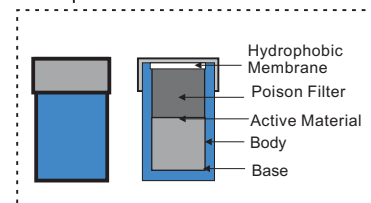




CELLYTE 6-12TUA Range

Sealed VRLA Monobloc Battery Introducing New Monobloc Catalyst Technology with 12 year design life

Designed for Operation at up to 30°C
Capacities : 15Ah to 250Ah. @ C/10 to 1.80Vpc at 20C



**Monobloc Catalyst
(Optional)**

EXTRA FEATURES (with optional Catalyst)

- * Will reduce float current by about 50%
- * Will reduce gassing by up to 80%
- * Will minimise water loss
- * Reduce cell failure due to dry out
- * Will extend battery float service life due to reduced plate corrosion

SPECIFICATION

Nominal Voltage : 6-12 Volts
Plates: Extra Heavy Duty
Plate Alloy : Virgin Pure Lead/ 1.6% Tin
Post Seal : Triple Seal / barrier
Terminals : Copper Insert for SS bolts
Container / Cover : Flame Retardant ABS V-O
Operating temperature : -25 to +55 C
(However we recommend that the batteries be operated in the temperature range of 20 to 25C or 20 to 30C with Catalyst to obtain full life and optimum performance)

- * Batteries with Optional Catalyst will have full design life when used in temperatures up to 30C.
- * Will maintain full cell capacity by preventing depolarization of negative plate
- * Reduces the possibility of thermal runaway

Safety Vent : Low Pressure Self-Sealing

Float Voltage : 2.25 Vpc

Charge Voltage: Up to 2.35 Vpc

Specific Gravity : 1.300

Standards : Manufactured to comply with BS EN 60896-2:1996
EUROBAT & UL Underwriters Laboratories
Fully complies with IEC 60896-21/22-2004 when supplied with ABS V-O Cover & Case

Rated non-spillable:

by ICAO / IATA / DOT Definitions



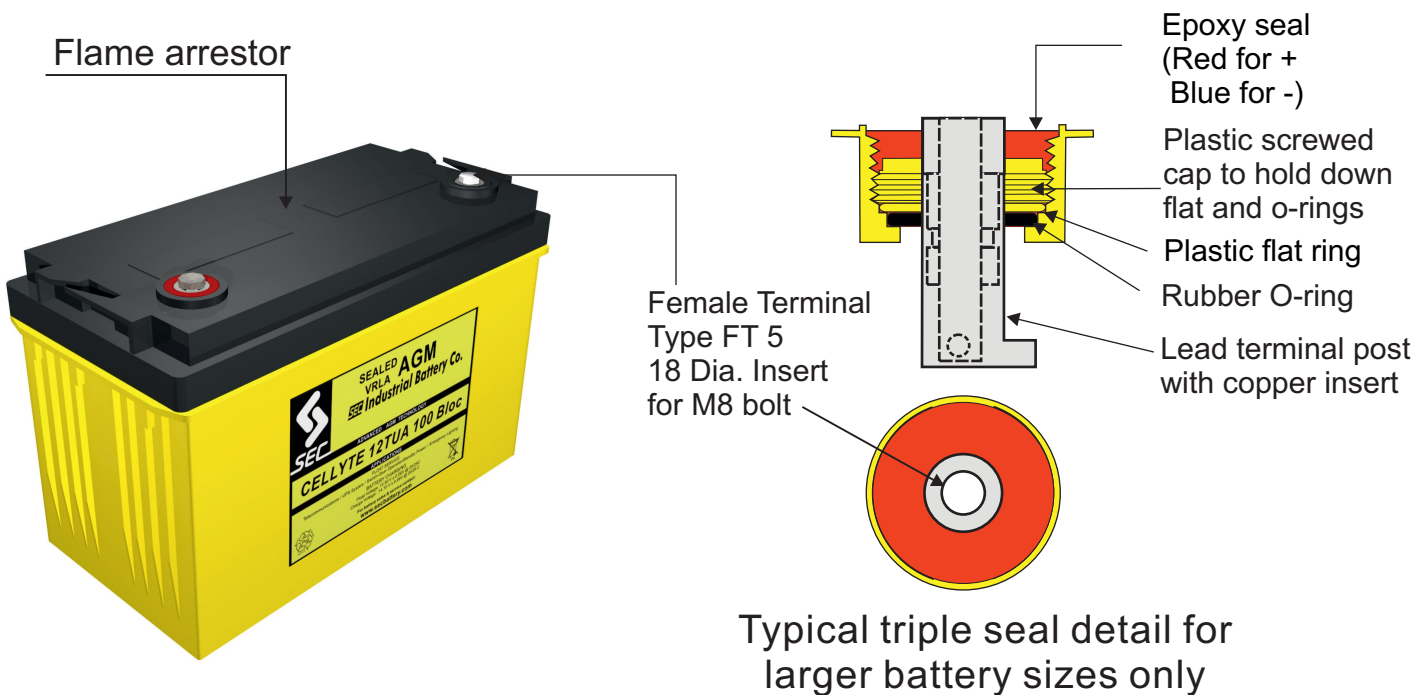
CELLYTE 6-12TUA Bloc Data & Dimensions

SEC Battery Type	Capacity C/20 1.75 vpc	Capacity C/10 1.80 vpc	CCA at -18 C 0 F.	CCA at 0 C. 32 F.	Short Circuit Amps	Internal Resistance m Ohms	Female Terminal Type	Battery Weight		Overall Battery Dimensions					
								KG	lbs	Length		Width		Height	
										Inch	mm	Inch	mm	Inch	mm
6TUA 120	130	120	760	1010	3200	3.0	FT 4	17.0	37.4	7.68	195	6.69	170	8.23	209
6TUA 175	198	180	980	1290	4600	2.4	FT 5	28.7	63.1	12.0	306	6.61	168	8.86	225
6 TUA 200	220	200	1200	1600	5000	2.3	FT 5	30.2	66.4	12.7	323	7.01	178	9.02	229
6 TUA 210	230	205	1300	1740	5500	2.2	FT 5	33.0	72.6	9.57	243	7.40	188	10.8	275
12TUA 15	18	16.0	125	155	650	14	FT 2	5.40	11.9	7.13	181	5.16	76.0	6.50	165
12TUA 20	24	22.2	165	205	940	12	FT 3	8.00	17.6	6.97	177	6.57	167	4.92	125
12TUA 25	28	25.3	200	165	1220	8.2	FT 3	8.10	17.8	6.50	165	4.96	126	6.93	176
12TUA 30	34	32.0	240	320	1500	7.3	FT 3	10.5	23.1	7.72	196	5.16	131	6.34	161
12TUA 40	47	42.0	260	350	1700	6.0	FT 3	14.7	32.3	7.76	197	6.50	165	6.69	170
12 TUA 50	59	52.3	280	380	1900	5.6	FT 3	18.5	40.7	9.06	230	5.43	138	8.27	210
12 TUA 65	71	63.3	330	450	2000	5.5	FT 3	22.0	48.4	13.8	350	6.57	167	7.05	179
12TUA 70	77	66.2	410	550	2100	5.4	FT 3	25.7	56.5	10.2	259	6.65	169	8.46	215
12TUA 80	88	77.9	460	620	2400	4.5	FT 3	25.7	56.5	10.2	259	6.65	169	8.46	215
12TUA 90	100	90	510	680	2650	4.3	FT 4	27.0	59.4	12.1	307	6.69	170	8.46	215
12TUA 100	110	100	580	780	2900	3.9	FT 4	31.0	68.2	12.9	328	6.77	172	8.46	215
12TUA 110	121	108	710	960	3000	3.4	FT 4	31.5	69.3	12.9	328	6.81	173	8.46	215
12TUA 120	132	117	760	1020	3300	3.1	FT 4	36.0	79.2	13.5	342	6.81	173	11.22	285
12TUA 130	148	131	970	1300	4200	2.9	FT 4	42.0	92.4	13.5	342	6.81	173	11.22	285
12TUA 150	165	146	1060	1370	4500	2.8	FT 5	47.0	103	19.0	483	6.69	170	9.65	245
12TUA 160	176	156	1060	1370	4500	2.6	FT 5	52.0	114	20.9	530	8.23	209	8.86	225
12TUA 175	198	175	1100	1440	4700	2.3	FT 5	56.7	125	20.9	530	8.23	209	8.86	225
12TUA 200	220	195	1240	1670	5400	2.2	FT 5	63.0	139	20.6	522	9.45	240	8.86	225
12TUA 225	253	224	1460	1951	6157	2.0	FT 5	68.0	150	20.6	522	10.59	269	8.66	220
12TUA 250	270	244	1530	2010	6464	1.9	FT 5	76.0	167	20.6	522	10.59	269	8.86	225

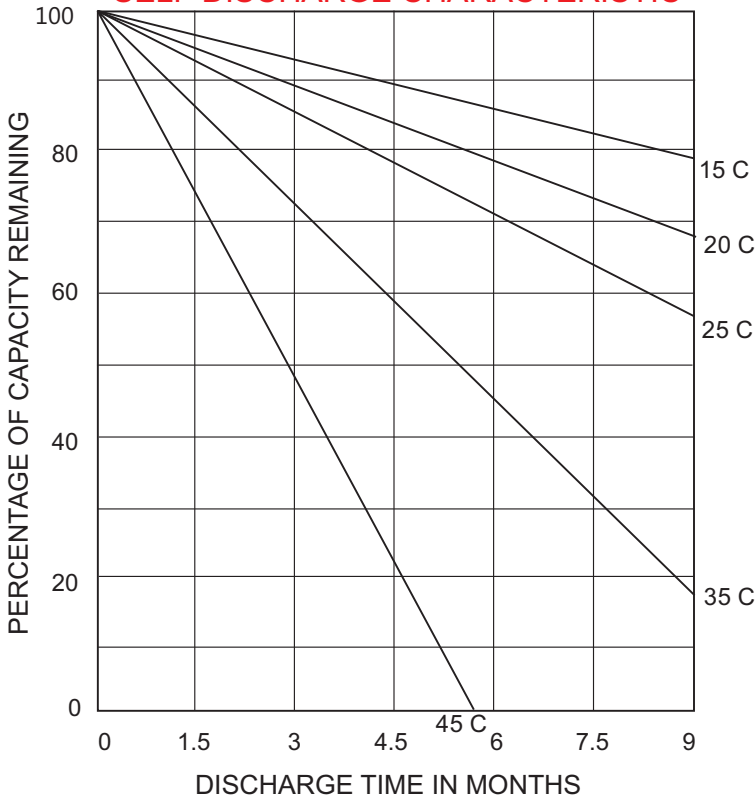
Actual Battery Discharge Data may be +/-5% of figures shown.

Applicable Standards

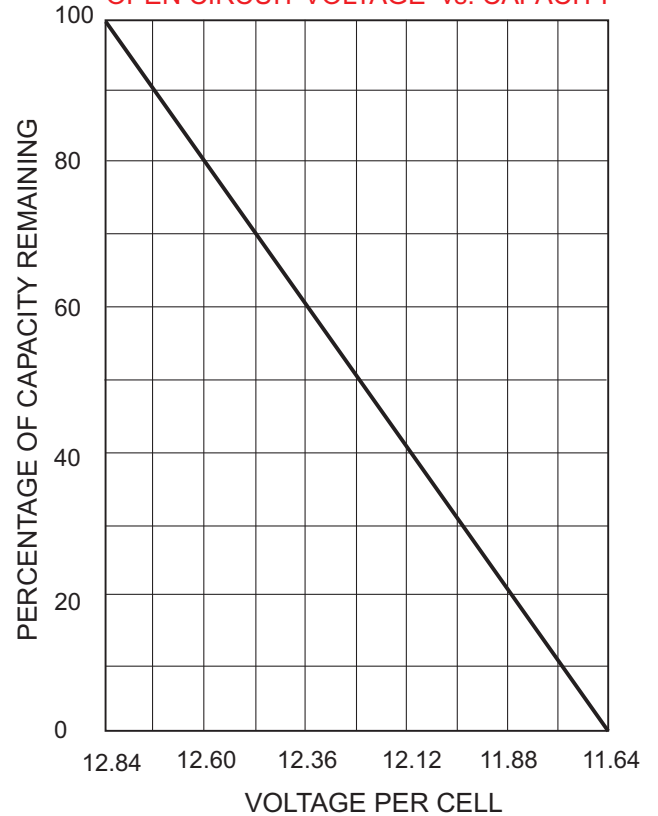
- UL Component approval
- BS 6290 Part 4
- Eurobat
- IEC 60896-21/22-2004
(Testing in progress)



SELF DISCHARGE CHARACTERISTIC



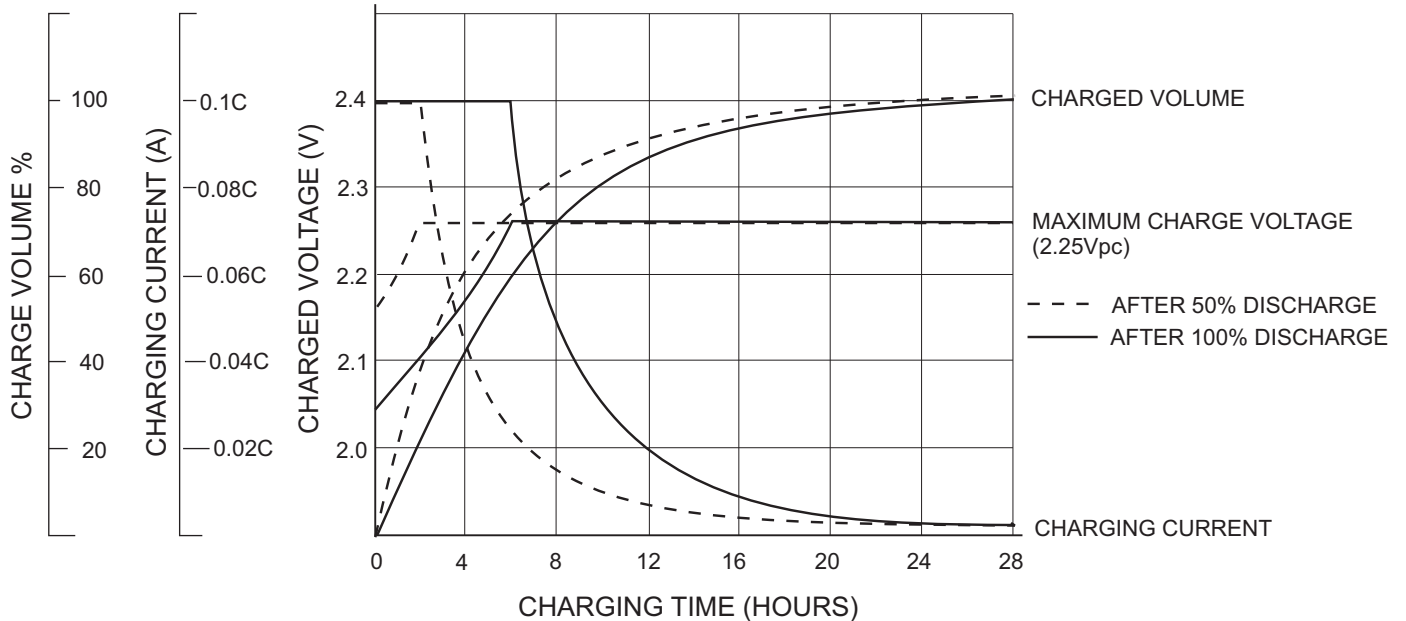
OPEN CIRCUIT VOLTAGE vs. CAPACITY



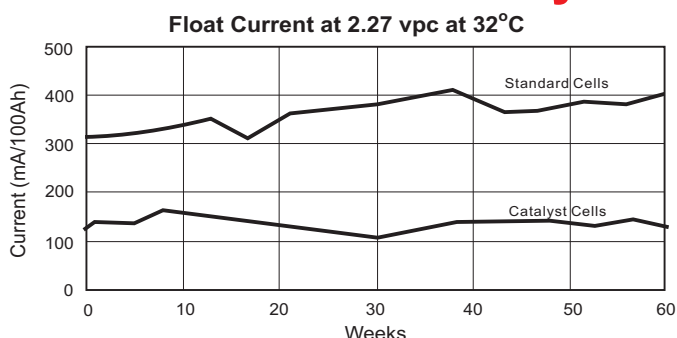
NOTE: Half the voltage per cell for 6TUA

CHARGING CHARACTERISTIC

0.1C Amp (max) 2.25V/Cell Constant Voltage at 20C



Benefits of Catalyst in SEC VRLA Batteries



Catalyst Reduces Float Current

One of the most immediate, observable effects of installing a catalyst in a VRLA cell is a sudden drop in the float current. Typically float currents are one half or less when a catalyst is installed. Adding a catalyst to the cell prevents some of the oxygen reaching the negative plate and allows the negative plate to stay polarised. This means that less current needs to be supplied to the cell from the charging system, manifesting itself as lower float current, leading to the following benefit :-

* Minimize water loss

Gasses are recombined into water inside the cell rather than exiting the cell. Too much gas leaving the cell can lead to premature dry-out and cell failure. Cell dry out has been predominant cause of customer dissatisfaction with VRLA technology.

* Increased life

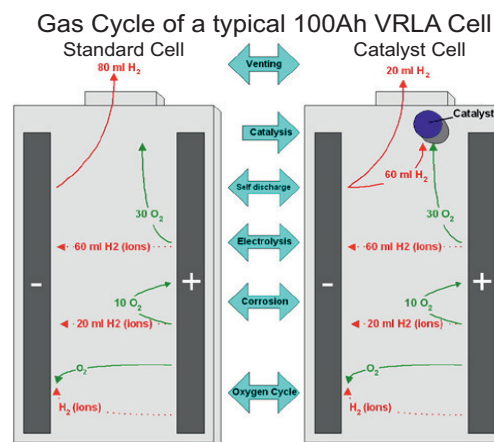
There are many potential failure modes of VRLA cells. A number of these failure modes can be mitigated by the catalyst technology such as: Cell dry out, positive plate corrosion, thermal runaway, capacity loss due to negative plate depolarization.

* Minimize positive plate corrosion

A reduction in float current reduces the amount of over-charge on the positive plate which directly impacts the corrosion rate. The design life of a lead acid cell is based on the corrosion of the plate barring any other unforeseen failure modes.

* Maintain cell capacity

Many VRLA cells in service are failing capacity tests because their negative plates are depolarized. In fact significant capacity increases have been seen on some cells just by installing a catalyst.



How it works

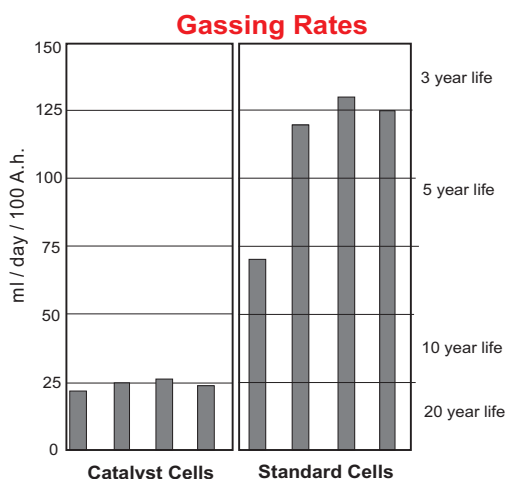
The VRLA cell was designed to correct all the problems of flooded technology. All the gas produced inside the cell was intended to recombine back into water on the negative plate in a very efficient oxygen cycle. In an ideal world there would be no negative plate self discharge, no positive plate corrosion and no excess charge current needed. Batteries would last forever and no gas would be released from the cell.

In the real world, chemistry dictates that negative plates do self-discharge and they do this more when impurities are present in higher quantities. In our experience the typical high quality, long life (20 yr) VRLA cell has a self discharge rate equivalent to 80 ml of Hydrogen gas per day per 100 Ah. Oxygen, produced from a variety of processes on the positive plate, will recombine with this hydrogen on the negative plate and cause it to depolarize.

In the real world positive grids also corrode. Designers have done what is typically done on flooded designs for long life and reduced the corrosion rate of the positive grid. Typical state of the art designs will only absorb 10 ml of oxygen on the positive plate instead of the 40 ml needed to counter act the hydrogen generated on the negative. This is the paradox of VRLA design. A "better" positive grid can actually impair the life of the design.

This leaves an unbalanced situation with a strongly depolarized negative plate. The charging system will compensate with more current which will lead to excessively high polarization on the positive plate and damaging effects on the cell due to the excess current. Electrolysis will generate high amounts of gas leading to water loss.

Adding a Microcat™ to the cell gives the battery designer a new tool to break out of the deadlock. The catalyst will absorb free oxygen in the headspace and recombine it with the abundant hydrogen always present in the cell. This drastically reduces the amount of gas venting from the cell, but most importantly this prevents oxygen from reaching the negative plate and buffers the negative plate self discharge reaction from the positive plate corrosion reaction. Now that the cell is in balance the negative remains charged. The charging system responds by only sending the small amount of current needed to keep the cell charged.



The Worlds First - Monobloc Catalyst Battery

SEC CELLYTE TUA Monobloc batteries are the first to use a **CatVent Catalyst** in the cell head space. This is done for several very good reasons. The Catalyst changes the electrochemical actions within the cell, this causes balance within the cell preventing the negative plate from depolarising over time and improves cell capacity. A healthy balance in the cell will be immediately obvious by a reduction of the cell's float current by up to 50%. What that means is a dramatic reduction, by up to 80% in cell gassing, reduced loss which delays cell dry out*, reduced positive plate corrosion, reduced cell heating, reducing the risk of thermal run away and a reduction in the energy required to cool the cells / batteries.

* **Please note:** Battery dry out is one of the major failure modes of VRLA batteries.

SEC Industrial Battery Co. range of products

<p>CELLYTE 2CMT/G Modular Steel Rack</p>	<p>CELLYTE 2TLAM/G Tubular Steel Rack</p>	<p>CELLYTE 2CMT/G, CELLYTE 2TLAM/G with Catalyst</p>	
<p>CELLYTE 12PLF & 12PLT Range</p>	<p>CELLYTE 12FTA/G Range</p>	<p>CELLYTE 6-12TUA Range</p>	<p>CELLYTE 6-12TSG Range</p>
<p>CELLYTE 6-12TLA Range</p>	<p>CELLYTE 6-12TLG Range</p>	<p>MICROLYTE +Plus Range</p>	<p>MICROLYTE Red Top Range</p>
<p>CELLYTE 2ETG OPzV Range Tubular Steel Rack</p>	<p>SEC Tubular OPzS Range</p>	<p>Nickel Cadmium Range Pocket Plate flooded and Valve Regulated</p>	<p>Typical VRLA catalyst</p>

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