The KDZ-501 and KDZ-651 railway diesel locomotive starting batteries are designed to maximize starting power through low internal resistance. This means excellent cranking capacity for locomotive starting. In addition, the incorporation of more electrolyte in each cell increases the amount of time between battery watering by 50% and lowers the annual cost of battery maintenance. GNB continues to be committed to research and development for product improvements.
ESTABLISHED RELIABILITY AND PERFORMANCE

For over a century, GNB has been a technological leader in the development of industrial lead acid batteries. GNB’s continuing commitment to research and development and listening to what customers need has led to significant improvements in the design of our railway diesel locomotive starting batteries.

SPECIFICATIONS

Tray
» 16 Cell High-Impact Polyethylene Container and Cover

Individual Cell
» Heat-Sealed Eco-Friendly Reprocessed Polypropylene Jar and Cover
» EPDM Rubber Grommet Post Seal

Specific Gravity (nominal) Fully Charged
» 1.250 at 77º F (25º C)

Terminals
» Copper Cored

Separators
» Microporous Polyethylene Material

Electrolyte Reserve (nominal)
» 3.15” Above Plates

Inter-Cell and Inter-Tray Connectors
» Insulated Flexible Cable

Positive Plates
» Low Antimony Alloyed Lead Grids

Negative Plates
» Low Antimony Alloyed Lead Grids

### SPECIFICATIONS TABLE

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Cells per Unit</th>
<th>Plates per Cell</th>
<th>Amp. Hr. Capacities, 1.250 Specific Gravity at 77º F to 1.75 VPC average</th>
<th>Unit Dimensions (±0.25 in or ±6.35 mm)</th>
<th>Approx. Net Weight per Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>KDZ-501</td>
<td>16</td>
<td>21</td>
<td>500</td>
<td>27.38</td>
<td>34.25</td>
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<tr>
<td>KDZ-651</td>
<td>16</td>
<td>27</td>
<td>650</td>
<td>27.38</td>
<td>43.25</td>
</tr>
</tbody>
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Exide reserves the right to make changes to this information at any time.