



Display of power

GYS are the largest manufacturer of professional battery charging products across Europe. We talk to them about the technology that is driving the need for a new type of battery charger for use in car showrooms today.

Why is there an issue with car batteries in a showroom environment?

With the increase in electrical functions on all vehicles the demand on the battery can cause problems in the Showroom where the vehicle is stationary but active for long periods. Energy consumers such as lights, infotainment, electric tailgate close etc. will draw significant energy from the battery.

The vehicle battery is not designed this type of use and problems can quickly arise, either within the showroom situation potentially hindering a sale, or by creating an aftersales issue shortly after delivery.

GYS work with car manufacturers who for some years have been taking the lead by first identifying and then mandating some measures in their dealer networks to address these problems.

So why can't dealerships just connect a regular battery charger?

To understand this we need to consider the demands that are being placed on the battery. In its 'live but engine off' state the vehicle requires a power supply at a constant safe voltage, and by safe we mean safety for the vehicle systems. That voltage level would normally be around 13.5V. By definition a normal battery charger will work to increase the voltage in the battery, not to maintain it at a constant level, also batteries should not be charged at the

same time that there is a consumer drain on them. On top of this what is important is that the vehicle is able to draw the energy that it needs, at the moment that it needs it and this can be considerable and way above the capability of a conventional charger.

Infotainment, power tailgate etc. may draw a current of 20, 30, 50 or more 'Amps', a battery charger that is correctly rated to charge the battery will have a maximum output current of only 4-8A. So a normal charger neither has the ability to support the vehicle or to be able to maintain a constant voltage.

What do dealerships need to ensure that showroom cars are protected?

A GYS showroom charger will support the battery by outputting current instantaneously to match the demand. In this way the battery is never discharged and will be maintained in peak state.

They would perhaps be better described as a battery 'support' unit rather than a charger, It can help to

think of it as a 'life support system' for a vehicle in live but engine off state. This is the same principal as in use in the workshop environment where there are similar issues faced.

All showrooms are not the same and GYS offer a range of products to suit the likely demands of the dealership. The most popular product is able to support outputs of up to 30A, suitable for most requirements. We also have a lower output model which is still useful for showrooms with less traffic or older cars, as well as a higher specification 50Amp unit which will meet or exceed manufacturers standards.

Can these products work with new battery technology we are seeing in some new cars now, Lithium for example ?

Both the GYS 30A and 50A units have Lithium LiFePO4 capability.

Are there any other points dealership need to consider ?

As well as the technical aspects as we are in a showroom environment it is important that any equipment in use is unobtrusive. Firstly, silence in use. Advanced inverter technology means even in the most powerful units no fan cooling is necessary so operation is silent. All units are small so can either be placed under the vehicle or under the bonnet in the engine bay. They are constructed from either lightweight plastic or have soft feet/ corner protection to remove risk of any accidental scratching or marks.

GYS IS:

- Europe's leading manufacturer of professional Battery maintenance products
- World leader in car body repair equipment
- Largest manufacturer of inverter welding machines in Europe

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