

INTERNATIONAL CENTRE FOR AUTOMOTIVE TECHNOLOGY

[A Division of NATRIP Implementation Society (NATIS), Govt. of India]

Non-Transferable

TEST REPORT

C T O B M 5 1 7 1

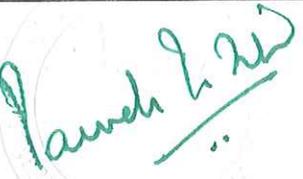
Date: 27.06.2017

- 1.0 NAME AND ADDRESS OF THE: M/s. Eastman Auto and Power Limited
CUSTOMER Khasra No. 315/252/1-4 Nalagarh Pinjore Highway
Nalagarh District Solan (H.P.) 174101, India.
- 2.0 NAME AND ADDRESS OF THE: Same as Sr. No. 1.0
MANUFACTURER
- 3.0 CUSTOMER LETTER REF: IOCS No. CCTNEAPLMFEEG51682 Dated 08-May-2017

- 4.0 DESCRIPTION OF DEVICE UNDER TEST (DUT):
DUT Name : Battery Module, 12 V
Battery Type : Lead Acid Battery
Battery Capacity(Ah) : 83 Ah (Ah in 5 hrs)
Id/Model No. : EM11012ER
Quantity : 06 Nos.(ICAT/CNG-LPG/51682/01-06)
Trade Name : Eastman
Drawing No. : EAP-ER-40-0236



- 5.0 OBJECTIVE OF THE TEST:
To validate the Safety Requirements of Traction Batteries as per AIS: 048 amended up to date
- 6.0 TEST RESULTS:
Please refer the Test requirements and Results in Annexure-I of this report.
- 7.0 CONCLUSION:
The battery specified in Sr. No. 4.0 of this test report met all the test requirements when tested as per AIS: 048 amended up to date.

Prepared By	Checked By		Approved By	
 UDIT KAUL Asst. Manager	 MADHUSUDAN JOSHI Asst. General Manager		 PAMELA TIKKU Sr. General Manager	

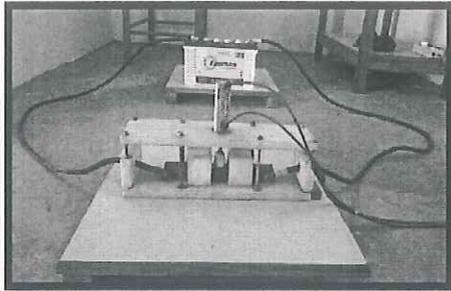
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10. The appropriate local court at Gurgaon shall have the jurisdiction in respect of any dispute, claim or liability arising out of this report.

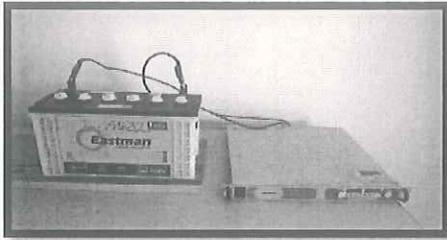
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UDIT KAUL Asst. Manager		MADHUSUDAN JOSHI Asst. General Manager	

Annexure – I

1.0 TEST REQUIREMENTS AND RESULTS:

Cl. No.	Test	Test Requirements	Observations/Results
2.1 Electrical Tests			
2.1.1	Short Circuit test (Test ID:ICAT/CNG-LPG/51682/01)	 <p>Battery Condition: Fully charged (100% SOC), contained at ambient temperature. Apply a hard short in less than one second to the battery module with a conductor specified in the standard. Test Duration: 10 minutes, or until another condition occurs which prevents completion of test (i.e. component melting, etc.) Lab temperature: Not exceeding 30°C</p> <p>Acceptance Criteria: After 2 hours of observation: At the end of the test, there shall be no: a) Physical damage to the casing or mechanical parts. b) Melting of components. c) Fire or explosion. It is acceptable for the battery to become dry at the end of the test.</p>	Ambient temperature : 28°C Conductor of $\leq 5\text{m}\Omega$ was used and short was applied for 10 minutes. No physical damage, explosion or melting observed. Satisfactory.

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<p>2.1.2</p>	<p>Over Charge test (Test ID:ICAT/ CNG-LPG/51682/02)</p>	<div style="text-align: center;">  </div> <p>Battery Condition: Fully charged (100% SOC), contained at ambient temperature at 27±5°C. Duration: 10 hours The battery is to be overcharged at a constant charging current of 0.1 (C₁₀).</p> <p>Acceptance Criteria: At the end of the test, there shall be no: a) Physical damage to the casing or other mechanical parts. b) Melting of components. c) Fire or explosion.</p>	<p>Battery was charged with 09.22A for 10 hours.</p> <p>No physical damage, melting or explosion observed.</p> <p>Satisfactory.</p>
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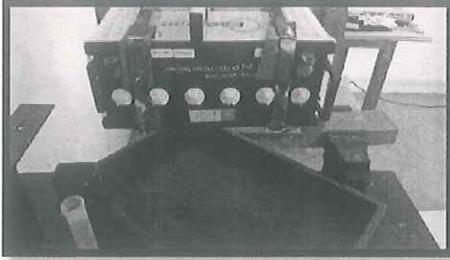
<p><i>Prepared By</i></p> <div style="text-align: center;">  </div> <p>UDIT KAUL Asst. Manager</p>	<div style="text-align: center;">  </div>	<p><i>Checked By</i></p> <div style="text-align: center;">  </div> <p>MADHUSUDAN JOSHI Asst. General Manager</p>	<p>Page 4 of 7 + Dwg(01) [51682]</p>
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2.2 Mechanical Tests			
2.2.1	Vibration test (Test ID: ICAT/ CNG-LPG/51682/03)	 <p>Battery Condition: Fully charged (100% SOC), contained at ambient temperature, firmly held on the vibration table in vehicle mounting position. Axis: Vertical and Horizontal axis, with battery positioned in longitudinal direction. Acceleration: 3 g (sinusoidal vibration) Frequency: 30-150 Hz Sweep rate: 1 octave per minute Duration: 2 hours in each axis Immediately after the test, discharge the battery at room temperature not exceeding 30°C, at the rate of $I = 0.2 \times \text{Battery capacity}(C_5)$</p> <p>Acceptance Criteria: During test, there shall be no electrolyte loss. The deterioration of battery rated capacity during discharging shall not be more than 10%. At the end of the test, there shall be no: a) Physical damage to the casing or other mechanical parts b) Fire or explosion</p>	<p>No electrolyte loss observed during test.</p> <p>Immediately after the test, battery was discharged at 16.60A And deterioration observed was not more than 10%.</p> <p>No physical damage or explosion observed.</p> <p>Satisfactory.</p>

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<p>2.2.2</p>	<p>Shock test (Test ID: ICAT/CNG-LPG/51682/04)</p>	<div style="text-align: center;">   </div> <p>Battery Condition: Fully charged (100% SOC), contained at ambient temperature not exceeding 30°C, firmly held on the vibration table in vehicle mounting position.</p> <p>Axis: Vertical and Horizontal axis, with battery positioned in longitudinal direction.</p> <p>Acceleration: 30 g (half-sine wave)</p> <p>No. of shocks: 10 in each axis</p> <p>Duration: 15 ms of each shock</p> <p>Immediately after the test, discharge the battery at room temperature, at the rate of $I = 0.2 \times \text{Battery capacity}(C_5)$</p> <p>Acceptance Criteria:</p> <p>The deterioration of battery rated capacity during discharging shall not be more than 10%.</p> <p>At the end of the test, there shall be no:</p> <ol style="list-style-type: none"> Physical damage to the casing or other mechanical parts Fire or explosion. 	<p>Immediately after the test, battery was discharged at 16.60A and deterioration observed was not more than 10%.</p> <p>No physical damage or explosion observed.</p> <p>Satisfactory.</p>
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<p>2.2.3</p>	<p>Roll-Over Test (Battery Module) (Test ID: ICAT/CNG-LPG/51682/05)</p>	 <p>Rotate the battery module one complete revolution in one direction, for one minute in a continuous, slow-roll fashion, and observe leakage, if any. Then rotate the battery module in 90° increments in same direction for one full revolution. Hold the battery module for one hour at each position. Acceptance Criteria: The volume of electrolyte spilled in each position shall not be more than 25 ml per module.</p>	<p>Spillage observed was less than 25ml in each position. Satisfactory.</p>
<p>2.2.4</p>	<p>Penetration Test (Test ID: ICAT/CNG-LPG/51682/06)</p>	 <p>The battery module shall be penetrated with a mild steel (conductive) pointed rod, which will be electrically insulated from the test fixture. Rate of penetration: 8 cm/s. Diameter of Rod: 20mm Orientation of penetration: perpendicular to the electrode plates. Minimum Depth of penetration: Through three cells or 100 mm The battery should be observed, with the rod remaining in place, for a minimum of one hour after the test. Acceptance Criteria: At the end of the test, there shall be no: a) Melting of components. b) Fire or explosion.</p>	<p>After penetration, up to a depth through three cells with a pointed mild steel rod of diameter 20mm, electrically insulated from the test fixture, no explosion, no fire and no melting observed. Satisfactory.</p>

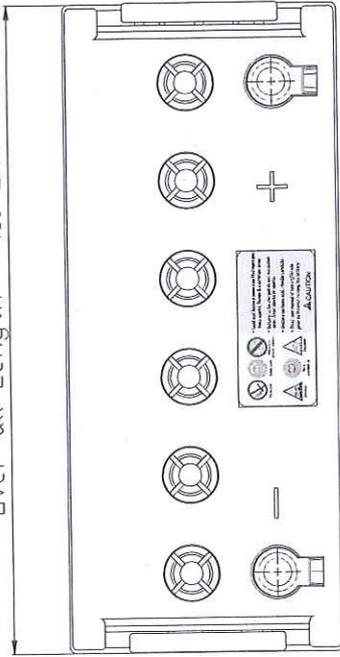
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Test report no:- CTOBMS17A

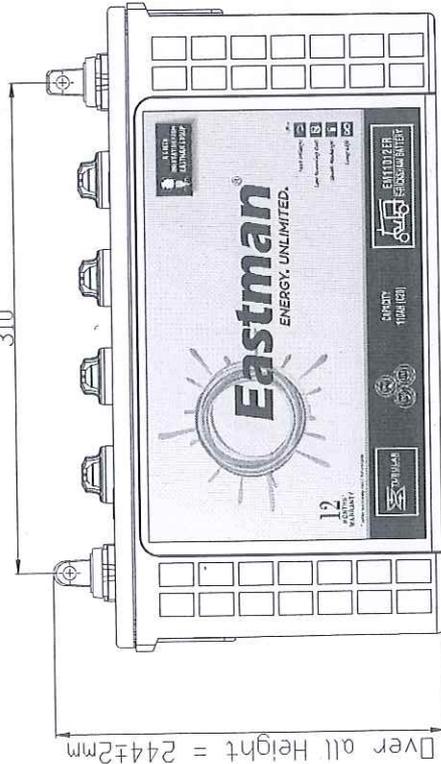
Dated:- 27.06.2017

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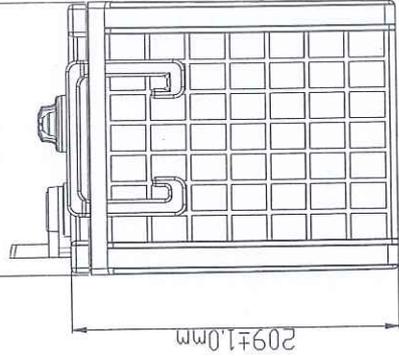
Over all Length = $410 \pm 2 \text{mm}^*$



310



Over all width = $172 \pm 2 \text{mm}$



209 ± 1.0mm

Note :-
Battery Should be Free from dent, scratches , dust etc

REV.	DATE	DESCRIPTION				INITIALS
Material :-		2016	NAME	SIGN	DATE	Eastman Auto & Power Ltd. Nalagarh - HP - India
		DRN	M.K		05/05/2017	
		CHD	R.K		05/05/2017	
Finish :-	Smooth	APPD.	MDS		05/05/2017	FINISH BATTERY (EM11012ER)
Scale :-	Scale					Drg. No. :- EAP-ER-40-0236 Rev. 0
GENERAL TOLERANCE (mm) UNLESS OTHERWISE SPECIFIED						
BEYOND (>)						
(<)						
BELOW (±)						
0	1	0.05				
1	6					
6	30					
30	80					
80	300					
300	600					