

Marine:

There is no more innovative and self-reliant group of people than those who go to sea. They need to be; you can't call the motor club for a jump-start if you're stranded at sea with dead batteries. The reliability of your battery storage system is always a serious concern. In many ways, marine battery applications are the most demanding; often lacking the land-based options for replacement and charging and there is no easy fix for a failed battery. Proper understanding and care for your specific type of batteries can't help maximize energy storage reliability. Switching to Firefly Marine batteries can add a level of reliability and robustness that no other lead-acid battery can match.



Nigel Calder's NADA - The Hebrides Islands of Scotland – by Nigel Calder, Feb-2015



Nigel Calder's NADA being refitted with Firefly batteries for testing.

Batteries fail for many reasons. In general, those of you who operate boats pay close attention to your battery array and maintain them well. Still, shipboard fuel is at a premium and even the most diligent sailor can find it hard to justify the extra fuel needed just to make sure the batteries are topped off and avoid sulfation problems. With the Firefly Marine, you don't have to. Unlike traditional lead-acid batteries, the Firefly Marine will recover from sulfation capacity loss with only a rare full charge. You can relax in comfort knowing your batteries are not being damaged by undercharging, will continue to work hard for you, and take confidence that the Firefly Marine battery also has unmatched cycle life in these harsh, deep-cycling applications.

Testimonial:

“In preliminary testing I worked the Firefly batteries hard in a real-world (onboard, while cruising off the west coast of Scotland) partial state of charge operation. The goal was to minimize engine run times and optimize electrical system performance in an ‘off-the-grid’ situation with limited recharging opportunities. The kind of operating regime I followed spells death for most lead-acid batteries. In contrast, after two months of intensive cycling the Firefly batteries tested out with 100% of the capacity with which they started. These are encouraging results which, if substantiated over longer periods of time, represent a ‘game changer’ in terms of lead-acid technology and boat electrical systems design. I look forward to collecting more data.” – Nigel