2012-2017 Buick Verano - 12V Battery Replacement

2012-2017 Buick Verano | Easy | 30-90 minutes | $180 DIY

TOOLS

10 mm wrench or socket, ratchet, and short extension Battery terminal brush and electrical-safe cleaner Memory saver only if the vehicle procedure permits it Gloves, eye protection, and a small flashlight

PARTS

Replacement 12-volt battery for 2012-2017 Buick Verano; verify group size, CCA, terminal layout, and VIN fitment $180.00 Anti-corrosion terminal protectant or felt washers (optional) $8.00

STEPS

1. **Confirm the correct Group 48 battery for your Verano - The original is a conventional** flooded battery rated around 615 cold-cranking amps, though an AGM of the same group also fits. Photograph the old label for comparison.
2. **Park safely and open the hood - Open the hood and locate the battery at the front-left of** the engine bay, partially covered by the junction block. Put on gloves and eye protection, and keep metal tools away from the terminals while you work.
3. **Expose the battery and inspect the layout - Photograph the terminal positions, the** hold-down clamp, and cable routing. Remove the junction-block cover or any trim over the battery so you can see both terminals clearly, noting how the cover refits.
4. **Disconnect the old battery, negative first - Loosen the negative cable clamp nut with a** 10mm wrench and lift the clamp straight off the post; tuck it where it cannot fall back onto the terminal. Then remove the positive cable the same way.
5. **Remove the hold-down and lift out the old battery - Unbolt the hold-down clamp and lift** it clear, then lift the old Group 48 battery straight up and out - about 45 pounds - and set it on the ground, not on painted panels. Set the new battery into the tray.
6. **Clean and reconnect the cables - Clean both cable clamps with a wire brush, then connect** the positive cable first and the negative cable second, tightening each nut firmly so the clamps cannot rotate.
7. **Verify operation and relearn the throttle - Expect about 13.5 to 14.5 volts across the** terminals with the engine running. The electronic throttle may need a short relearn drive - idle and low-speed response can feel slightly different for the first few miles, which is normal.

TORQUE

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