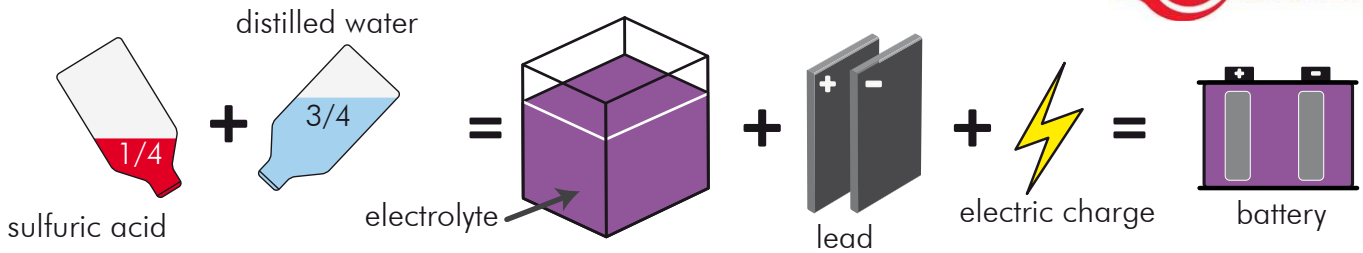
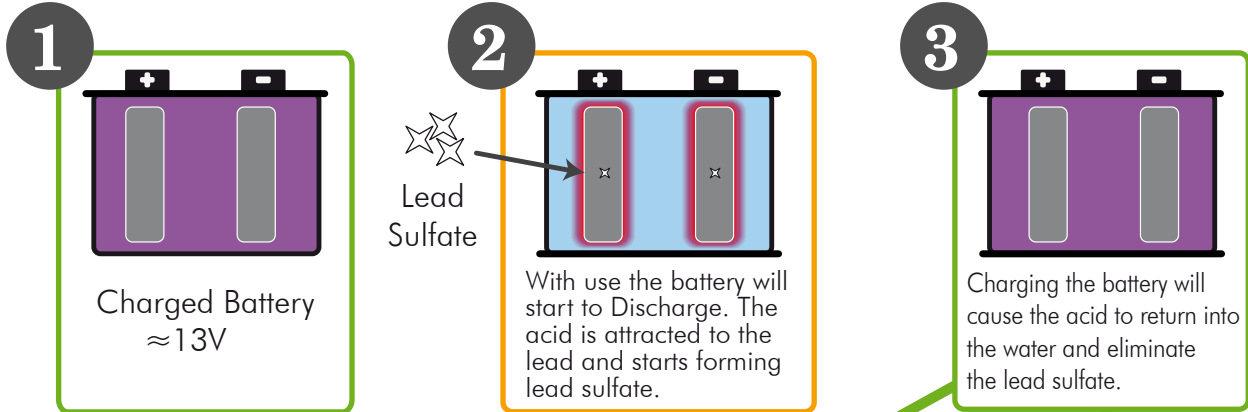


WHY PUT YOUR BOOSTER ON CHARGE AS OFTEN AS POSSIBLE?

Composition of a lead-acid Battery:



How does a lead-acid battery work ?



| | |
|--|----------------------------------------------|
| | Frost temperature of the electrolyte |
| | Charged Battery : - 40°C |
| | Discharged Battery : - 6°C |
| | Density of the electrolyte |
| | Charged Battery : 1.28 kg/dm ³ |
| | Discharged Battery : 1.15 kg/dm ³ |

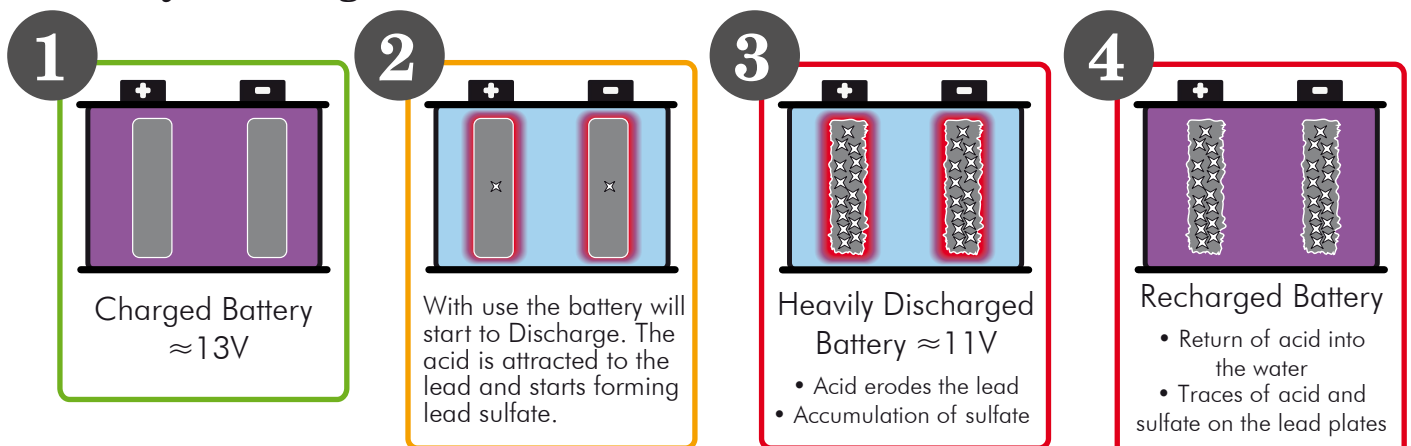
In a vehicle

Immediate charging of the battery through the alternator = Maximum Life Span

With a Jump Starter PROPULSTATION®

Immediate charging of the battery through the PROPULSTATION® Dock = Maximum Life Span

Consequences of several successive Jump Starts before charging, or heavy discharge*:



* Possible Situations which can cause damage: Too many Jump Starts without recharging by consumer, Faulty Alternator, Bad connections, Oxidation, Not charging over long periods... The heavier the discharge and the longer the time before recharge, the more severe the irreversible damage, preventing the current from entering or leaving the lead = Premature death of the battery. Irreversible sulfating begins below 12.4V.

More technical information at www.ceteor.com and www.propulstation.com



LEAVE THE BOOSTER ON CONTINUOUS CHARGE WITH THE ORIGINAL CHARGER TO ENSURE LONG LIFE AND OPTIMISE THE USE OF THE BOOSTER BATTERY