Golf car batteries are generally stored connected up in the car. Before putting cars up for off-season storage, be certain the tops of the batteries are washed clean. This will help reduce the amount of self-discharge on the batteries.

Fully charge the batteries then store in an unheated area. Heat increases the amount of self-discharge while cold reduces the stand loss characteristics of the storage battery. Physically sound, fully charged batteries stored at 0°F self-discharge very little over a four-month period. On the other hand, if the same batteries were stored at 80°F, they would need to be recharged about once a month.

Batteries in storage should be checked periodically, and when the gravity drops 1.220 sp. gr. by hydrometer reading, they should be brought back to full charge.

After the storage period is over, test the batteries before charging. Check the gravity of each cell with a hydrometer or open circuit voltmeter. If there is a weak or failing cell in a battery, it will show up more readily after the storage period.

Each battery should be checked individually, then all batteries in the car should be checked as a set. Using a battery hydrometer, test each battery, comparing the three cell readings of each battery. If the variation between the highest and lowest cell readings in any one battery is .050 (50 gravity points) or more, there is reason to suspect a weak or failing cell.

Where the battery has exposed top connectors and each cell can be checked individually, prod each cell and record the open circuit voltage. If the variation between the highest and lowest cell readings of any one battery is .050 volts or more, there is reason to suspect a weak or failing cell.

Batteries stored at 0°F. self-discharge very little over a four-month period. The same batteries stored at 80°F. need to be recharged once a month.

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Where the battery has one-piece covers and the individual cells cannot be tested, use a six-volt voltmeter and test the terminal voltage of each battery in the set, comparing one battery against the other. If the battery voltage readings of any one battery in the set of six batteries varies by .050 volts or more, there is reason to suspect you have found a weak or failed battery. The batteries should again be charged and then the test repeated.

If the batteries are just off charge and are to be tested with a voltmeter, drive the car around for about 30 seconds, then let it sit for three to five minutes before testing. This removes the surface charge from the plates which give false readings for an open circuit voltage test.

If the batteries are in a partially discharged state, connect a 75 amp load tester to the set of batteries and test each battery in the set with a six-volt voltmeter while under load. A weak or failed battery in the set will show up on the voltmeter. When there is a suspect bad battery and the batteries are just off charge, connect the 75 amp load tester and let it discharge to an overall voltage of 31.5 volts. At this point, if the set of batteries discharged less than 40 minutes to 31.5 volts, test each battery individually with a voltmeter, for chances are there is a bad battery in the set.

If a failed battery cannot be found and the fully charged set of batteries only 40 minutes to a voltage of 31.5 volts, the golf car probably will not make 18 holes of golf and the entire set of six batteries should be replaced.

After checking all batteries and classifying according to minutes delivered, the batteries should be removed from the car. Clean the battery carrier and battery hold-down with a putty knife and wire brush to remove all corrosion and rust. The clean parts should then be painted with a corrosion-resistant paint.

Where the old cable connectors are being reused, soak them in a bucket of water to which one cup of bicarbonate of soda has been added. Wipe the cable connectors clean and dry, then wire brush the connector ends until the metal shines. Where clamp-on type terminals are used, use a post-type brush to clean the inside of the terminal connectors. The battery terminals should be cleaned until the lead shines.

Install the battery hold-down making certain it is pulled up snug enough to keep the batteries from bouncing in the carrier. Do not over-tighten, because this can warp or break the battery containers.

Install the cable connectors to battery terminals to a tight connection. Apply a coating of non-metallic grease or protective spray to all connections to help minimize future corrosion.

Before sending the car out on the course, give the batteries a full 12-hour charge. This acts as an "equalizing" charge and insures that all batteries in the car are in a good state of charge.