

### Technical Information

R&J Batteries Part # DC50TAXI is a custom-designed battery, made specifically to cope with the severe service demands of the Australian Taxi industry.

The combination of constant stop-start use and heavy electrical accessory loads place taxi batteries under stress, usually leading to dramatically shorter battery life.

The DC50TAXI battery is a no-compromise unit, built with the best components to provide reliability and longer life in taxi service.

- Power-frame plates are much thicker than standard batteries, strengthened with Calcium and added Silver to provide deep-cycling ability whilst still maintaining high rate cranking power, and fast re-charge acceptance to replenish power usage from meters, radios, etc. which continue drawing power from the battery when the engine is switched off.
- Combination envelope/glass mat separators provide the dual benefits of eliminating plate-shortening whilst ensuring active plate material stays on the power-frame to maximise battery life.
- Unique inter-cell sealing rings provide an air-tight seal between cells, reducing self-discharge and eliminating open circuit faults between cells.
- Patented “Anti-Sulphation” additive reduces battery-killing sulphation in heavily-discharged batteries.

Conventional MF Starting	R & J DC50 Taxi
1.0	1.7

### Applications

- Ford Falcon Taxi
- VHA/Hire Cars



### Technical Specifications

Battery Type:	Maintenance-Free Battery	Container Material / Colour:	Polypropylene / Black
Voltage:	12 V	Lid Material / Colour:	Polypropylene / Black
Capacity (@20hr rate):	65 Ah	Lid Type:	Sealed MF
Cold Cranking Amps -18°C, SAE:	550 A	Separator Type:	Envelope
Cold Cranking Amps - 0°C SAE:	600 A	Anti-Vibration:	Glass-Mat
Reserve Capacity:	110 Min	Assembly Layout:	1 (LHP)
Overall Dimensions:	L 227 x W 172 x H 207	Terminal Type:	1 (SAE)
Wet Battery Weight:	16 Kg	Bottom Hold-downs:	None