

AGM Technology explained

In an AGM battery, the individual elements are compacted prior to installation in the battery, which reduces sludging. This high packing density reduces internal resistance and enhances the starting characteristics. Extreme vibration and cycle resistance represent further advantages of this design and the AGM battery can also deal easily with deep discharges. The cyclical life of the battery (number of charging and discharging procedures) is roughly three times that of standard lead-acid batteries.

AGM technology quite literally stands the conventional battery world on its head, as the new battery can be turned upside down without losing a single drop of liquid. This is due to the highly porous non-woven mats made of glass micro-fibres (AGM), which entirely absorb the electrolyte liquid and thus bind it in. In addition, this feature is supplemented by the fully sealed casing with a registered design overpressure valve. Recombination technology ensures that the gas created during charging is converted into water and even if the battery casing is damaged, no liquid escapes. Consequently, the battery is absolutely maintenance-free.

The AGM battery is available in two variations with capacities of 70AH and 95AH in the retrofitting market under the product name "Running Bull". As a result of its superior performance in comparison to standard batteries; Running Bull is ideal for vehicles in the top end category with a high-energy requirement.

The Future of AGM Technology

The European Automotive Industry is currently putting great faith in micro-hybrid drives with start-stop systems. In 2009, some 2.5 million vehicles of this type were manufactured and fitted with AGM batteries.

Banner anticipates that by 2015, approximately 50-70% of all new vehicles will be equipped with an AGM battery. At the moment, Banner has a number of development projects underway which are aimed at the further optimisation of the AGM battery.