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productreviews

Xtreme Charge XC100

By Chris Cimino #65760

Despite wanting to ride year round, there are times during a Midwest winter when the motorcycle is, sadly, parked for weeks on end waiting for snow to melt or a good rain to wash away sand and salt. During these down times, a battery can discharge quickly unless some precautions are taken. For years, I relied on a battery maintenance unit to keep the charge topped up, at least until I purchased an AGM battery that required a different type of charge. That's the first area the Xtreme Charge XC100 earns its keep. It will work with any lead acid battery, maintenance free, gel or AGM. Simply attach the fuse protected leads and plug it in; the XC100 takes it from there.

The XC100 first runs a diagnostic test to measure the battery's state of charge, displayed in 25% increments. Then, it administers a charge at the appropriate rate to correspond with the battery condition, from 2.5 to 0.2 amps. According to the manufacturer, the XC100 consistently achieved 100% charge in less time

than several competitors, including my Deltran Battery Tender. Once charged to 100%, the XC100 switches to an auto float maintenance mode to hold that level until ready for use. The unit will also indicate if a battery is beyond hope if 100% charge has not been restored within 24 hours, saving time waiting to raise the dead. That is something most maintenance units can't do. Quicker recovery is another area where the XC100 proves its worth.

Even more impressive may be the way the XC100 prepares your battery for charging through pulses that minimize the size of the lead sulfates that inhibit charge retention. The more sulfate crystals that cover the internal plates, the less surface available for the chemical reaction that results in what we know as the battery's charge. PulseTech Products Corp. claims the XC100 agitates the acid through continual electrical pulses, minimizing crystal size to allow more chemical reaction and, thus, charge. In theory, the XC100



should be able to extend your battery's life well beyond the expected life cycle. The manufacturer claims 3-5 times the duty cycle. I promise to submit another review in a few years.

Closer to the present, however, the XC100 may be able to save an aged or revive a previously dead battery. This I was able to test. The battery was the lead acid, maintenance-free OEM unit from our '92 Miata, replaced six years ago in 100 degree heat after finally failing to hold a strong enough charge to engage the

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starter. I could say I keep it as a shop battery to test various 12v systems (I do). But, reality is I'm too lazy to drive it down to the local recycler. Two days later, the battery was 100% and has been starting the car now for three months. I've also been using the XC100 as a maintenance charger for my '01 K1200LT with its four year old AGM battery and have observed faster, shorter starter cranking cycles. I realize these aren't scientific studies conducted in controlled environments. I can't explain the science behind the technology. But, hey, I'm not Paul Glaves or Matt Parkhouse. I just know what I've observed.

At \$99, the XC100 is nearly twice the cost of a Battery Tender. But, considering it works with any lead acid based battery, may extend service duty cycles for the living and even revive the dead, it may just be a bargain. Check out www.XCmotorcycle.com for more information. ●

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