

# Valtera Battery Test Ceebooks

You Should Know about Battery Testing Skilled Craft Battery Test Computerised Battery Test System Life Cycle Testing of Electric Vehicle Battery Modules LIFE TEST FOR AUTOMOTIVE STORAGE BATTERIES Life Test for Heavy-Duty Storage Batteries Battery Test Manual For Plug-In Hybrid Electric Vehicle Test for Automotive Storage Batteries Chloride Batteries Australia National Learning Corporation Eskom (Firm). Engineering Investigations Division Battery Standards Testing Committee Starter Battery Standards Committee Starter Battery Standards Committee Storage Battery Standards Committee

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the skilled craft battery test passbook prepares you for your test by allowing you to take practice exams in the subjects you need to study it provides hundreds of questions and answers in the areas that will likely be covered on your upcoming exam including but not limited to reasoning analyzing situations problem solving technical knowledge related to automotive electrical mechanical and or technical work and more

this sae recommended practice defines a standardized test method to determine the expected service life in cycles of electric vehicle battery modules it is based on a set of nominal or baseline operating conditions in order to characterize the expected degradation in electrical performance as a function of life and to identify relevant failure mechanisms where possible accelerated aging is not included in the scope of this procedure although the time compression resulting from continuous testing may unintentionally accelerate battery degradation unless test conditions are carefully controlled the process used to define a test matrix of accelerated aging conditions based on failure mechanisms and to establish statistical confidence levels for the results is considered beyond the scope of this document because the intent is to use standard testing conditions whenever possible results from the evaluation of different technologies should be comparable end of life is determined based on module capacity and power ratings this may result in a measured cycle life different than that which would be determined based on actual capacity however this approach permits a battery manufacturer to make necessary tradeoffs between power and energy in establishing ratings for a battery module this approach is considered appropriate for a mature design or production battery it should be noted that the procedure defined in

this document is functionally identical to the usabc baseline life cycle test procedure the life cycle test methods for electric vehicle battery modules provided in sae j2288 are mature and have been used for comparative testing since 1996 the methods are not likely to change in the foreseeable future in addition various other standards documents refer to sae j2288 therefore sae j2288 has been stabilized since sae j1798 2 performance rating of lithium ion electric vehicle battery modules is being developed sae j1798 2 will incorporate corresponding life cycle test methods to maintain consistency with sae j2288

this life test simulates automotive service where the battery operates in a voltage regulated charging system this test subjects the battery to charge and discharge cycles resulting in failure modes comparable to those encountered in automotive service 1the battery is tested in a water bath maintained at 105 5 f 2the test cycle is performed as follows discharge 2 min at 25 a charge a maximum voltage 14 8 b maximum rate 25 a c time 10 min 3the battery is continuously cycled for 100 h for example mon day noon until 4 00 p m friday a switching delay of not more than 10 s is permitted from termination of charge to start of discharge and termination of discharge to start of charge 4the battery is given a 60 h stand on open circuit in the water bath 5discharge battery at a rate equal to its 0 f cold cranking discharge rate in amperes at the battery temperature obtained in paragraph 4 to an end voltage equivalent to 1 20 v per cell or a minimum discharge time of 30 s whichever occurs first 6replace battery on the cycling test without a separate recharge start on the charge portion of the cycle 7the life test shall be considered completed when the battery fails to maintain 1 2 v per cell for a minimum of 30 s on the manual discharge paragraph 5 the point of failure shall be determined by plotting the 30 s discharge voltage values 8water should be added as required during the cycling portion of the test note this test only applies to 12 v batteries of 180 min or less reserve capacity

this sae recommended practice applies to 12 v storage batteries which operate in a voltage regulated charging system it simulates heavy duty applications by subjecting the battery to deeper discharge and charge cycles than those encountered in starting a vehicle the deeper discharge and charge cycles in service may come from a combination of the following conditions a frequent occurrences of total electrical load exceeding the alternator output b frequent occurrences of battery system supplying the electrical loads when the engine is not operating c frequent occurrences of prolonged vehicle storage combined with high vehicle key off loads batteries will be classified into two types for this life test type 1 applies to batteries with reserve capacity of 200 min or less type 2 applies to batteries with reserve capacity greater than 200 min c value for type 1 equals 25 0 c value for type 2 equals 50 0

this battery test procedure manual was prepared fo

this sae standard applies to 12 v automotive storage batteries of 180 min or less reserve capacity this life test simulates automotive service when the battery operates in a voltage regulated charging system it subjects the battery to charge and discharge cycles comparable to those encountered in automotive service other performance and dimensional information is contained in the latest issue of sae j537 this document is

intended as a guide toward standard practice but may be subject to change to keep pace with experience and technical advances

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