimensional standards for batteries. [11] Cars use electrical systems of 6 V/L and batteries until mid-1950s. The change from 6 to 12 \* V occurred when the most large engines with greater compression relationships required more s Electric energy to start. [12] The smaller cars, which required less power to start staying 6 more long, for example, the Volkswagen beetle in the middle of the DA © each of 1960 and the Citroën A € ø N ZCV In 1970. In the case of 1990, a standard of the 42V electrical system was proposed. It was intended to allow powerful actuator accessories, and the lighter automobile wiring harnesses. The availability of greater efficiency engines, new wiring techniques and digital controls, and a focus on hybrid vehicle systems that use high-voltage starters / generators have greatly removed the impulse to change the main automotive voltages. [13] Design an automotive battery is an example of a hollow cell battery, with six cells. Each cell of a lead storage battery consists of alternative plates made from a plot alloy square filled with sponge lead (catalyst plates) or coated with lead dixture (native). [14] Each cell is filled with a sulfuric acid solution, which is the electrolyte. Initially, the cells had a filling lid, through which the electrolyte level could be seen and that it allowed to add water to the cell. The filler cover had a small ventilation orifice that allowed the hydrogen gas generated during the lead to escape from the cell. The cells are connected by heavy short belts of the positive plates of a cell to the negative plates of the adjacent cell. A Of heavy terminals, lead-plated to resist corrosion, are mounted on top, sometimes the side, from battery. The first automatic batteries used hard rubber cases and wooden plate separators. Modern units use plastic boxes and woven sheets to prevent the plates from a cell to touch and and In the past, automatic batteries required regular inspection and maintenance to replace water that breaks down during battery operation. "Low Maintenance Low Maintenance" (sometimes called "Maintenance Zero"), the batteries use a different alloy for the plate elements, reducing the amount of decomposed water on the charge. It is possible that a modern battery does not require additional water over its useful life. Some types remove individual fill caps for each cell. A weakness of these batteries is that they are very intolerant to deep discharge, such as when the car battery is completely drained leaving the lights on. This opens the lead plate electrodes with the lead sulfate deposits and can reduce the useful life of the battery by a third or more. VRLA batteries, also known as absorbed glass carpets (AGM), batteries are more tolerant to deep discharge, but are more expensive. [15] VRLA batteries do not allow adding water to the cell. Each one has an automatic pressure release valve, to protect the event of rupture in a severe overload or internal failure. A VRLA battery cannot spill its electrolyte, making it particularly useful on vehicles, such as motorcycles. The batteries are typically made of six galvanic cells in one circuit of the series. Each cell provides 2.1 volts for a total of 12.6 volts at full charge. [16] During discharge, at the negative terminal (lead), a chemical reaction releases electrons to the external circuit, and at the positive terminal (lead oxide), another chemical reaction absorbs electrons from the external circuit. This drives the electrons through the wire of the external circuit (an electric conductor) to produce an electric current (electricity). As the battery is discharged, the acid in the electrolyte reacts with the materials plates, changing their surface to lead sulfate. When the battery is recharged, the chemical reaction is reversed: the lead sulfate reforms into the lead dioxide. With the plates restored to their original condition, the process can be repeated. The vehicles use other starter batteries. The 2010 Porsche 911 GT3 RS has a lithium-ion battery as an option to save weight. [17] Heavy-duty vehicles may have two batteries in series for a 24-view system or they may have parallel serial groups of batteries that supply 24 V. [18] Specifications Physical format batteries are grouped by physical size, type and location. n of the terminals and style of assembly. [15] AMP HOURS (AH) Ampee Hours (AH or AA H) is a unit related to the energy storage capacity of the battery. This qualification is required by law in Europe. The rating of the ampere hour is usually defined as the product of the (current of a battery can provide for 20 hours at a constant speed, at 80 degrees F (26.6 Å C), while the voltage drops to a cut of 10.5 volts) times 20 hours. Theoretically, at 80 degrees F, a 100 AH battery should be able to continuously supply 5 amps for 20 hours while maintaining a voltage of at least 10.5 volts. It is important to realize that the relationship between the AH capacity and the discharge rate is not linear; As the discharge rate increases, the capacity decreases. A battery with a rating of 100Ah will generally not be able to maintain a voltage above 10.5 volts for 10 hours while discharging at a constant rate of 10 amperes. Capacity also decreases with temperature. Amperages (CCA, CA, MCA, CCA, CA, MCA, HCA) Cold-start Amps (CCA): The amount of current a battery can provide at 0 Å F (Åc 18 ÅC) for 30 seconds while maintaining a voltage of at least 7.2 volts. Modern cars with computer-controlled fuel-controlled engines do not take more than a few seconds to boot up and the CCA figures are less important than they used to be. [19] It is important not to confuse CCA with numbers CA / MCA or HCA, that the latter will always be higher due to the warmer temperatures. For example, a 250 CCA battery will have more starting power than a 250 AC (or MCA), and also a 250 AC will have more than 250 HCA. [20] Starting Amperes (CA): the amount of current of a battery can be At 32 \* F (0 \* C), again for 30 seconds to a tension equal to or greater than 7.2 volts. Boot marine amps (MCA): like the AC, the amount of current that a battery can provide at 32 \* F (0 \* C), and is often found in Batteries for Boats (therefore Å «Marine») and tractors From group garden that are less likely to function in conditions where ice can be formed. [21] The hot boot (HCA) amps are the amount of current that a battery can provide at 80 \* F (27 \* C). The qualification is defined as the current that a lead-acid battery at that temperature can supply for 30 seconds and maintain at least 1.2 volts per cell (7.2 volts for a 12-volt battery). [Mcouragement required] Minutes of reserve capacity (RCM or RC) capacity of a battery to support a declared minimum electrical load; It is defined as time (in minutes) that a lead-acid battery at 80 \* F (27 \* C) continuously emits 25, amps before its voltage falls below 10.5 volts. [Appointment required] Size of the Battery Council International (BCI) group size specifies the physical dimensions of a battery, such as length, width and height. These groups are determined by the organization. [22] [23] Date codes in the United States There are codes on battery to help consumers buy a recent production. When the batteries are stored, they begin to lose their burden; This is due to the non-productive chemical reactions of the electrodes with the acid of the battery. A battery manufactured in October 2015 will have a numbered code of 10-5 or an alphanumé coder of K-5. Å «AA» is for January, «Bå» for February, and so on (the letter is Å «Å»). [19] In South Africa, the code of a battery to indicate the date of production is part of the housing and placed on the lower left part of the cover. The code is the year and the week For example, 1336 corresponds to week 36 of the year 2013. Use and maintenance Excess heat is one of the main causes of battery failures, such as when the electrolyte evaporates due to high temperatures, decreasing the effective surface of the plates exposed to the electrolyte, electrolyte, which leads to sulfum. Grate corrosion rates increase with temperature.[24][25] Low temperatures can also cause the battery to fail.[26] If the battery is discharged to the point where the engine cannot start, the engine can be started via an external power source. Once in operation, the engine can recharge the battery, if the alternator and charging system are not damaged.[27] Corrosion at the battery terminals can prevent a car from starting due to electrical resistance, which can be prevented by the proper application of diesel grease. [28] [27] Sulphide occurs when the electrodes are coated with a hard layer of lead sulfate, which weakens the battery. Sulphidation can occur when the battery is not fully charged and remains discharged.[30] Sulphated batteries should be charged slowly to prevent damage.[31] SLI batteries (start, illuminate, and ignite) are not designed for use with a battery, deep discharge, and their service life is reduced when subjected to it.[32] Starter batteries have plates designed to increase the surface area and therefore a high instantaneous current capacity, while marine (hybrid) and deep cycle types will have thicker plates and more space at the bottom of the plates to collect used material before shortening the cell. Car batteries that use lead-antimony plates require regular refilling with pure water to replace the water lost by electrolysis and evaporation. By changing the alloy element to calcium, the most recent designs have reduced the rate of water loss. Modern car batteries have lower maintenance requirements and may not provide caps to add water to the cells. These batteries include extra electrolyte on the plates to allow losses during the useful life of the battery. Some Of Batteries include a built-in hydrometer to show the charge status of the battery. A positive (red) bridge cable connected to the battery pole. An optional hydrometer window is visible by a single bridge clamp. The black clamp of the jumper is not shown. Primary primary wear is the removal of active material from the battery plates, which accumulates at the bottom of the cells and which can eventually short-circuit the plates. This can be substantially reduced by enclosing a set of plates in plastic separating bags, made of a permeable material. This allows the electrolyte and ions to pass through, but keeps the accumulation of sludge from bypassing the plates. The sludge is mainly made up of lead sulfate, which is produced in both electrodes. Environmental Impact Recycling automotive batteries reduces the need for resources to manufacture new batteries, diverts toxic lead from landfills, and avoids the risk of improper disposal. Once a lead-acid battery no longer contains a charge, it is considered a used lead-acid battery (ULAB), classified as hazardous waste under the Basel Convention. The 12-volt car battery is the most recycled product in the world, according to the U.S. Environmental Protection Agency. In the United States alone, about 100 million automotive batteries are replaced annually, and 99% of them are delivered for recycling.[33] However, recycling can be done incorrectly in unregulated environments. As part of the global waste trade, ULABs are shipped from industrialized countries to developing countries for dismantling and recovery. Approximately 97 percent of lead is recoverable. Pure Earth estimates that more than 12 million people in the Third World are affected by lead contamination from ULAB processing.[34] See also cigarette lighter receptacle (car adapter) References Å Johnson, Larry. "Battery Tutorial". chargingchargers.com. Charging chargers. Retrieved 2016-02-15. Å Å "What is a Lead Battery?Å" batterycouncil.org. Retrieved February 17, 2016. Å Å "Automotive Charging Systems Å A Short Course on How WorkÅ". youtube.com. Archivado desde el original el 17 de septiembre de 2015. Consultado el 17 de febrero de 2016. Å Å Q & A: Car BatteriesÅ". van.physics.illinois.edu. Consultado el 18 de febrero de 2016. Å Å b c Vartabedian, Ralph Ralph 26, 1999). Å "How to Avoid Battery Explosions (Yes, They Really Happen) Å". Los Angeles Times Å Å b c Lesiones Asociadas con Peligros Involving Motor Vehicle Batteries, National Highway Traffic Safety Administration, julio de 1997 Å Herron, David. 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