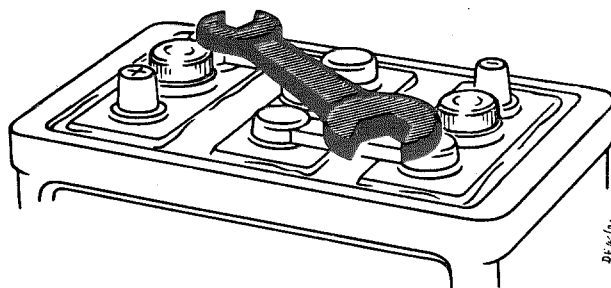


The battery must be regularly serviced and must always be kept clean and dry. No dirt must be allowed to penetrate into the cells; gasoline, benzol or oil must not be allowed to come into contact with the sealing compound. The vent holes in the battery plugs must be kept free of obstructions so that the gases given off during charging can escape freely.

Caution! The oxyhydrogen gas given off is explosive. No tools or other metal objects must be placed on the battery because of the danger of short-circuiting! (Fig. 54 — 8/1).



Do not place metal parts on the battery

Fig. 54 — 8/1

Distilled water must always be used for topping up the cells. The cells must never be topped up with sulphuric acid, irrespective of the density, unless it is clear beyond doubt that acid has been spilt out. In the latter case, the density of the acid remaining in the cells must be measured and acid of the same density used for topping up. New batteries should be filled — according to the instructions of the makers — with chemically pure accumulator acid.

Under no circumstances must special electrolytes be used since this would invalidate the guarantee of the battery manufacturer.

Be careful when handling sulphuric acid! It attacks and destroys lacquer finishes, metal parts and fabrics.

When mixing accumulator acid, the greatest care must be taken to ensure that the concentrated sulphuric acid is always added to the water or to the already-mixed accumulator acid and never vice versa!

Acid which has been spilt or has overflowed can be rendered innocuous by means of a soda solution or ammonium chloride.

The connections and the terminal connecting bars of the battery must be kept perfectly clean. In order to prevent corrosion, the terminals and connection clamps must be greased both inside and outside with a good acid-resisting grease, for example Ft 40 v 1 produced by the firm of Bosch.

Low temperatures cause a slowing-down of the chemical processes and thus reduce the capacity and the terminal voltage of the battery. It is therefore advisable to remove the battery when the weather is extremely cold and to store it overnight in a warm room.

Although the electrical system of the vehicle is designed to cater for all normal loads, it may none the less be necessary in the cold season, particularly when the vehicle is mainly running on short journeys, to recharge the battery from an outside source from time to time.

Model 190 is fitted with a 12 Volt battery with a capacity of 56 Ah. The capacity of a battery is the amount of electricity, measured in Ah (= current \times time) which is delivered by the battery under discharge. The rated capacity of a battery is given according to the German DIN system of standards at a discharge temperature of 20° C. (20° C. electrolyte temperature at the beginning of discharge and 20° C. air temperature during the discharge) and for a continuous discharge over a period of 10 hours and at a steady rate of current delivery.

The rated capacity according to the SAE system of standards is given at a discharge temperature of 27° C. and for a continuous discharge over a period of 20 hours at a steady rate of current delivery.