

SLOVENSKI STANDARD SIST EN 50342-1:2006/A1:2012

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Svinčeno-kislinske zaganjalne baterije - 1	. del: Splošne	zahteve in	preskusne
metode			

Lead-acid starter batteries - Part 1: General requirements and methods of test

Blei-Akkumulatoren-Starterbatterien - Teil 1: Allgemeine Anforderungen und Prüfungen

Batteries d'accumulateurs de démarrage au plomb - Partie 1: Préscriptions générales et méthodes d'essais (standards.iteh.ai)

Ta slovenski standard je istoveten z: https://standards.iten.av/catalog/standards/sist/81974/c50-5399-4763-ada9bafb3bbfba7e/sist-en-50342-1-2006-a1-2012

ICS:

29.220.20 Kislinski sekundarni členi in Acid secondary cells and baterije batteries

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en

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EUROPEAN STANDARD NORME EUROPÉENNE EUROPÄISCHE NORM

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English version

Lead-acid starter batteries -Part 1: General requirements and methods of test

Batteries d'accumulateurs de démarrage au plomb -Partie 1: Prescriptions générales et méthodes d'essais Blei-Akkumulatoren-Starterbatterien -Teil 1: Allgemeine Anforderungen und Prüfungen

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This amendment A1 modifies the European Standard EN 50342-1:2006; it was approved by CENELEC on 2011-10-17. CENELEC members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this amendment the status of a national standard without any alteration.

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CENELEC

European Committee for Electrotechnical Standardization Comité Européen de Normalisation Electrotechnique Europäisches Komitee für Elektrotechnische Normung

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Foreword

This document (EN 50342-1:2006/A1:2011) has been prepared by the CLC/TC 21X, "Secondary cells and batteries" in cooperation with ZVEI/EUROBAT and is based on different discussions within these organisations.

The following dates are fixed:

-	latest date by which the amendment has to be implemented at national level by publication of an identical national standard or by endorsement	(dop)	2012-10-17
-	latest date by which the national standards conflicting with the amendment have to be withdrawn	(dow)	2014-10-17

This amendment is due to Commission Regulation (EU) No 1103/2010 of 29 November 2010 establishing, pursuant to Directive 2006/66/EC of the European Parliament and of the Council, rules as regards capacity labelling of portable secondary (rechargeable) and automotive batteries and accumulators (OJ L 313, 30.11.2010, p. 3-7).

It aims to amend EN 50342-1:2006 in view of precise definitions of the values of accuracy for capacity and cold cranking. For this purpose, the definition of the labelled capacity must be clearly identified, and a method of sampling the batteries as well as the degree of compliance need to be defined more precisely. Additionally, more precise phrasing for the definition of the needed labels is required.

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2 General requirements

2.1 Identification, labelling

In 2.1 c), **replace** the two hyphenated paragraphs as follows:

- obligatory : nominal capacity C_n (Ah) (see 3.1.2),
- additional on demand reserve capacity $C_{r,n}$ (min) (see 3.1.2),

Replace line d) as follows:

d) obligatory: the nominal cranking current I_{cc} (see 3.1.1);

Add the following after g):

h) label size: the capacity C_{20} and the cold cranking current I_{cc} (A) shall be displayed on a separate label or as text on a combined label (e.g. together with additional information of the producer or type mark). The size of the label shall be at least 3 % of the largest side of the battery. The character size high should be at least 3 mm. The label shall be fixed on one of the four sides or on the lid. A multiple labelling is allowed.

4 General test conditions

4.1 Sampling of batteries STANDARD PREVIEW

Add the following after the last hyphenated paragraph: iten.ai)

Out of different production or sampling lots, 7 batteries shall be selected for testing according to the procedures detailed in 5.1 and 5.3. Six of these batteries shall be used for these tests. In case of equipment failures of technical outliners, one battery can be replaced to repeat one test sequence starting from 5.1.

4.5.1 Batteries filled and charged

Replace the first paragraph as follows:

Initially the batteries are subjected to the following series of tests:

- 1^{st} C_e check,
- 1st cranking performance test;
- 2^{nd} C_e check,
- 2nd cranking performance test;
- 3^{rd} C_e check,
- 3rd cranking performance test.

Replace Table 1 as follows:

Battery ^{a,b}	Subclause	1	2	3	4	5	6		
1 st C _e	5.1 or 5.2	Х	Х	Х	Х	Х	Х		
1 st cranking performance test	5.3	Х	Х	Х	Х	Х	Х		
2 nd C _e	5.1 or 5.2	(X)	(X)	(X)	Х	(X)	(X)		
2 nd cranking performance test	5.3	(X)	(X)	(X)	Х	(X)	(X)		
3 rd C _e	5.1 or 5.2	(X)	(X)	(X)	Х	(X)	(X)		
3 rd cranking performance test	5.3	(X)	(X)	(X)	Х	(X)	(X)		
Endurance Corrosion	5.6 or 5.7	Х							
Endurance Cycling	5.6 or 5.7		Х						
Charge retention	5.5			Х					
Charge acceptance	5.4				Х				
Electrolyte retention	5.10				Х				
Vibration resistance	5.9					Х			
Water consumption ^c	5.8						Х		
NOTE (X) denotes that this test needs to be carried out if the previous same test did not achieve the required levels.									

Table 1 – Test sequence

^a Batteries contain a multiple of individual plates and are produced under large-scale volume. It is inevitable to evaluate the degree of compliance under statistical considerations, so one of the batteries 1 to 6 can be replaced by battery 7 for testing starting from 5.1 or 5.3 in case of unexpected deviations below 90 % C_n or test equipment failures during the test.

^b If RC is needed, it can be tested with additional batteries 42-1:2006/A1:2012

^c The test for water consumption should be applied only to dlows water loss" fand) "very3 low awater loss" vented batteries according to 2.3 and to valve regulated batteries?e/sist-en-50342-1-2006-a1-2012

5 Tests/methods and requirements

5.1 20 hour capacity check C_{e}

Replace 5.1.3 as follows:

5.1.3 The capacity C_e is $C_e = t \times I_n$ (Ah).

Requirements:

From each test sequence, the maximum value across all 6 tests is taken to calculate the mean value of the 20-hour capacity as

$$\overline{C}e = \frac{\sum_{i=1}^{6} Ce_i}{6}$$

The standard deviation is calculated for these data as

$$S = \sqrt{\frac{\sum_{i=1}^{6} (Ce_i - \overline{C}e)^2}{5}}$$

The mean value of the capacity should be as target equal to or greater than the labelled capacity C_n .

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Due to inevitable statistical deviations, the requirement for compliance of 20-hour capacity has to fulfil the following condition.

$$\frac{\overline{(Ce-S)}}{Cn} \ge 0,95$$

5.3 Cranking performance test

In 5.3.3, **replace** the last sentence of the first paragraph as follows:

The voltage $U_{\rm f}$ shall be not less than 7,50 V for every of the 6 tested batteries in at least one sequence.

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