

Battery Risk Report

Pre-Purchase Battery Risk · Model-Level Assessment

REPORT NUMBER: VC-BR-220200-01



VEHICLE INFORMATION — AS PROVIDED BY WARRENS AUTO SALES

MAKE / MODEL Nissan Note e-POWER	MODEL YEAR 2023 (E13 gen)	POWERTRAIN Series hybrid (e-POWER)
ODOMETER 47,543 km	ASKING PRICE BDS \$52,000	CHASSIS NUMBER E13220200
STATED GRADE "Grade 4.5 / A" (unverified)	ORIGIN Japan import	ASSESSED 22.08.2026

VOLTCHECK BATTERY PURCHASE RISK

MODERATE 37 / 100 — Battery Health Check recommended before purchase



What this says: A young, low-mileage e-POWER on a proven, shallow-cycle battery. The two factors pulling risk up are climate exposure (a passively-cooled pack living in the tropics) and the absence of any transferable warranty. The model is sound; this specific pack is simply unconfirmed until measured.

Factor	Assessment
Battery technology	Favourable
Age-related risk	Low
Mileage-related risk	Low
Usage intensity CONTEXT	≈ 15,848 km/yr — typical private use
Thermal / climate risk	Elevated
Known model issues	Moderate
Warranty protection	High risk — none transferable

Rows marked **context** are shown for your judgement and do not change the score.

VoltCheck recommendation — a Battery Health Check is recommended before purchase, to confirm this individual pack. **Upgrade path:** your BDS \$50 report fee is credited in full toward the BDS \$250 check on this vehicle — BDS \$200 if you proceed.

BATTERY INFORMATION

The Note e-POWER is a series hybrid: the 1.2 L petrol engine runs only as a generator, and an electric motor alone drives the wheels. The traction pack is a small buffer that is constantly topped up, so it cycles shallowly — favourable for longevity. Its one design-level weakness is passive cooling, which makes sustained heat the main ager in a climate like ours.

Chemistry: Lithium-ion (80S)	Nominal voltage: ~289 V
Capacity: ~1.5 kWh (buffer)	Cooling: Passive / air-assisted
Location: Under front seats	Generation: E13 (2021-)

BATTERY WARRANTY

Nissan's original high-voltage battery warranty applied in Japan and, in practice, does not transfer to a private import in Barbados. Unless a seller proves otherwise by chassis number with an authorised dealer, treat this car as having no active manufacturer battery warranty. The realistic assumption for most used Japanese imports: the buyer carries 100% of battery risk from day one.

KNOWN BATTERY CONSIDERATIONS (MODEL-LEVEL, NOT THIS SPECIFIC CAR)

- **12V auxiliary battery drain.** e-POWER has no conventional alternator, so the 12V is charged only while the car runs. Cars that sit tend to go flat — a recently replaced 12V is a good sign.
- **Inverter cooling faults.** the inverter's cooling circuit is a known weak point; neglect can trigger power-reduction events. Coolant condition matters.
- **Gradual capacity taper.** normal with age and heat, and more pronounced in tropical use. Shows up as the engine running more often and falling efficiency.
- **Higher highway fuel use.** a characteristic of the e-POWER system, not a fault.

None of the above means this vehicle has a bad battery — these are the platform's documented considerations to check.

Recall / campaign history

Japanese-market service-campaign records are not publicly verifiable outside Japan and can't be checked by chassis number from Barbados. "No recall found" is not "no recall exists." Ask the seller for Japanese service documents.

On the "Grade 4.5 / A" claim

Auction grade rates **cosmetic & mechanical** condition — not battery health. A genuine Grade A car can still have a tired pack. Ask to see the original auction sheet.

QUESTIONS TO ASK THE SELLER

- Which generation is it — E12 or E13?
- Has the high-voltage battery or the 12V battery ever been replaced or repaired? Documentation?
- Have any hybrid-system, inverter or power-reduction warning lights ever appeared?
- How long has the car been standing since it last ran regularly?

- Can you provide the original Japanese auction sheet?

WHAT THE DASHBOARD CANNOT TELL YOU

The Note e-POWER does not display a true battery state-of-health figure to the driver. A smooth test drive tells you the system works today — not how much usable capacity remains, or whether cells are drifting out of balance. Confirming actual pack condition requires direct measurement: cell-voltage balance, internal resistance, pack temperature under load, and the 12V system. That is precisely what the VoltCheck Battery Health Check performs.

BATTERY REPAIR / REPLACEMENT EXPOSURE

Qualitative exposure: MODERATE. In your favour, the Note's traction pack is small (~1.5 kWh) and comparatively inexpensive next to large full-EV packs, and its shallow cycling helps it last. The variables in Barbados are parts sourcing and labour — an imported pack can carry freight and lead time. The 12V battery is a routine, low-cost item. VoltCheck will publish Barbados-specific replacement ranges as local data accumulates.

VOLTCHECK BARBADOS BENCHMARK

Built from VoltCheck's own Battery Health Checks on this model. **This is the model's local track record — the specific car you're considering is still unknown until tested.**

VoltCheck is building a local track record for the Nissan Note e-POWER from its own Battery Health Checks. Model-level figures publish once 8 comparable units are held.



Machel McCatty

Report prepared by VoltCheck · Christ Church, Barbados



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This report assesses model-level battery risk using the vehicle details provided with the request. It does not measure, assess or certify the state of health or remaining life of the battery in this individual vehicle, and a Low or Moderate rating does not indicate that this specific battery is healthy. Service-campaign records for Japanese-market vehicles cannot be verified from Barbados, so “no recall found” is not “no recall exists.” The VoltCheck Barbados benchmark reflects VoltCheck's own diagnostic history for this model and publishes only once at least 8 comparable units are held. Determining the condition of a specific battery requires diagnostic testing — the VoltCheck Battery Health Check.