



MARINE

GOLF

INDUSTRIAL

AUTO

SPECIAL
APPLICATIONS

SOLAR

US AGM 12V150

• DEEP CYCLE AGM

- BCI Group GC12, 12V
- Reserve Capacity [Ah@20hr rate]: 150
- Reserve Capacity [Ah@100hr rate]: 166
- Energy [kWh]: 1.8
- Weight: 93 lbs.
- Length: 12.87 in (327 mm)
- Width: 7.09 in (180 mm)
- Height: 10.79 in (274 mm)
- T11



All of U.S. Battery's AGM Batteries feature the latest and most advanced paste and plate making technologies available.

Premium U.S. Battery's AGM Batteries are Sealed and Maintenance Free. They are Spill Proof, will not leak, and can withstand most freezing temperatures.

U.S. Battery's AGM products offer several advantages over both conventional flooded and GEL lead acid battery types. Since the acid (electrolyte) is absorbed in glass-mats (AGM) surrounding the plates, they will not spill if broken. In addition, since there is no free liquid to cause damage if frozen, our AGM Batteries are rarely damaged by freezing temperatures. Heat generation is reduced during the charge and discharge cycle, providing you longer and more reliable life cycles. All of U.S. Battery's AGM products have very low self discharge rates allowing our batteries to be stored for longer periods of time without the need to boost charge as often.

Hydrogen gas emission is less than 4%, allowing U.S. Battery's AGM products to be used in aircraft applications and in areas with enclosed spaces (but not in sealed or gas-tight containers) U.S. Battery's AGM 2000 plates are constructed and rigidly mounted while tightly packed to withstand shock and vibration found in many motive power applications giving you years of Reliable, Dependable and Maintenance Free usage.

WWW.NATIONWIDE-BATTERY.COM





DATA SHEET

MODEL **US AGM 12V150**

VOLTAGE **12V**

CAPACITY **150Ah @ 20Hr**

MATERIAL **Polypropylene / Heat Sealed**

BATTERY TYPE **Sealed Non Spillable Lead Acid (AGM)**

12V

PRODUCT + PHYSICAL SPECIFICATIONS

BCI Group Size	Type	Voltage	Cell(s)	Terminal Type ^G	Dimensions ^C Inches (mm)			Weight Lbs. (kg)
					Length	Width	Height ^F	
GC12	US AGM 12V150	12	6	T11	12.87 (327)	7.09 (180)	10.79 (274)	93 (42.2)

ELECTRICAL SPECIFICATIONS

Cranking Performance		Capacity ^A Minutes			Amp-Hr								
C.C.A. ^D @ 0°F (-18° C)	C.A. ^E @ 32°F (0°C)	@ 25 Amps	@ 56 Amps	@ 75 Amps	1-Hr	2-Hr	5-Hr	6-Hr	10-Hr	20-Hr	48-Hr	72-Hr	100-Hr
—	—	323	120	90	106	117	133	137	142	150	159	163	166

CHARGING INSTRUCTIONS

Nominal Charge Current (amps)	15
Max Charge Current (w/ temp. compensation)	30
Max Charge Voltage (temp. compensated)	14.9
Float/Maintenance Voltage	13.8
Temperature Compensation	-4 mV/Cell/°C (-2 mv/cell/°F)

Do not charge at temperature corrected voltages above 15 volts (2.5 volts/cell).

Use of a voltage controlled charger is a requirement for warranty coverage.

For best cycle life, limit discharge to less than 50% of the battery's 20 hour capacity.

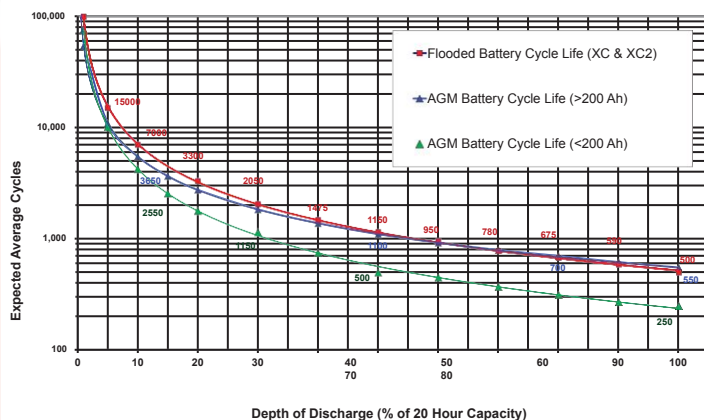
Deep cycle batteries need to be equalized periodically. Equalizing is an extended, low current charge performed after the normal charge cycle. This extra charge helps keep all cells in balance. Actively used batteries should be equalized once per month. Manually timed chargers should have the charge time extended approximately 3 hours.

Automatically controlled chargers should be unplugged and reconnected after completing a charge.



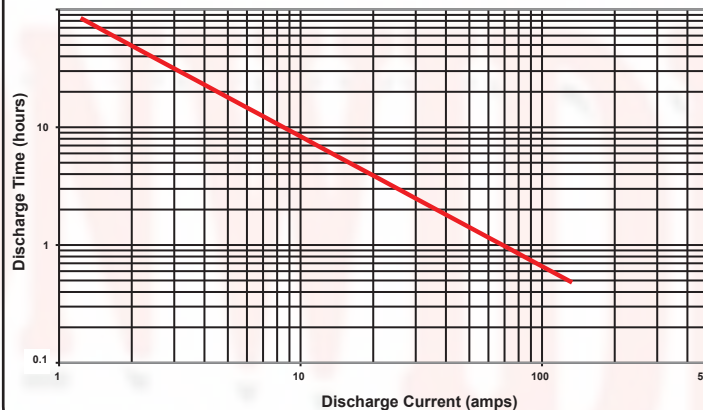
USAGM 27 - DATA SHEET

EXPECTED LIFE CYCLES VS. DOD (XC, XC2 & AGM)

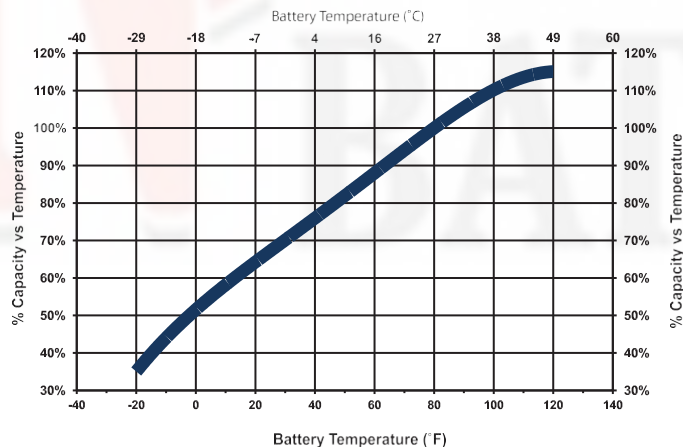


US AGM 12V150 DISCHARGE TIME VS CURRENT @80° F

Discharge Time vs Current @80° F



BATTERY % CAPACITY VS TEMP



U.S. Battery Operating Temperature Guidelines

For charging, we recommend staying within 0°F to 120°F (-18 to 49°C) to avoid charging frozen batteries at low temperature or going into thermal runaway at high temperature.

For discharging, we recommend -20°F to 120°F (-29 to 49°C). Batteries discharged at temperatures below 32°F (0°C) should be re-charged immediately to avoid freezing. Batteries discharged at temperatures above 120°F (49°C) should be allowed to cool before recharging.

Extreme temperatures can substantially affect battery performance and charging. Cold reduces battery capacity and retards charging. Heat increases water usage and can result in overcharging. Very high temperatures can cause "thermal run-away" which may lead to an explosion or fire. If extreme temperature is an unavoidable part of an application, consult a battery/charger specialist about ways to deal with the problem.

Battery temperature adjustment: Reduce the voltage by 0.028 per cell for every 10F above 80F, increase by the same amount for temperatures below 80°F.

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Manually timed chargers should have the charge time extended approximately 3 hrs. Automatically controlled chargers should be unplugged and reconnected after completing a charge.