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Toyota Prius, Honda Civic, other hybrid battery rebuild service 650

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Location **California**
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QR Code Link to This Post We are Hybrid Industries and we take care of everyone

http://hybridindustries.webs.com/

We can rebuild any hybrid we come to you with a rebuilt battery installed, battery pack for Toyota Prius, Honda Civic, Accord Nissan Altima, Toyota Camry etc. Don't settle for less get it done right the work is warrantied with no issues and at a very affordable price, with no hassle warranty, check the website for more information, if anyone has any questions call ask for Patrick.
We have a location in Costa Mesa.

$650- (Most Popular) for a limited time only we are including a 2 year no hassle warranty free of charge

Comments: Every single battery sold is tested thoroughly at-least 8 times on a computer, and then road tested in our test vehicle to make sure the battery system is well calibrated.
The most updated rebuilt "standard" batteries must meet minimum specs such as heat generated, internal resistance, complete balanced battery, output capacity produced at low amperage, output capacity produced at high amperage, input capacity consuming

Also ask about our 6kwhr or 8kwhr lithium upgrade battery system that replaces the factory system
has 20-40 miles of ev range and gets 150mpg in ev mode and 100mpg in phev mode
lithium conversions start at $3800 includes lithium battery, all redisigned case, battery charger, programming computer these are manufactured in japan

When a hybrid battery officially "goes" (gets trouble codes P0A80 or P3006), it depends on both age and mileage (usage), but its probability depends on other factors, such as frequency of driving, length of trips, and temperature. In short there is no way to calculate exactly, but probability depends with age and mileage. Based on experience, we can say that it has been proven by EV Names: first generation, private owned Prius (hybrids) and second generation taxicabs (high mileage). A private owned Prius (about 100k) is prone to battery failure at this point (they are older 10 years old) and second generation taxis (over 200,000 miles) are excellent candidates. Regardless of hybrids' ability to replace battery, it depends on cooling system operation; checkups for private vehicles in our 60k/120k mile service.
As for privately-owned gen 2s with P0A80 or P3006, we've seen a couple 2004/2005s just out of warranty (151k) and this week currently awaiting repair, a 2005 with 260k. (Stay tuned for analysis into the)

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