



#### Configuration: 915AH

Concorde PVX 915T

Six 2V AGM batteries in series.

#### Location:

Under Companionway Sole

Batteries are positioned on their side.

#### Cables:

#0 to 0000 AWG depending on loads

The problem with this configuration is that a battery cell failure (which is unheard of in 2V cells) could be disastrous in a remote location. To carry a spare in and another out every three or four months. This can be done with cable swapping or battery swapping. Cable swapping is the only reasonable method, but implies having much special jumpers and a 7<sup>th</sup> 2V cell.

Perhaps an easier method is to install a 4D or 8D 12V ~220AH battery as a second or third bank for either use as an engine start battery and/or radio battery and/or emergency battery. If it were a high-cranking amp battery it would be the best one to use for a windlass instead of the main battery.