

**MAINTENANCE
INSTRUCTION**

LEAD-ACID BATTERIES

TABLE OF CONTENTS

A. GENERAL DESCRIPTION	5
A.1. INTRODUCTION	5
A.2. MAIN CHARACTERISTICS	6
A.3. ASSEMBLY DESCRIPTION AND OPERATION	7
A.3.1. USE OF BATTERY IN FLOATING MODE	8
A.4. PARTS LIST	9
A.4.1. 8 CELL BATTERY BLOCK (SEE FIGURE A-4)	9
B. DISASSEMBLY, ASSEMBLY AND COMMISSIONING	10
B.1. SAFETY MEASURES	10
B.2. DISASSEMBLY	10
B.3. ASSEMBLY	10
B.4. COMMISSIONING	11
B.5. STORAGE AND TRANSPORT	11
C. MAINTENANCE	12
C.1. INDEX MAINTENANCE OPERATIONS	12
ANNEX 1. MANUFACTURER'S MANUAL	12

A. GENERAL DESCRIPTION

A.1. INTRODUCTION

Batteries are used for supplying the starting motors of the diesel engine and the low voltage control circuits necessary for the diesel engine starting as the fuel pump circuit. Besides, the battery supplies low voltage, when the diesel engine is at standstill, to the turbo pump circuit (that shall run before starting the diesel engine and after stopping it, for turbo lubrication and cooling) and to the other low voltage circuits. In Figure A-1 is shown the electric diagram of the locomotive battery circuit.

Once the diesel engine is started, the supply power of low voltage is obtained from the auxiliary generator whose output is 74 volts. The auxiliary generator also charges the batteries through the charging unit

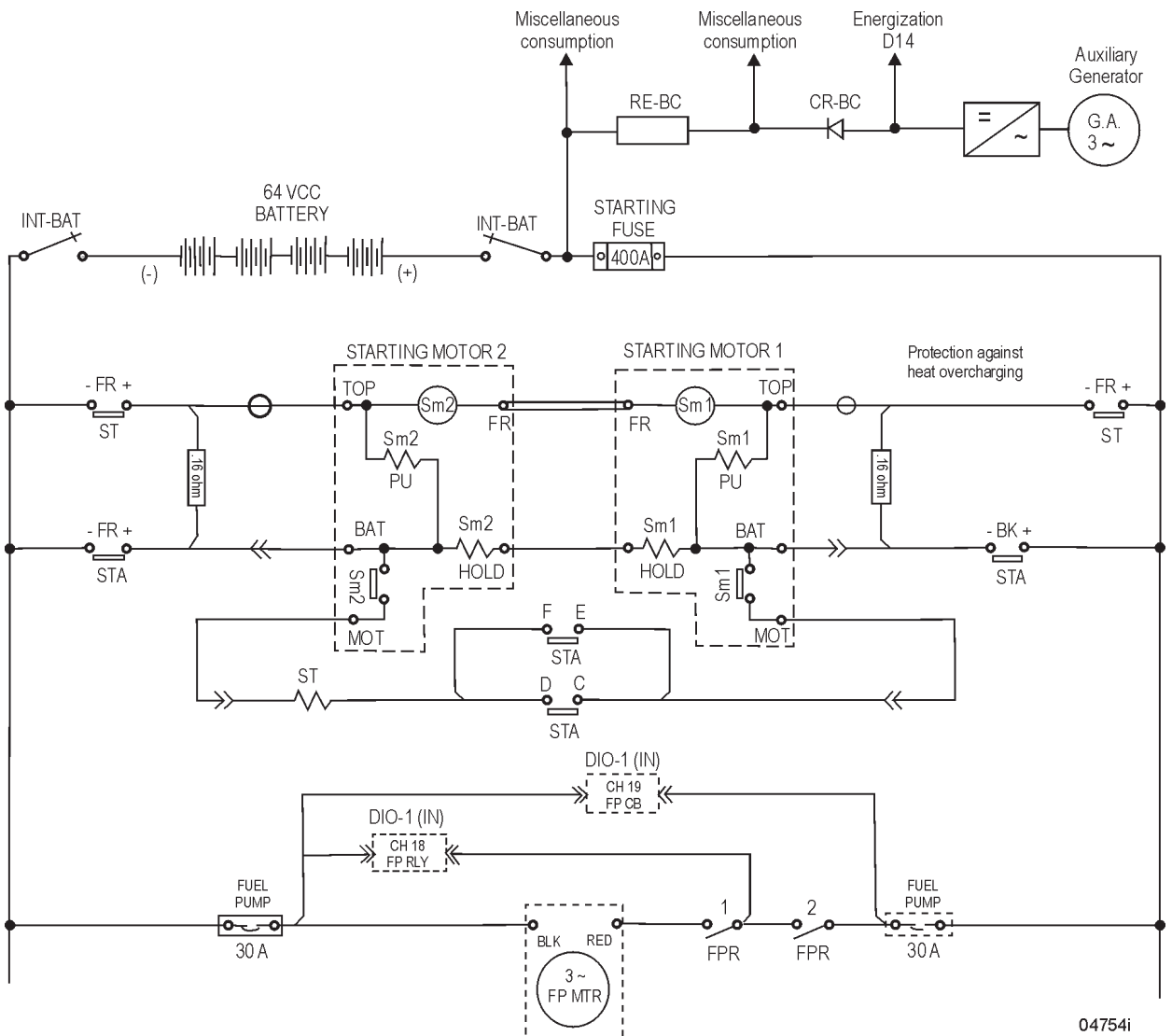


Figure A-1. Electric Diagram of the Battery Circuit

LEAD-ACID BATTERIES*July 2014***A.2. MAIN CHARACTERISTICS**

Type	Sealed Lead Battery
Model	MARATHON L2V425V0
Number of cells (4 cases of 8 cells)	32
Nominal Voltage per Cell	2 V
Battery Nominal Voltage	64 V
Nominal Capacity (C5Ah)	425 Ah
Cell Weight	30 kg
Weight per Case (8 cells)	240 kg

A.3. ASSEMBLY DESCRIPTION AND OPERATION

Batteries are electro-chemical systems used for supplying energy to electric and electronic equipment. The chemical energy stored in a battery is converted into electric energy when the battery is discharged. Resulting electric current is directly produced by chemical reactions that take place within the battery. The quantity of available electric energy is a function of the efficiency and inherent potential of the electrochemical reactions as well as the quantity of active material in the battery.

The battery type used is L2V470 Marathon sealed lead battery model .

The 32 cells that make up the battery are fitted on 4 racks of 8 cells each one as shown on Figure A-2.

Sealed lead accumulators do not require water filling. Pressure valves are used for closing the battery and allow the exhaust of the gases produced by the electro-chemical battery reaction. Actually, in order to open the battery it would be necessary to destroy the valve.

Inside the rack, cells are connected by means of copper rigid connections. Racks are connected in series with multi-wire copper cable flexible connections.

Nominal battery capacity in 5 discharging hours up to a final voltage of 32 V (V/cell) is C5 Ah = 470 Ah.

NOTE

The nominal capacity of a cell is defined by the manufacturer as C5 Ah and the minimum guaranteed capacity that a new cell, charged in specific conditions, shall supply when it is discharged with 0.2C5A in 5 hours, at a 20 +/- 5 °C temperature and up to a final voltage of 1 volt. Charge and discharge values are expressed in Amperes (A) with multiple fraction of C5.

For example: 0.2 C5A means 20 A for a 100 Ah cell.

A.3.1. Use of Battery in Floating Mode

In the locomotive, battery charge is carried out in floating mode.

The floating mode is characterized by a permanent maintenance of the battery under a charge voltage called floating, coming from the output of the locomotive auxiliary generator, in order to supply the battery with a current that compensates the self-charging. By this way, the charging condition of the battery is maintained at 100% of its capacity.

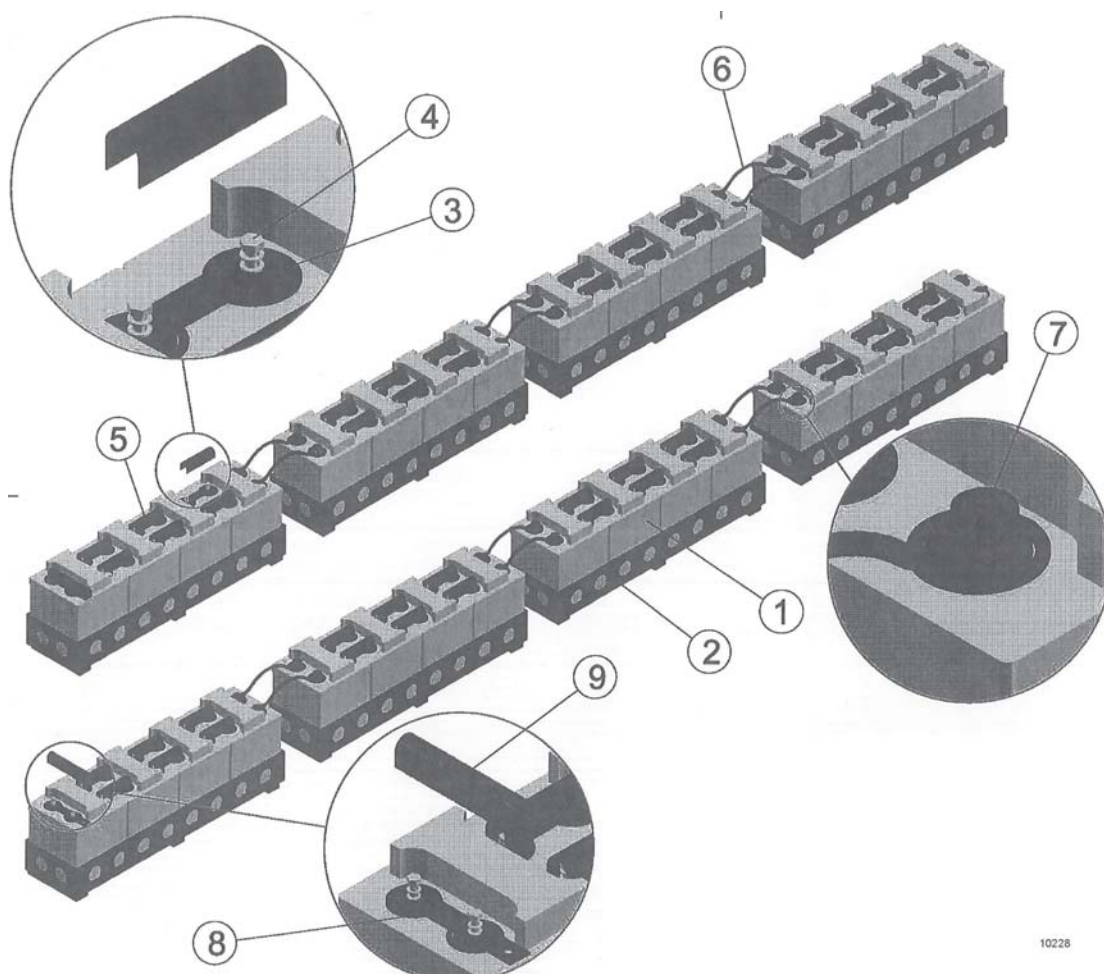
According to the internal resistance variation in relation to environment temperature, it is recommended to adjust the floating voltage as per the electrolyte temperature.

For adjusting the floating voltage depending on the temperature, a temperature sensor is located in the battery case receptacle. This sensor (BTA) operates on the voltage regulator that controls the energization of the locomotive auxiliary generator used for battery charging.

In Figure 3 of the Annex 1 is shown how the charging voltage of a cell shall be changed depending on the electrolyte temperature, measured by the BTA sensor in the battery box (proportional to electrolyte temperature).

A.4. PARTS LIST

Item	DESCRIPTION	QTY	VOSSLOH REFERENCE	TECNIBAT / EXIDE REFERENCE
Fig. A-2	32 x L2V470	4	BB14649401000	0732A3102425E1
1	Battery cell	32		L2V425V0
2	Battery Box	8		0732A3102425E1-2
3	Pole connection U2-88/150	48		CR150008808200A
4	Kit M8-P (screws + washers)	128		ZC16145373
5	Connection Protector PU-150	48		ZC16145122
6	Cable RZ1-K (95mm x 200 mm)	12		CC095030008PALA
7	Connection Protector	28		ZC16145353
8	Pole connection U3-40/240	2		ZC16145123
9	Connection Protector PU-200	2		CR240012008200A


Figura A-2 Cell Battery Block

B. DISASSEMBLY, ASSEMBLY AND COMMISSIONING**CAUTION**

BEFORE ASSEMBLING OR DISASSEMBLING A BATTERY IN THE LOCOMOTIVE, MAKE SURE THAT THE BATTERY SWITCH IS DISCONNECTED.

B.1. SAFETY MEASURES

Follow indications stated in introduction of Annex 1.

B.2. DISASSEMBLY

See Figure B-1:

1. Disconnect the battery switch.
2. Disconnect the connecting cables to the positive and negative battery terminals.
3. Disconnect cables connecting cables between cases.
4. Loose the screws of the stops that fix the cases to the battery box structure.
5. Take out the cases, preventing them from turning them over.

NOTE

Use lifting equipment capable to bear the case weight (forklift, lifting table, etc.).

B.3. ASSEMBLY**CAUTION**

DO NOT PLACE OR DROP METAL OBJECTS ON THE UPPER PART OF THE BATTERY IN ORDER TO AVOID POTENTIAL SHORT-CIRCUITS.

CAUTION

LOOSE CONNECTIONS MAY CAUSE AN ERRONEOUS BEHAVIOUR OF THE BATTERY AND/OR DAMAGES ON THE BATTERY.

NOTE

Use a lifting equipment capable of supporting the weight of a battery case.

Assembly drawing: BB14649400000

LEAD-ACID BATTERIES*July 2014*

- Ensure that the battery switch located in the electric cabinet is disconnected.
- Clean the receptacle where the battery is fitted in.
- Place cases on its position and fix to the battery box by means of the corresponding stops. Tighten screws of the stops at the tightening torques indicated in the assembly drawing BB04449400000.
- Connect connecting cables between cases and connecting cables to the locomotive. Start always by the rack where is located the positive terminal of the battery.
- Tighten all connections in a safe way (tightening torque: 8+/-1 Nm for M8 screws).
- Connections and connection terminals shall be protected against corrosion by means of a neutral vaseline covering.
- Make sure the cells are correctly interconnected in each case.
- Place the protections of the connecting terminals on all connections.
- Do not leave any tool or metallic part on the batteries.

B.4. COMMISSIONING

Follow the indications stated in Section 1 of the Annex 1.

B.5. STORAGE AND TRANSPORT

Follow the indications stated in Section 6 and 7 of the Annex 1.

C. MAINTENANCE**C.1. INDEX MAINTENANCE OPERATIONS**

Follow indications stated in Section 3 of the Annex 1.

ANNEXES

- **MANUFACTURER'S MANUAL**
- **HANDBOOK FOR STATIONARY AGM.VRLA BATTERIES- PART 2:
INSTALLATION, COMMISSIONING AND OPERATION**
- **INSTRUCTIONS FOR THE SAFE HANDLING OF LEAD-ACID BATTERIES**

Operating Instruction

Stationary valve regulated lead-acid batteries

Nominal data

- Nominal voltage U_N : 2.0V x number of cells
- Nominal capacity $C_N = C_{10}; C_{20}$: 10 h; 20 h discharge (see type plate on cells/blocks and technical data in these instructions)
- Nominal discharge current $I_N = I_{10}; I_{20}$: $C_N / 10$ h; $C_N / 20$ h
- Final discharge voltage U_f : see technical data in these instructions
- Nominal temperature T_N : 20° C; 25° C

Assembly and CE-marking by: _____ EXIDE Technologies order no.: _____ date: _____

Commissioned by: _____ date: _____

Security signs attached by: _____ date: _____



- Observe these Instructions and keep them located near the battery for future reference! Work on the battery should only be carried out by qualified personnel!



- Do not smoke!
- Do not use any naked flame or other sources of ignition. Risk of explosion and fire!



- While working on batteries wear protective eye-glasses and clothing.
- Observe the accident prevention rules as well as EN 50272-2 and EN 50110-1.



- Any acid splashes on the skin or in the eyes must be flushed with plenty of water immediately. Then seek medical assistance. Spillages on clothing should be rinsed out with water.



- Explosion and fire hazard, avoid short circuits.



- Electrolyte is very corrosive. In normal working conditions contact with electrolyte is impossible. If the cell or block container is damaged do not touch the exposed electrolyte because it is corrosive.



- Cells and blocks are heavy. Always use suitable handling equipment for transportation.
- Handle with care because cells/blocks are sensitive to mechanical shock.



- Caution! Metal parts of the battery are always alive, therefore do not place items or tools on the battery!



- Keep children away from batteries.

Non-compliance with operating instructions, installations or repairs made with other than original accessories and spare parts or with accessories and spare parts not recommended by the battery manufacturer or repairs made without authorization (e. g. opening of valves) render the warranty void.



Spent batteries have to be collected and recycled separately from normal household wastes (EWC 160601). The handling of spent batteries is described in the EU Battery Directive (91/157/EEC) and their national transitions (UK: HS Regulation 1994 No. 232, Ireland: Statutory Instrument No. 73/2000). Contact your supplier to agree upon the recollection and recycling of your spent batteries or contact a local and authorized Waste Management Company.



Stationary valve regulated lead acid batteries do not require topping-up water. Pressure valves are used for sealing and cannot be opened without destruction.

AGM-Type	10-32x0.425	G-M5	F-M6	M-M6	M-M8	F-M8
Marathon L	--	--	--	6 Nm	8 Nm	20 Nm
Marathon M/M-FT	6 Nm	--	11 Nm	6 Nm	--	--
Sprinter P	--	--	--	6 Nm	8 Nm	--
Sprinter S	--	--	11 Nm	--	--	--
Powerfit S300	--	5 Nm	--	--	--	--
Powerfit S500	--	--	--	6 Nm	8 Nm	--

Gel-Type	G-M5	F-M5	G- M6	A	F-M8	F-M10
A 400	5 Nm	--	6 Nm	8 Nm	--	17 Nm
A 500	5 Nm	--	6 Nm	8 Nm	--	--
A 600 cells	--	--	--	--	20 Nm	--
A 600 blocks	--	--	--	--	12 Nm	--
A 700	--	6 Nm	--	--	20 Nm	--

All torques apply with a tolerance of ± 1 Nm

Table 1: Torque

1. Start Up

Check all cells/blocks for mechanical damage, correct polarity and firmly seated connectors. Torques as shown in table 1 apply for screw connectors.

Before installation the supplied rubber covers should be fitted to both ends of the connector cables (pole covers).

Control of insulation resistance:

New batteries: > 1M Ω

Used batteries: > 100 Ω /Volt

Connect the battery with the correct polarity to the charger (pos. pole to pos. terminal). The charger must not be switched on during this process, and the load must not be connected. Switch on charger and start charging following instruction no. 2.2.

2. Operation

For the installation and operation of stationary batteries EN 50 272-2 is mandatory.

Battery installation should be made such that temperature differences between individual units do not exceed 3 degrees Celsius (Kelvin).

2.1 Discharge

Discharge must not be continued below the voltage recommended for the discharge time.

Deeper discharges must not be carried out unless specifically agreed with the manufacturer. Recharge immediately following complete or partial discharge.

2.2 Charging

All charging must be carried out according to DIN 41773 (IU-characteristic with limit values: I-constant: $\pm 2\%$; U-constant: $\pm 1\%$).

Depending on the charging equipment, specification and characteristics alternating currents flow through the battery. Alternating currents and the reaction from the loads may lead to an additional temperature increase of the battery, and strain the electrodes with possible damages (see 2.5) which can shorten the battery life. Depending on the installation charging (acc. to EN 50272-2) may be carried out in following operations.

a.) Standby Parallel Operation

Here, the load, battery and battery charger are continuously in parallel. Thereby, the charging voltage is the operation voltage and at the same time the battery installation voltage. With the standby parallel operation, the battery charger is capable, at any time, of supplying the maximum load current and the battery charging current. The battery only supplies current when the battery charger fails. The charging voltage should be set **acc. to table 2** measured at the end terminals of the battery.

	Float voltage [Vpc]	Nominal temp. [° C]
Marathon L	2.27	20
Marathon M	2.27	25
Sprinter P	2.27	25
Sprinter S	2.27	25
Powerfit S 300	2.27	20
Powerfit S 500	2.27	20
A 400	2.27	20
A 500	2.30	20
A 600	2.25	20
A 700	2.25	20

Table 2: Float voltage

To reduce the charging time a boost charging stage can be applied in which the charging voltage **acc. to table 3** can be adjusted (standby-parallel operation with boost recharging stage). Automatic change over to charging voltage **acc. to table 2** should be applied.

	Voltage on boost charge stage [Vpc]	Nominal temp. [° C]
Marathon L	2.35-2.40	20
Marathon M	2.35-2.40	25
Sprinter P	2.35-2.40	25
Sprinter S	2.35-2.40	25
Powerfit S 300	2.35-2.40	20
Powerfit S 500	2.35-2.40	20
A 400	2.37-2.40	20
A 500	2.40-2.45	20
A 600	2.35-2.40	20
A 700	2.35-2.40	20

Table 3: Voltage on boost charging stage

b.) Buffer operation

With buffer operation the battery charger is not able to supply the maximum load current at all times. The load current intermittently exceeds the nominal current of the battery charger. During this period the battery supplies power. This results in the battery not fully charged at all times. Therefore, depending on the load the charge voltage must be set **acc. to table 4**. This has to be carried out in accordance with the manufacturers instructions.

	Voltage in buffer operation [Vpc]	Nominal temp. [° C]
Marathon L	2.27	20
Marathon M	2.29-2.33	25
Sprinter P	2.30	25
Sprinter S	2.29-2.33	25
Powerfit S 300	2.27	20
Powerfit S 500	2.27	20
A 400	2.27	20
A 500	2.30-2.35	20
A 600	2.27-2.30	20
A 700	2.27-2.30	20

Table 4: Charge voltage in buffer operation

c.) Switch-mode operation

When charging, the battery is separated from the load. The charge voltage of the battery must be set **acc. to table 3** (max. values). The charging process must be monitored. If the charge current reduces to less than 1.5A/100Ah nominal capacity, the mode switches to float charge **acc. to item 2.3** or it switches after reaching the voltage value **acc. to table 3**.

d.) Battery operation (charge-/discharge operation)

The load is only supplied by the battery. The charging process depends on the application and must be carried out in accordance with the recommendations of the battery-manufacturer.

2.3 Maintaining the full charge (float charge)

Devices complying with the stipulations under DIN 41773 must be used. They are to be set so that the average cell voltage is **acc. to table 2**.

2.4 Equalizing charge

Because it is possible to exceed the permitted load voltages, appropriate measures must be taken, e.g. switch off the load. Equalizing charges are required after deep discharges and/or inadequate charges. They can be carried out with 2.40 Vpc (A 500: 2.45 Vpc) for up to 48 hours and with unlimited current. The cells / bloc temperature must never exceed 45° C. If it does, stop charging or revert to float charge to allow the temperature to drop.

2.5 Alternating currents

When recharging up to 2.40 Vpc under operation modes 2.2 the actual value of the alternating current is occasionally permitted to reach 10A (RMS)/100Ah nominal capacity. In a fully charged state during float charge or standby parallel operation the actual value of the alternating current must not exceed 5 A (RMS) /100 Ah nominal capacity.

2.6 Charging currents

The charging currents are not limited during standby parallel operation or buffer operation without recharging stage. The charging current should range between the values given in **table 5** (guide values).

In cycling operation, the maximum current values as shown in **table 5** must not be exceeded.

	Charging current
Marathon L	10 to 30 A per 100Ah
Marathon M	10 to 35 A per 100Ah
Sprinter P	10 to 30 A per 100Ah
Sprinter S	10 to 35 A per 100Ah
Powerfit S 300	10 to 30 A per 100Ah
Powerfit S 500	10 to 30 A per 100Ah
A 400	10 to 35 A per 100Ah
A 500	10 to 35 A per 100Ah
A 600	10 to 35 A per 100Ah
A 700	10 to 35 A per 100Ah

Table 5: Charging currents

2.7 Temperature

The recommended operation temperature range for lead acid batteries is 10° C to 30° C (best: nominal temperature ± 5K). Higher temperatures will seriously reduce service life. Lower temperatures reduce the available capacity. The absolute maximum temperature is 55° C and should not exceed 45° C in service. All technical data refer to a nominal temperature of 20° C and 25° C respectively.

2.8 Temperature related charge voltage

The temperature related adjustment has to be carried out **acc. to the following figures 1 to 5**. An adjustment of the charge voltage must not be applied within a specified temperature range as shown in **table 6**.

	No adjustment within temperature range
A 400	15° C to 35° C
A 500	15°C to 35° C
A 600	15° C to 35° C
A 700	15° C to 35° C

Table 6: Temperature range without voltage adjustment

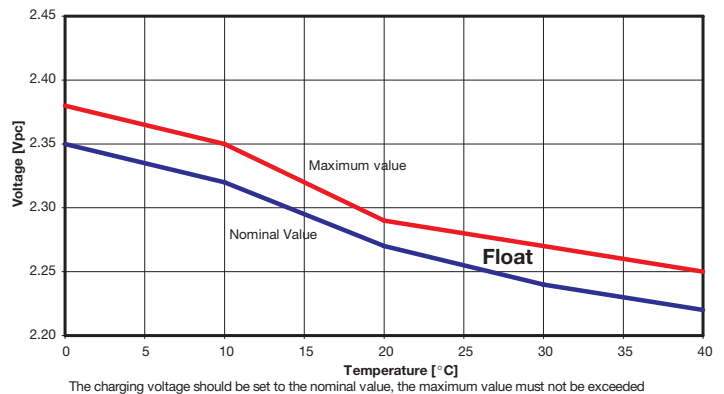


Fig. 1: Marathon L and Powerfit S; charging voltage vs. temperature

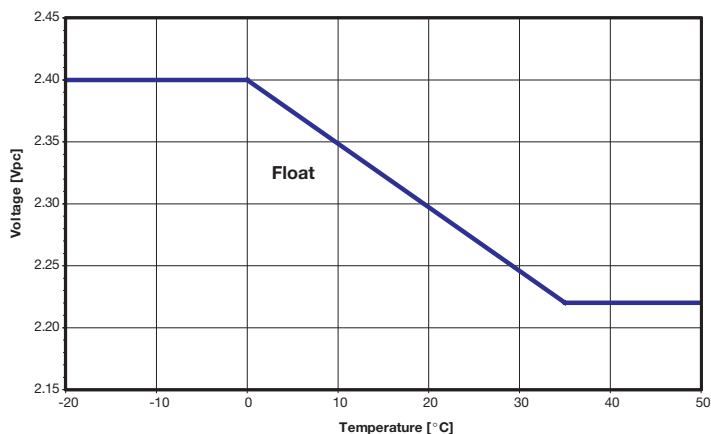


Fig. 2: Marathon M, Sprinter P, Sprinter S; charging voltage vs. temperature

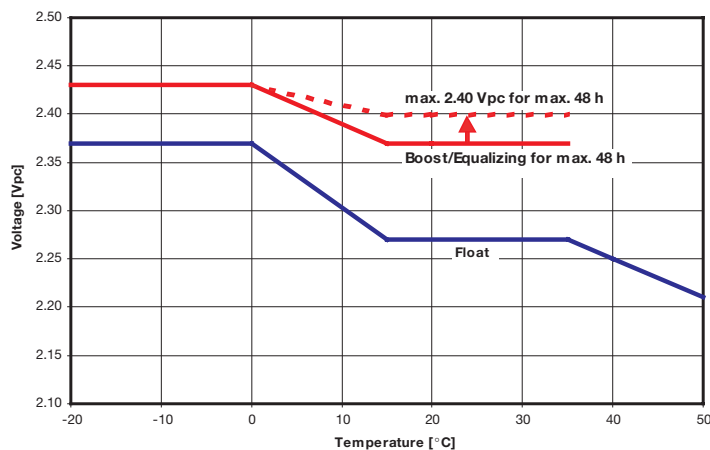


Fig. 3: A 400; charging voltage vs. temperature

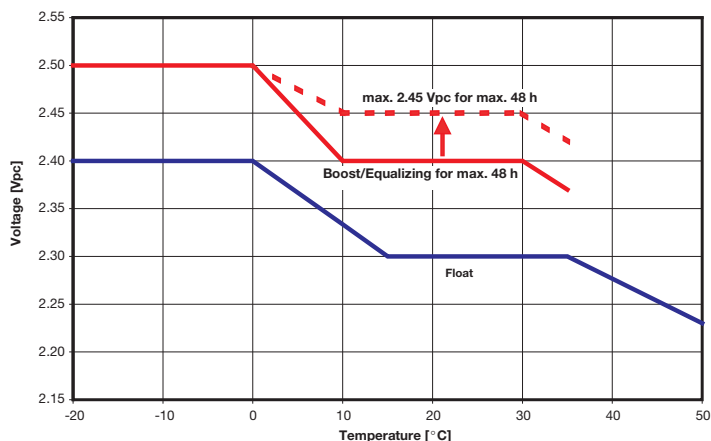


Fig. 4: A 500; charging voltage vs. temperature

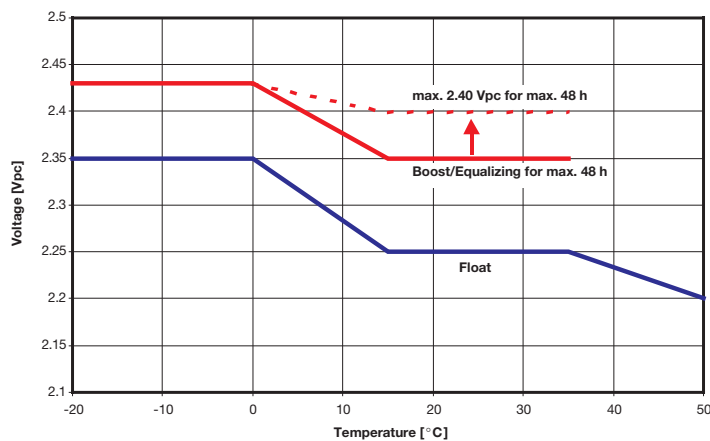


Fig. 5: A 600, A 700; charging voltage vs. temperature

2.9 Electrolyte

The electrolyte is diluted sulphuric acid and fixed in a glass mat for AGM products or in a gel for Sonnenschein products.

3. Battery maintenance and control

Keep the battery clean and dry to avoid creeping currents. The cleaning should be carried out acc. to the information leaflet „Cleaning of batteries“ published by ZVEI (German Electrical and Electronic Manufacturer Association, Working Group „Industrial Batteries“). Plastic parts of the battery, especially containers, must be cleaned with pure water without additives.

At least every 6 month measure and record:

- Battery voltage
- Float voltage of several cells/blocks
- Surface temperature of several cells/blocks
- Battery-room temperature

Annual measurement and recording:

- Battery voltage
- Float voltage of all cells / blocks
- Surface temperature of all cells/blocks
- Battery-room temperature
- Insulation-resistance acc. to DIN 43539 part1

If the cell or block voltage differ from the average float charge voltage by more than the values given in table 7, or if the surface temperature difference between cells / blocks exceeds 5K, the service agent should be contacted.

Deviations of the battery voltage from the value given in **table 2** (acc. to the number of cells) must be corrected.

Annual visual check:

- Screw-connections
- Screw-connections without locking devices have to be checked for tightness
- Battery installation and arrangement
- Ventilation

4. Tests

Tests have to be carried out according to IEC 60896-21, DIN 43539 part 1. Special instructions like DIN VDE 0107 and EN 50172 have to be observed.

Capacity test

In order to make sure the battery is fully charged IU-charge methods as shown in **table 8** can be applied depending on the different battery types. The current available to the battery must be between 10A /100Ah and 35A/ 100Ah of the nominal capacity.

	2V	4V	6V	8V	12V
Marathon L	+0.2/-0.1	--	+0.35/-0.17	--	+0.49/-0.24
Marathon M	--	--	+0.35/-0.17	--	+0.49/-0.24
Sprinter P	--	--	+0.35/-0.17	--	+0.49/-0.24
Sprinter S	--	--	+0.35/-0.17	--	+0.49/-0.24
Powerfit S 300	--	--	+0.35/-0.17	--	+0.49/-0.24
Powerfit S 500	--	--	+0.35/-0.17	--	+0.49/-0.24
A 400	--	--	+0.35/-0.17	--	+0.49/-0.24
A 500	+0.2/-0.1	+0.28/-0.14	+0.35/-0.17	+0.40/-0.20	+0.49/-0.24
A 600	+0.2/-0.1	--	+0.35/-0.17	--	+0.49/-0.24
A 700	--	+0.28/-0.14	+0.35/-0.17	--	--

Table 7: Criteria for voltage measurements

	Option 1	Option 2
Marathon L	2.27 Vpc ≥ 48 hours	2.40 Vpc ≥ 16 h (max. 48h) followed by 2.27 Vpc ≥ 8h
Marathon M	2.27 Vpc ≥ 48 hours	2.40 Vpc ≥ 16 h (max. 48h) followed by 2.27 Vpc ≥ 8h
Sprinter P	2.27 Vpc ≥ 48 hours	2.40 Vpc ≥ 16 h (max. 48h) followed by 2.27 Vpc ≥ 8h
Sprinter S	2.27 Vpc ≥ 48 hours	2.40 Vpc ≥ 16 h (max. 48h) followed by 2.27 Vpc ≥ 8h
Powerfit S 300	2.27 Vpc ≥ 48 hours	2.40 Vpc ≥ 16 h (max. 48h) followed by 2.27 Vpc ≥ 8h
Powerfit S 500	2.27 Vpc ≥ 48 hours	2.40 Vpc ≥ 16 h (max. 48h) followed by 2.27 Vpc ≥ 8h
A 400	2.27 Vpc ≥ 48 hours	2.40 Vpc ≥ 16 h (max. 48h) followed by 2.27 Vpc ≥ 8h
A 500	2.30 Vpc ≥ 48 hours	2.45 Vpc ≥ 16 h (max. 48h) followed by 2.30 Vpc ≥ 8h
A 600	2.25 Vpc ≥ 72 hours	2.40 Vpc ≥ 16 h (max. 48h) followed by 2.25 Vpc ≥ 8h
A 700	2.25 Vpc ≥ 48 hours	2.40 Vpc ≥ 16 h (max. 48h) followed by 2.25 Vpc ≥ 8h

Table 8: Preparation for capacity test (voltage values refer to the nominal temperature. In case of temperatures others than the nominal values see item 2.8)

5. Faults

Call the service agents immediately if faults in the battery or the charging unit are found. Recorded data as described in item 3. must be made available to the service agent. It is recommended that a service contract is taken out with our agent.

6. Storage and taking out of operation

To store or decommission cells/blocks for a longer period of time they should be fully charged and stored in a dry frost-free room.

To avoid damage the following charging methods can be chosen:

1. Annual refreshing charge acc. to item 2.4. Gel-batteries A400, A500, A600 and A700 can be stored without refreshing charge for maximum 24 months at $\leq 20^\circ\text{C}$. At average ambient temperatures of more than the nominal temperature shorter intervals can be necessary.

2. Float charging as detailed in 2.3.

7. Transport

Cells and blocks must be transported in an upright position. Batteries without any visible damage are not defined as dangerous goods under the regulations for transport of dangerous goods by road (ADR) or by railway (RID). They must be protected against short circuits, slipping, upsetting or damaging. Cells/blocks may be suitable stacked and secured on pallets (ADR and RID, special provision 598). It is prohibited to staple pallets.

No dangerous traces of acid shall be found on the exteriors of the packing unit.

Cells/blocks whose containers leak or are damaged must be packed and transported as class 8 dangerous goods under UN no. 2794.

8. Central degassing

8.1 General items

The ventilation of battery rooms and cabinets, respectively, must be carried out acc. to EN 50272-2 always. Battery rooms are to be considered as safe from explosions, when by natural or technical ventilation the concentration of hydrogen is kept below 4% in air.

This standard contains also notes and calculations regarding safety distance of battery openings (valves) to potential sources of sparks.

Central degassing is a possibility for the equipment manufacturer to draw off gas. Its purpose is to reduce or to delay, respectively, the accumulation of hydrogen in the ambient of the batteries by conducting hydrogen releasing the vents through a tube system to the outside. On such a way it is also possible to the equipment manufacturer to reduce the safety distance to potential sources of ignition.

Even if the gas releasing the vents will be conducted through the tube system outside, hydrogen (H_2) diffuses also through the battery container and through the tube wall.

The following calculation shows when the critical limit of 4% H_2 can be achieved using central degassing in a hermetic closed room (e.g. battery cabinet).

Only block batteries equipped by a tube junction for central degassing must be used for this application.

The installation of the central degassing must be carried out in acc. with the equivalent installation instructions. During each battery service also the central degassing must be checked (tightness of tubes, laying in the direction of the electrical circuit, drawing off the end of the tube to the outside).

8.2 Accumulation of hydrogen up to 4% in air

The following calculations are based on measurements and are related to cabinets.

The following equation was determined for calculating the numbers of days for achieving the critical gas mixture:

$$x = \frac{k_{\text{Bloc}} * c1 * c2}{c3}$$

with: x = Days up to achieving 4% H_2 in air

k_{Bloc} = Constant per specific block battery type acc. to **table 9**

c1 = Coefficient for actual free volume inside the cabinet acc. to **table 10**

c2 = Coefficient for actual battery temperature acc. to **table 10**

c3 = Coefficient for actual numbers of blocks in total

Therefore, it is possible to calculate using the tables 9 and 10 after how many days the 4% H_2 -limit can be achieved in the cabinet for the mentioned battery types, different configurations and conditions.

Calculation example:

48 V-battery (e.g. Telecom)
4 * M12V155FT

→ c3 = 4

→ k = 750

Free air volume 70%

→ c1 = 0.9

Battery temperature 20°C

→ c2 = 1

$$x = \frac{k_{\text{block}} * c1 * c2}{c3} = 168 \text{ days}$$

The 168 days are reduced to 99 days only at 30°C because c2 = 0.59.

Battery block type	Nominal voltage [V]	C10 [Ah], 1.80 Vpc, 20°C	Constant k
M12V45F	12	45	1842
M12V35 FT	12	35	2228
M12V50 FT	12	47	1659
M12V60 FT	12	59	1322
M12V90 FT	12	85	1324
M12V105 FT	12	100	1107
M12V125 FT	12	121	930
M12V155 FT	12	150	750
M6V200	6	200	873
S12V500	12	130	648
A 412/85 F10	12	85	786
A 412/48 FT	12	48	1624
A 412/120 FT	12	110	810

Table 9: Constant k for different block battery types having central degassing

V_{free} [%]	c1	T [$^\circ\text{C}$]	c2
10	0.13	≤ 25	1
15	0.19	26	0.91
20	0.26	28	0.73
25	0.32	30	0.59
30	0.38	32	0.48
35	0.45	34	0.40
40	0.51	36	0.34
45	0.58	38	0.29
50	0.64	40	0.25
55	0.70	42	0.21
60	0.77	44	0.18
65	0.83	46	0.16
70	0.90	48	0.14
75	0.96	50	0.12
80	1.02	52	0.11
85	1.09	54	0.10
90	1.15	55	0.09

Table 10: Coefficients for free air volume (c1) and temperature (c2)

8.3 Special conditions and instructions

The free air volume inside the cabinet has to be determined by the user.

The batteries must be monitored regarding temperature. Exceeding the limit of 55° C is not allowed.

Malfunctions of equipment and (or) batteries may lead to a faster accumulation of H₂ and, therefore, time reduction. In such a case, the above mentioned calculation methods cannot be applied anymore.

Discharge and re-charging at float voltage level can be carried out as much as necessary during the time (days) determined.

It is allowed to carry out monthly boost or equalizing charging for maximum 12 hours only and at the maximum allowed voltage level specified for the battery. For all applications in addition to this, e.g. buffer or cyclical operations, consultation with EXIDE Technologies is necessary.

The time (days) is valid for temperature compensated charge voltages acc. to the operating instructions and take into account aging effects of the battery (increasing residual charge current).

9. Technical Data

The following tables contain values of either capacities (C_n) or discharge rates (constant current or constant power) at different discharge times (t_n) and to different final voltages (U_f).

All technical data refer to either 20° C or 25° C (depends on battery type).

9.1 AGM - Types

9.1.1. Marathon L

Discharge time t _n	10 min	30 min	1 h	3 h	5 h	10 h	Length [mm]	Width [mm]	Height max. [mm]	Weight approx. [kg]
Capacity C _n [Ah]	C _{1/6}	C _{1/2}	C ₁	C ₃	C ₅	C ₁₀				
L12V15	6.5	8.5	9.9	13.2	13.0	14.0	181	76	167	6.5
L12V24	10.6	13.9	15.8	21.0	21.5	23.0	168	127	174	10.0
L12V32	14.1	18.7	21.4	27.9	30.0	32.0	198	168	175	13.5
L12V42	19.6	25.7	29.4	38.1	39.5	42.0	234	169	190	18.5
L12V55	21.6	29.5	36.0	44.7	49.0	55.0	272	166	190	22.0
L12V80	30.3	41.5	51.2	65.1	71.0	80.0	359	172	226	30.0
L6V110	48.4	65.0	75.5	102.3	107.0	112.0	272	166	190	23.0
L6V160	66.6	93.5	111.0	133.5	146.0	162.0	359	171	226	31.5
L2V220	87.4	127.0	150.0	186.6	198.0	220.0	208	135	282	16.0
L2V270	106.3	155.5	183.0	229.2	243.0	270.0	208	135	282	18.3
L2V320	135.8	190.5	225.0	271.8	288.0	320.0	208	201	282	24.2
L2V375	155.8	221.5	262.0	318.0	337.5	375.0	208	201	282	26.5
L2V425	169.9	247.0	291.0	360.0	382.5	425.0	208	201	282	28.8
L2V470	186.6	277.0	324.0	399.0	428.5	470.0	208	270	282	32.6
L2V520	204.1	304.5	357.0	438.0	474.0	520.0	208	270	282	35.0
L2V575	220.8	334.5	394.0	486.0	520.0	575.0	208	270	282	37.3
U _f [V] (2 V cell)	1.60	1.60	1.60	1.70	1.75	1.80				
U _f [V] (6 V block)	4.80	4.80	4.80	5.10	5.25	5.40				
U _f [V] (12 V block)	9.60	9.60	9.60	10.20	10.50	10.80				

All technical data refer to 20° C.

9.1.2. Marathon M

Type	Nominal voltage [V]	C ₈ [Ah] 1.75 V per cell	Constant current discharge [A]. U _f = 1.75 V per cell						Length [mm]	Width [mm]	Height max. [mm]	Weight approx. [kg]
			0.5 h	1 h	1.5 h	3 h	5 h	10 h				
M12V30T	12	30	36.9	21.2	15.1	8.40	5.50	2.90	171	130	186	10.7
M12V40(F)	12	40	51.3	30.5	21.5	11.9	7.60	4.10	198	167	189	17.8
M12V45F	12	45	57.8	33.2	24.0	13.5	8.70	4.70	220	121	254	17.5
M12V70(F)	12	70	90.8	51.6	36.8	20.6	13.4	7.40	260	174	235	27.8
M12V90(F)	12	90	107	65.7	46.6	25.9	16.7	9.20	306	174	235	32.8
M6V190(F)	6	190	246	144	102	56.0	35.9	19.5	306	174	235	33.5
M6V200	6	200	220	135	100	55.2	36.3	20.2	361	132	250	34.0
M12V35FT	12	35	44.0	26.5	14.0	10.2	6.60	3.50	280	107	189	14.0
M12V50FT	12	47	61.0	34.3	20.0	13.5	8.80	4.70	280	107	231	18.0
M12V60FT	12	59	68.8	40.1	26.0	16.6	11.0	6.00	280	107	263	23.0
M12V90FT	12	86	108	64.0	46.4	24.9	15.9	8.70	395	105	270	31.0
M12V105FT	12	100	115	70.0	51.6	28.5	18.7	10.3	511	110	238	35.8
M12V125FT	12	121	141	88.1	65.3	37.2	23.4	12.4	559	124	283	47.6
M12V155FT	12	150	174	103	77.7	43.2	28.1	15.4	559	124	283	53.8

All technical data refer to 25° C.

9.1.3. Sprinter P

Type	Nominal voltage [V]	15 min.-power [W], $U_f = 1.60 \text{ V}$ per cell	Capacity C_{10} [Ah], $U_f = 1.80 \text{ V}$ per cell	Length [mm]	Width [mm]	Height max. [mm]	Weight approx. [kg]
P12V570	12	570	21	168	177	126	9.5
P12V600	12	600	24	168	127	174	9.5
P12V875	12	875	41	198	168	175	14.5
P12V1220	12	1220	51	234	169	190	19.5
P12V1575	12	1575	61	272	166	190	24.0
P12V2130	12	2130	86	359	172	226	33.0
P 6V1700	6	1700	122	272	166	190	25.0
P 6V2030	6	2030	178	359	172	226	32.5

These batteries are especially designed for high rate discharges. Further details depending on the discharge time and cut off voltage must be taken from the actual product brochure.

All technical data refer to 25° C.

9.1.4. Sprinter S

Type	Nominal voltage [V]	C_8 [Ah] $U_f = 1.80 \text{ V}$ per cell	Constant power [Watt per cell]. $U_f = 1.67 \text{ V}$ per cell						Length [mm]	Width [mm]	Height max. [mm]	Weight approx. [kg]
			5 min	10 min	15 min	30 min	60 min	90 min				
S12V120(F)	12	24	242	151	117	72	41	29	173	167	166	12.1
S12V170(F)	12	40	323	215	167	102	58	41	198	167	189	16.4
S12V285(F)	12	70	543	365	285	169	96	69	260	174	235	27.8
S12V300(F)	12	69	654	415	306	180	105	76	260	174	235	28.7
S12V370(F)	12	87	723	484	373	230	131	92	306	174	235	33.4
S12V500(F)	12	131	864	615	505	310	176	126	344	172	288	48.1
S6V740(F)	6	175	1446	970	746	458	262	184	306	174	235	33.4

All technical data refer to 25° C.

9.1.5. Powerfit S 300

Type	Nominal voltage [V]	C_{20} [Ah] 1.75 V per cell	C_{10} [Ah] 1.75 V per cell	C_1 [Ah] 1.60 V per cell	Length [mm]	Width [mm]	Height max. [mm]	Weight approx. [kg]
S306/1.2 S	6	1.2	1.13	0.78	97	25	56	0.3
S306/4 S	6	4.0	3.80	2.62	70	47	106	0.9
S306/7 S	6	7.0	6.55	4.58	151	34	100	1.3
S306/12 S	6	12	11.4	7.86	151	50	100	2.1
S312/1.2S	12	1.2	1.13	0.78	97	45	59	0.6
S312/2.3 S	12	2.3	2.19	1.50	178	34	65	0.9
S312/3.2 S	12	3.2	3.00	1.96	134	67	66	1.3
S312/4 S	12	4.0	3.80	2.62	90	70	106	1.7
S312/7 S	12	7.0	6.64	4.58	151	65	98	2.6
S312/12 S	12	12	11.4	7.86	151	98	98	4.0
S312/18 G5	12	18	16.1	11.1	181	76	166	6.2
S312/26 G5	12	26	24.7	17.0	166	175	125	9.4
S312/40 G5	12	40	37.9	26.2	196	166	171	14.3

All technical data refer to 20° C.

9.1.6. Powerfit S 500

Type	Nominal voltage [V]	C_{20} [Ah] 1.75 V per cell	C_{10} [Ah] 1.75 V per cell	C_1 [Ah] 1.60 V per cell	Length [mm]	Width [mm]	Height max. [mm]	Weight approx. [kg]
S512/25	12	25.0	24.0	15.8	168	127	174	9.5
S512/38	12	38.0	36.0	23.2	198	168	175	13.5
S512/50	12	51.0	48.0	32.5	234	169	190	18.5
S512/60	12	61.0	58.0	40.8	272	166	190	23.0
S512/92	12	92.0	87.0	54.4	359	172	226	30.0
S506/130	6	128	121	80.0	272	166	190	23.0
S506/185	6	185	174	116	359	171	226	31.5

All technical data refer to 20°C.

9.2 GEL - Types

9.2.1. A 400

Discharge time t_n	10 min	30 min	1 h	3 h	5 h	10 h	Length [mm]	Width [mm]	Height max. [mm]	Weight approx. [kg]
Capacity C_n [Ah]	$C_{1/6}$	$C_{1/2}$	C_1	C_3	C_5	C_{10}				
A406/165	53.0	80.0	96.0	132	143.5	165	244	190	282	31.5
A412/5,5	1.83	2.80	3.40	4.80	5.00	5.00	152	66	98	2.5
A412/8,5	2.67	3.90	4.70	6.60	7.50	8.00	152	98	98	3.6
A412/12	3.83	5.50	6.80	8.70	10.0	12.0	181	76	156	5.6
A412/20	7.00	9.50	12.0	15.0	16.5	20.0	167	176	126	8.5
A412/32	11.3	16.5	20.0	26.7	29.0	32.0	210	175	181	14.1
A412/50	16.8	25.5	31.0	40.8	44.5	50.0	278	175	196	19.0
A412/65	19.3	29.0	42.0	51.9	57.5	65.0	353	175	220	23.5
A412/85	27.6	42.5	52.0	68.4	74.5	85.0	204	244	276	32.0
A412/90	29.5	44.5	53.0	72.9	81.5	90.0	284	267	237	35.0
A412/100	30.5	45.5	54.0	75.3	85.0	100	513	189	223	40.0
A412/120	38.0	56.0	71.0	87.9	98.0	120	513	223	223	49.0
A412/180	53.6	81.0	96.0	138	152	180	518	274	244	64.5
A412/120 FT	35.0	52.5	66.0	88.5	97.5	110	115	548	275	41.5
U_f [V] (6 V block)	4.8	4.8	4.95	5.1	5.1	5.4				
U_f [V] (12 V block)	9.6	9.6	9.9	10.2	10.2	10.8				

All technical data refer to 20° C.

9.2.2. A 500

Discharge time t_n	10 min	30 min	1 h	3 h	5 h	10 h	20 h	Length [mm]	Width [mm]	Height max. [mm]	Weight approx. [kg]
Capacity C_n [Ah]	$C_{1/6}$	$C_{1/2}$	C_1	C_3	C_5	C_{10}	C_{20}				
A502/10	4.80	6.40	7.10	9.00	9.50	10.0	10.0	53	51	98	0.7
A504/3.5	1.40	1.95	2.30	3.00	3.00	3.00	3.50	91	35	64	0.5
A506/1.2	0.50	0.65	0.80	1.20	1.00	1.00	1.20	97	26	56	0.3
A506/3.5	1.40	1.95	2.30	3.00	3.00	3.00	3.50	135	35	64	0.7
A506/4.2	1.10	1.75	2.50	3.90	4.00	4.00	4.20	52	62	102	0.9
A506/6.5	2.60	3.50	4.00	4.80	5.50	6.00	6.50	152	35	98	1.3
A506/10	4.80	6.40	7.10	9.00	9.50	10.0	10.0	152	51	98	2.1
A508/3.5	1.40	1.95	2.30	3.00	3.00	3.00	3.50	179	34	64	1.0
A512/1.2	0.50	0.65	0.80	1.20	1.00	1.00	1.20	98	50	55	0.7
A512/2	0.80	1.10	1.50	1.80	2.00	2.00	2.00	179	34	64	1.0
A512/3.5	1.40	1.95	2.30	3.00	3.00	3.00	3.50	135	67	64	1.5
A512/6.5	2.60	3.50	4.00	4.80	5.50	6.00	6.50	152	66	98	2.6
A512/10	4.80	6.40	7.10	9.00	9.50	10.0	10.0	152	98	98	4.0
A512/16	7.00	9.00	10.6	13.8	14.5	15.0	16.0	181	76	167	6.0
A512/25	7.80	11.4	14.4	18.6	20.5	22.0	25.0	167	176	126	9.6
A512/30	11.4	16.3	20.1	24.6	26.5	27.0	30.0	197	132	180	11.1
A512/40	14.1	19.5	24.0	28.5	34.0	36.0	40.0	210	175	175	14.6
A512/55	19.3	27.6	35.7	42.9	46.5	50.0	55.0	261	135	230	18.8
A512/60	22.1	30.9	37.1	48.6	52.0	56.0	60.0	278	175	190	20.8
A512/65	22.5	33.8	40.9	53.7	58.5	62.0	65.0	353	175	190	24.0
A512/85	33.1	47.5	59.0	69.0	75.5	80.0	85.0	330	171	236	30.0
A512/115	37.8	58.5	67.0	84.0	95.0	104	115	286	269	230	40.0
A512/120	44.5	62.0	74.0	89.7	96.0	102	120	513	189	223	41.0
A512/140	50.5	71.5	85.4	105	113	119	140	513	223	223	48.0
A512/200	68.5	101	120	151	164	173	200	518	274	238	67.0
U_f [V] (2 V cell)	1.6	1.6	1.65	1.70	1.70	1.80	1.75				
U_f [V] (4 V block)	3.2	3.2	3.3	3.4	3.4	3.6	3.5				
U_f [V] (6 V block)	4.8	4.8	4.95	5.1	5.1	5.4	5.25				
U_f [V] (8 V block)	6.4	6.4	6.6	6.8	6.8	7.2	7.0				
U_f [V] (12 V block)	9.6	9.6	9.9	10.2	10.2	10.8	10.5				

All technical data refer to 20° C.

9.2.3. A 600

Type	DIN type designation	Nominal voltage [V]	C ₁ [Ah]	C ₃ [Ah]	C ₅ [Ah]	C ₁₀ [Ah]	Length [mm]	Width [mm]	Height max. [mm]	Weight approx. [kg]
A612/100	12 V 2 OPzV 100	12	58.9	76.5	82.5	91.0	273	204	319	43
A612/150	12 V 3 OPzV 150	12	86.9	114.6	124.0	137.0	381	204	319	63
A606/200	6 V 4 OPzV 200	6	114.0	152.7	165.5	182.0	273	204	319	43
A606/300	6 V 6 OPzV 300	6	168.0	229.2	248.0	274.0	381	204	319	62
A602/200	4 OPzV 200	2	123.8	183.6	201.5	224.0	105	208	360	18
A602/250	5 OPzV 250	2	154.7	229.5	251.5	280.0	126	208	360	22
A602/300	6 OPzV 300	2	185.6	275.4	302.0	337.0	147	208	360	25
A602/350	5 OPzV 350	2	239.9	349.5	406.0	416.0	126	208	475	32
A602/420	6 OPzV 420	2	287.9	419.4	487.5	499.0	147	208	475	37
A602/490	7 OPzV 490	2	335.9	489.3	568.5	582.0	168	208	475	42
A602/600	6 OPzV 600	2	437.8	586.5	676.0	748.0	147	208	650	50
A602/800	8 OPzV 800	2	583.4	783.0	899.5	998.0	212	193	650	68
A602/1000	10 OPzV 1000	2	729.0	979.8	1123.0	1248.0	212	235	650	82
A602/1200	12 OPzV 1200	2	874.6	1176.3	1347.0	1497.0	212	277	650	98
A602/1500	12 OPzV 1500	2	958.9	1335.3	1445.5	1643.0	212	277	800	112
A602/2000	16 OPzV 2000	2	1278.5	1780.5	1927.5	2190.0	215	400	775	153
A602/2500	20 OPzV 2500	2	1598.1	2225.7	2409.5	2738.0	215	490	775	196
A602/3000	24 OPzV 3000	2	1917.8	2670.6	2891.0	3286.0	215	580	775	225
	U _i [V] (2 V cell)	--	1.60	1.70	1.75	1.80				
	U _i [V] (6 V block)	--	4.80	5.10	5.25	5.40				
	U _i [V] (12 V block)	--	9.60	10.20	10.50	10.80				

All technical data refer to 20° C.

9.2.4. A 700

Discharge time t _n	10 min	30 min	1 h	3 h	5 h	10 h	Length [mm]	Width [mm]	Height max. [mm]	Weight approx. [kg]
Capacity C _n [Ah]	C _{1/6}	C _{1/2}	C ₁	C ₃	C ₅	C ₁₀				
A706/21	7.00	10.2	12.2	16.5	19.0	21.0	115	178	268	8.5
A706/42	14.1	20.5	24.4	33.0	38.0	42.0	115	178	268	10.1
A706/63	21.1	31.7	36.6	49.5	57.0	63.0	198	178	272	16.3
A706/84	28.3	41.0	48.8	66.0	76.5	84.0	198	178	272	18.3
A706/105	35.3	51.0	61.0	82.8	95.5	105.0	282	178	272	25.3
A706/126	42.5	61.5	73.2	99.3	114.5	126.0	282	178	272	26.2
A706/140	42.1	69.5	85.3	117.0	131.0	140.0	285	232	327	36.3
A706/175	52.8	86.5	106.0	146.4	163.5	175.0	285	232	327	39.7
A706/210	63.3	104.0	128.0	175.5	196.0	210.0	285	232	327	42.9
A704/245	74.0	121.5	149.0	204.9	229.0	245.0	250	232	327	35.5
A704/280	84.5	139.0	170.0	234.0	261.5	280.0	250	232	327	39
	U _i [V] (4 V block)	3.2	3.2	3.3	3.4	3.4				
	U _i [V] (6 V block)	4.8	4.8	4.95	5.1	5.1				

All technical data refer to 20° C.

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MARATHON  **TM**

Powerfit TM

 ***Sprinter*** [®]

Handbook for Stationary AGM-VRLA Batteries

Part 2: Installation, Commissioning and Operation

Contents

1. Transport, Delivery and Stock Receipt	4
1.1 Land-Carriage of Vented and VRLA Batteries	4
1.2 Sea Transport of Vented Batteries	4
1.3 Sea Transport of VRLA Batteries	5
1.4 Air Transport of Unfilled Vented Lead-Acid Batteries	5
1.5 Air Transport of Filled Vented Lead-Acid Batteries	5
1.6 Air Transport of VRLA Batteries	5
1.7 Abbreviations	6
1.8 Delivery and Stock Receipt	6
2. Safety	7
3. Storage	8
3.1 Preconditions and Preparations	8
3.2 Storage Conditions	8
3.3 Storage Time	9
3.4 Measures during Storage or Taking out of Operation	10
4. Assembly and Installation	12
4.1 Battery Rooms, Ventilation and General Requirements	12
4.1.1 Temperature	12
4.1.2 Room Dimensions and Floor Composition	12
4.1.3 Ventilation	13
4.1.3.1 Ventilation Requirements	14
4.1.3.2 Close Vicinity to the Battery	15
4.1.3.3 Central Degassing	17
4.1.4 Electrical Requirements (Protection, Insulation, Resistance etc.)	20
4.1.5 Installation (Racks, Cabinets)	20
4.2 Preparations	21
4.3 Actual Assembly	22
4.4 Parallel Arrangements	22
4.5 Installation Positions for AGM-Cells and -Blocks	24
5. Commissioning	25
6. Operation	25
6.1 Float Voltage and Float Current	25
6.2 Superimposed AC Ripple	27
6.3 Float Voltage Deviation	29
6.4 Charging Times	29
6.5 Efficiency of Re-Charging	31
6.5.1 Ah-Efficiency	31
6.5.2 Wh-Efficiency	32
6.6 Equalizing Charge	33
6.7 Discharge, Capacity Tests	33
6.7.1 General Items	33

6.7.2 Capacity Tests.....	33
6.8 Cyclical Operation.....	36
6.9 Internal Resistance R_i	38
6.10 Influence of Temperature.....	39
6.11 Operation in UPS-applications.....	45
6.12 Maintenance and Checks.....	46
6.12.1 General Items and Checks acc. to Operating Instructions.....	46
6.12.2 Battery Testers and Battery Monitoring.....	47
6.12.3 Cleaning of Batteries.....	49
7. Recycling, Reprocessing.....	49
8. List of References.....	49

1. Transport, Delivery and Stock Receipt

1.1 Land-Carriage of Vented and VRLA Batteries

Cells / blocks must be transported in an upright position.

Batteries without any visible damage are not defined as dangerous goods under the regulations for transport of dangerous goods by road (ADR) or by railway (RID).

The must be protected against short circuits, slipping, falling down or damaging. Cells / blocks may be stacked on pallets on a suitable way and if secured (ADR and RID, special provision 598). It is prohibited to staple pallets.

No dangerous traces of acid shall be found on the exteriors of the packaging unit.

Cells / blocks whose containers leak or are damaged must be packed and transported as class 8 dangerous goods under UN no. 2794.

1.2 Sea Transport of Vented Batteries

Vented cells / blocks, filled with acid, must be packed and transported as dangerous goods acc. to IMDG.

Classification:

UN-no.: 2794

Class: 8

The transport in wooden crates or on pallets is permitted if the following additional regulations are observed:

- Cells / blocks must be transported in upright position, must not show signs of damages, must be protected against short circuits, slipping, falling down or damaging.
- It is prohibited to staple cells.
- Blocks can be stapled secured by isolating intermediate layers if the poles are not loaded by the above lying units.
- It is prohibited to staple pallets.
- Electrolyte must not escape from the cell / the block being in a declination of 45 degree.

1.3 Sea Transport of VRLA Batteries

The following exemplary mentioned lines of products^{*)} are not classified as dangerous goods acc. to IMDG because they fulfill also the IATA-clause A 67:

Sonnenschein GF-Y, GF-V, A200, A400, A500, A600, A600 SOLAR,
A700, dryfit military, SOLAR and SOLAR BLOCK

Absolyte

Element (former: Champion)

Marathon

Sprinter

Powerfit

*) Certificates on request

1.4 Air Transport of Unfilled Vented Lead-Acid Batteries

There are no restrictions for the transport.

1.5 Air Transport of Filled Vented Lead-Acid Batteries

Filled and charged vented batteries are dangerous goods with regard to air transport and can be jet by freight planes only. Hereby, the IATA packaging regulation 800 must be observed.

In case of air transport, batteries which are part of any equipment must be disconnected at their terminals, and the terminals must be protected against short-circuits. This is in order to avoid the risk of any incidents like fire etc.

1.6 Air Transport of VRLA Batteries

The following exemplary mentioned lines of products^{*)} are not classified as dangerous goods acc. to the IATA-clause A 67:

Sonnenschein GF-Y, GF-V, A200, A400, A500, A600, A600 SOLAR,
A700, Military Batteries, SOLAR and SOLAR BLOCK

Absolyte

Element (former: Champion)

Marathon

Sprinter

Powerfit



*) Certificates on request

In case of air transport, batteries which are part of any equipment must be disconnected at their terminals, and the terminals must be protected against short-circuits. This is in order to avoid the risk of any incidents like fire etc.

1.7 Abbreviations

ADR:	The European Agreement Concerning the International Carriage of Dangerous Goods by Road (covering most of Europe).
RID:	Regulations concerning the International Carriage of Dangerous Goods by Rail (covering most of Europe, parts of North Africa and the Middle East).
IMDG:	The International Maritime Dangerous Goods Code.
IATA:	The International Air Transportation Association (worldwide).
ICAO:	Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air.

1.8 Delivery and Stock Receipt

- GNB Industrial Power's valve regulated batteries are delivered from our factories, logistic centers or via our distributors.
- The delivery items can be identified either by the number and type of cells / blocks or by referring to a battery drawing.
- Check the package or pallet for integrity.
- Do not stack one pallet above the other.
- Heed handling instructions stated on the packages.
- During transportation take all precaution to avoid breaking those products which are considered to be „fragile“ and have been identified as such.
- GNB Industrial Power chooses for all products a package suitable for the kind of dispatch. If any damage is observed during unloading the goods, the carrier should be notified within 48 hours.



-
- Parcels are insured up to the delivery address acc. to the order, if this is agreed by the sales contract.

2. Safety

For any operation on the batteries, from storage to recycling, the following safety rules should be observed:

- Read the installation instructions and operating instructions thoroughly.
- No smoking.
- Always wear protective rubber gloves, glasses and clothing (incl. safety shoes).
- Even when disconnected, a battery remains charged. The metallic parts of a battery are electrically active.
- Always use isolated tools.
- Never place tools on the batteries (in particular, metallic parts can be dangerous).
- Check torques in case of unsecured screw connections of inter-cell and inter-block connectors.
- Never pull up or lift cells / blocks at the terminals.
- Avoid impacts or abrupt loads.
- Never use synthetic clothes or sponges to clean the cells / blocks, but water only (wet clothes) without additives [1].
- Avoid electrostatic charges and discharges/sparks.



3. Storage

In the users interest the storage time should be as short as possible.

3.1 Preconditions and Preparations

Remove and avoid, respectively, contaminations on surfaces, dust etc..

The storage location should fulfill the following preconditions:

- Protect the cells / blocks from harsh weather, moisture and flooding.
- Protect the cells / blocks from direct or indirect sun radiation
- The storage area and ambient, respectively, must be clean, dry, frost-free (see also chapter 3.2) and well looked after.
- Cells / blocks must be protected from short-circuits by metallic parts or conductive contaminations.
- Cells / blocks must be protected from dropping objects, from falling down and falling over.

3.2 Storage Conditions

- The temperature has an impact on the self-discharge rate of cells and blocks (see fig. 1 and 2).
- Storage on a pallet wrapped in plastic material is permitted, in principle. However, it is not recommended in rooms where the temperature fluctuates significantly, or if high relative humidity can cause condensation under the plastic cover. With time, this condensation can cause a whitish hydration on the poles and lead to high self-discharge by leakage current.

As an exception fully charged lead-acid batteries can be stored also at temperatures below zero if dry surface of cells or blocks is guaranteed and if condensation or dew effects or similar cannot occur.

- Stacking of pallets is not permitted.
- Avoid storing of unpacked cells / blocks on sharp-edged supports.

- It is recommended to realize the same storage conditions within a batch, pallet or room.

3.3 Storage Time

The maximum storage time at $\leq 20\text{ }^{\circ}\text{C}$ is 12 months.

Higher temperatures cause higher self-discharge and shorter storage time between re-charging operations.

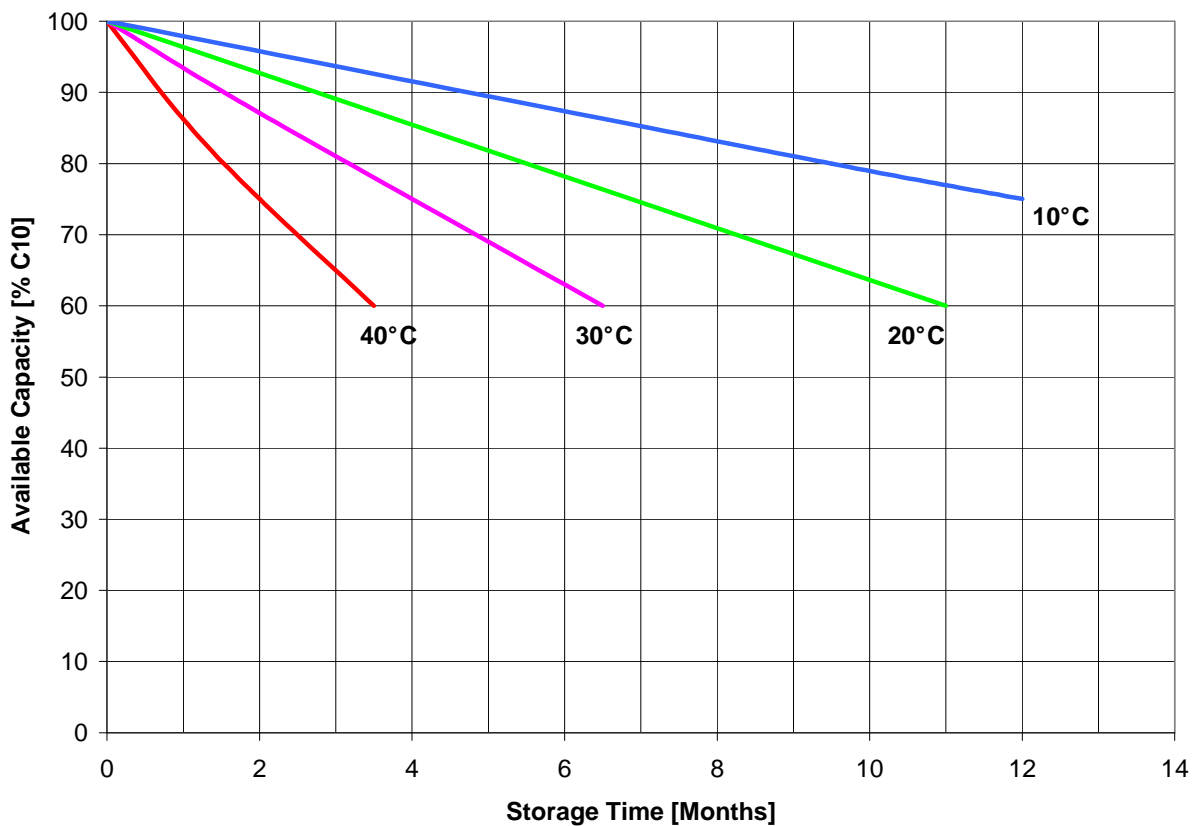


Fig. 1: Powerfit and Sprinter - Available Capacity vs. Storage Time at different Temperatures

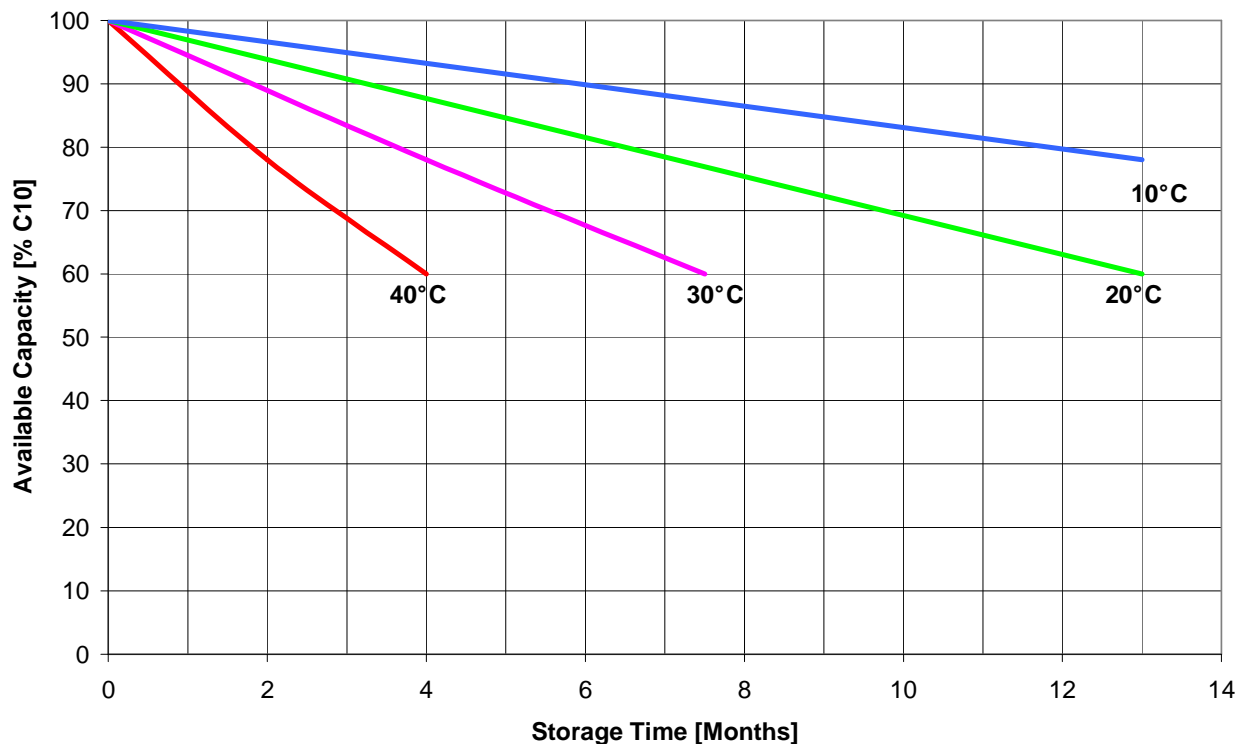


Fig. 2: Marathon - Available Capacity vs. Storage Time at different Temperatures

3.4 Measures during Storage or Taking out of Operation

- Appropriate inventory turnover based on a FIFO-method (“First In – First Out”) avoids over-storage.
- The following measures go also for cells / blocks taken out of operation temporary.
- If cells / blocks must be cleaned, never use solvents, but water (wet clothes) without additives [1].
- For extended storage periods it is recommended to check the open-circuit voltage (OCV) in the following intervals:
 - storage at 20 °C: after a storage period of 6 months, then every 3 months afterwards,
 - storage at 30 °C: after a storage period of 4 months, then every 2 months afterwards.

Refreshing charging is necessary if the measured OCV is < 2.11 Vpc (guide value).

- Refreshing charging: IU-charging (constant current / constant voltage-charging)

Temperature [°C]	Voltage [Vpc]	Current [A]	Max. charging time [h]
20	2.40	unlimited	48
25	2.37	unlimited	48
30	2.34	unlimited	48

Table 1: Charge voltages and charging time

- Alternatively to regular refreshing charges, float charge operation acc. to chapter 6.1 can be applied in case of temporary taking out of operation.

4. Assembly and Installation

4.1 Battery Rooms, Ventilation and General Requirements

General: This is a guideline only and consists of excerpts from national and international standards and guidelines. See EN 50272-2 [2] for detailed information. Also, follow up installation instructions and operating instructions.

4.1.1 Temperature

The battery room temperature should be between + 10 °C and + 30 °C. Optimal temperature is the nominal temperature 20 °C or 25 °C depending on the battery type. The maximum temperature difference between cells or blocks, respectively, within a string must not exceed 5 degree C (5 Kelvin).

4.1.2 Room Dimensions and Floor Composition

Battery rooms' height shall be at least 2 m above the operating floors. Floors shall be reasonable level and able to support the battery weight. The floor surface must be electrolyte resistant for usage of vented batteries. This precaution is not necessary for valve regulated batteries.

Notice:

Electrolyte resistant floor surface is not necessary in case of vented batteries, if they are placed in trays. Those trays must hold at least the amount of electrolyte of one cell or block.

From EN 50272-2 [2]: "...The floor area for a person standing within arm's reach of the battery (see note 2) shall be electrostatic dissipative in order to prevent electrostatic charge generation. The resistance to a groundable point measured according to IEC 61340-4-1 shall be less than 10 MΩ.

Conversely the floor must offer sufficient resistance R for personnel safety. Therefore the resistance of the floor to a groundable point when measured in accordance with IEC 61340-4-1 shall be

for battery nominal voltage ≤ 500 V: $50 \text{ k}\Omega \leq R \leq 10 \text{ M}\Omega$

for battery nominal voltage > 500 V: $100 \text{ k}\Omega \leq R \leq 10 \text{ M}\Omega$

Note 1:

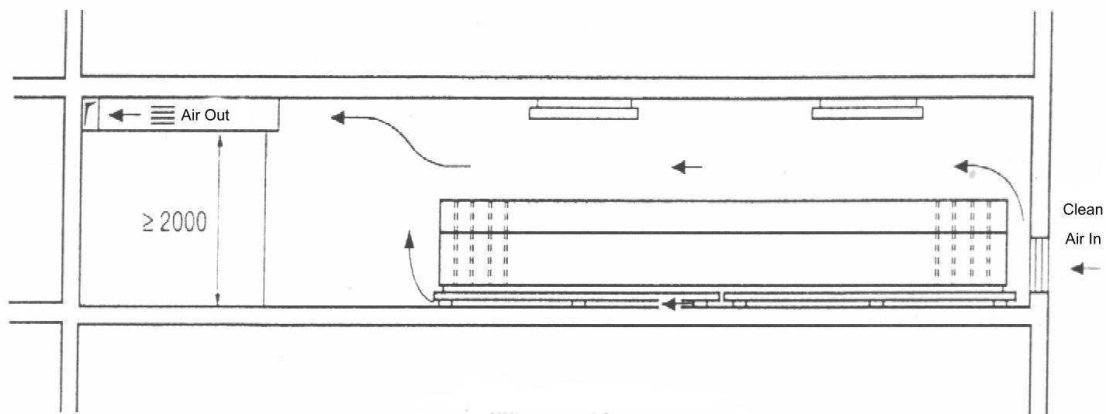
To make the first part of the requirement effective, the personnel shall wear anti-static footwear when carrying out maintenance work on the battery. The footwear shall comply with EN 345.

Note 2:

Arm's reach: 1.25 m distance (For definition of arm's reach see HD 384.4.41.)..."

Room inlets and outlets: The way of air circulation should be as shown below.

A minimum distance between inlet and outlet of 2 m is requested acc. to EN 50272-2 [2], if inlet and outlet are located on the same wall.



4.1.3 Ventilation

Battery rooms must be vented acc. to EN 50272-2 [2] in order to dilute gas (hydrogen and oxygen) evolved with charging and discharging and to avoid explosions. Therefore, "EX"-protected electrical installation is not necessary. It must be designed for wet room conditions.

Do not install batteries in air-tight enclosures!

Spark generating parts must have a safety distance to cell or block openings (respectively valves) as specified in EN 50272-2 [2].

Heaters with naked flame or glowing parts or devices are forbidden. Heater's temperature must not exceed 300 °C.

Hand lamps are only allowed with switches and protective glass according to protection class II and protection class IP 54.

4.1.3.1 Ventilation Requirements

From EN 50272-2 [2]: „ ...The minimum air flow rate for ventilation of a battery location or compartment shall be calculated by the following formula...:

$$Q = 0.05 \cdot n \cdot I_{\text{gas}} \cdot C_{\text{rt}} \cdot 10^{-3} \text{ [m}^3\text{/h]}$$

With n = number of cells

I_{gas} = I_{float} or boost [mA/Ah] relevant for calculation (see table 2)

C_{rt} = capacity C_{10} for lead acid cells (Ah), $U_f = 1.80$ V/cell at 20 °C...”

The following table states the values for I_{gas} to be used:

Operation	Vented cells ($S_b < 3\%$)	VRLA cells
Float charging	5	1
Boost charging	20	8

Table 2: I_{gas} acc. to EN 50272-2 [2] for IU- and U-charging depending on operation and lead acid battery type (up to 40 °C operating temperature). The gas producing current I_{gas} can be reduced to 50 % of the values for vented cells in case of use of recombination vent plugs (catalyst).

With natural ventilation (air convection) the minimum inlet and outlet area is calculated as follows:

$$A \geq 28 \cdot Q \text{ [cm}^2\text{]}$$

(Air convection speed ≥ 0.1 m/s)

Example 1:

Given: 220 V battery, 110 cells, $C_{10} = 400$ Ah, vented type, Antimony (Sb) < 3 % (LA) in float service.

Calculation of necessary fresh air:

$$Q = 0.05 \cdot n \cdot I_{\text{gas}} \cdot C_{\text{rt}} \cdot 10^{-3} \text{ [m}^3\text{/h]}$$

With $n = 110$

$I_{\text{gas}} = 5$ (see table 2)

$C_{\text{rt}} = 400$

$$Q = 11 \text{ m}^3\text{/h} \quad A \geq 308 \text{ cm}^2$$

Example 2:

Same battery as in example 1, but VRLA-type.

$I_{\text{gas}} = 1$ to be used (instead of 5).

$$Q = 2.2 \text{ m}^3\text{/h} \quad A \geq 62 \text{ cm}^2$$

Note:

A calculation program is available on request.

4.1.3.2 Close Vicinity to the Battery

From EN 50272-2 [2]: „...In the close vicinity of the battery the dilution of explosive gases is not always secured. Therefore a safety distance extending through air must be observed within which sparking or glowing devices (max. surface temperature 300 °C) are prohibited. The dispersion of explosive gas depends on the gas release rate and the ventilation close to the source of release. For calculation of the safety distance d from the source of release the following formula applies assuming a hemispherical dispersal of gas...

Note:

The required safety distance d can be achieved by the use of a partition wall between battery and sparking device.

Where batteries form an integral part of a power supply system, e.g. in a UPS system the safety distance d may be reduced according to the equipment manufacturers safety calculations or measurements. The level of air ventilation rate must ensure that a risk of explosion does not exist by keeping the hydrogen content in air below 1%_{vol} plus a safety margin at the potential ignition source...“.

Taking into account the number of cells results in the following formula for the safety distance d :

$$d = 28.8 \cdot \left(\sqrt[3]{N} \right) \cdot \sqrt[3]{I_{\text{gas}}} \cdot \sqrt[3]{C_{\text{rt}}} \quad [\text{mm}] \text{ *)}$$

*) “...Depending on the source of gas release the number of cells per block battery (N) or vent openings per cell involved ($1/N$) must be taken into consideration, i. e. by the factor $\sqrt[3]{N}$, respectively $\sqrt[3]{1/N}$...”

Example 1:

Cell, vented type, one vent, 100 Ah.
Float charge $\rightarrow I_{\text{gas}} = 5$ (acc. to table 2).

Safety distance $d = 28.8 \cdot 1 \cdot 1.71 \cdot 4.64 = 228.5 \text{ mm} \rightarrow 230 \text{ mm}$

Example 2:

12V-block, six cells, one opening in the top cover, vented type, 100 Ah.
Float charge $\rightarrow I_{\text{gas}} = 5$ (acc. to table 2).

$\sqrt[3]{N} = 1.82$, because six cells

Safety distance $d = 28.8 \cdot 1.82 \cdot 1.71 \cdot 4.64 = 415.8 \text{ mm} \rightarrow 420 \text{ mm}$

Example 3:

Cell, VRLA-type, one vent, 100 Ah.
Float charge $\rightarrow I_{\text{gas}} = 1$ (acc. to table 2).

Safety distance $d = 28.8 \cdot 1 \cdot 1 \cdot 4.64 = 133.6 \text{ mm} \rightarrow 135 \text{ mm}$

Example 4:

Cell, vented type, one vent, 1500 Ah.
Boost charge $\rightarrow I_{\text{gas}} = 20$ (acc. to table 2)

Safety distance $d = 28.8 \cdot 1 \cdot 2.71 \cdot 11.45 = 893.6 \text{ mm} \rightarrow 895 \text{ mm}$

Example 5:

Cell, vented type, three vents, 3000 Ah.
Boost charge $\rightarrow I_{\text{gas}} = 20$ (acc. to table 2)

$\sqrt[3]{1/N} = 0.69$ because three vents per cell

Safety distance $d = 28.8 \cdot 0.69 \cdot 2.71 \cdot 14.42 = 776.6 \text{ mm} \rightarrow 780 \text{ mm}$

4.1.3.3 Central Degassing

The ventilation of battery rooms and cabinets, respectively, must be carried out acc. to EN 50272-2 [2] always. Battery rooms are to be considered as safe from explosions, when by natural or technical ventilation the concentration of hydrogen is kept below 4% in air.

This standard contains also notes and calculations regarding safety distance of battery openings (valves) to potential sources of sparks as stated above.

Central degassing is a possibility for the equipment manufacturer to draw off gas. Its purpose is to reduce the safety distance to potential sources of ignition. It doesn't reduce the general ventilation requirements acc. to the above mentioned standard. Even if the gas releasing the vents will be conducted through the tube system outside, hydrogen diffuses also through the battery container and through the tube wall and would be accumulated without proper ventilation.

Only block batteries equipped by a tube junction for central degassing must be used for this application. The installation of the central degassing must be carried out in acc. with the equivalent installation instructions. During each battery service also the central degassing must be checked (tightness of tubes, laying in the direction of the electrical circuit, drawing-off the end of the tube to the outside).

The following calculation shows when the critical limit of 4% H₂ can be achieved using central degassing in an air-tight room (e.g. battery cabinet) in order to demonstrate the danger in case of violating the general ventilation requirements. The calculations are based on measurements and related to cabinets.

The following equation was determined for calculating the numbers of days for achieving the critical gas mixture:

$$x = \frac{k_{\text{Bloc}} * c1 * c2}{c3}$$

with: x = Days up to achieving 4% H₂ in air

k_{Bloc} = Constant per specific block battery type acc. to table 3

c1 = Coefficient for actual free volume inside the cabinet acc. to table 4

c2 = Coefficient for actual battery temperature acc. to table 4

c3 = Coefficient for actual numbers of blocs in total

Therefore, it is possible to calculate using the tables 3 and 4 after how many days the 4% H₂-limit can be achieved in the cabinet for the mentioned battery types, different configurations and conditions.

Calculation example:

48 V-battery (e.g. Telecom)

4 * M12V155FT → c3 = 4

→ k = 750

Free air volume 70% → c1 = 0.9

Battery temperature 20 °C → c2 = 1

$$x = \frac{k_{\text{Bloc}} * c1 * c2}{c3} = 168 \text{ days}$$

The 168 days are reduced to only 99 days at 30 °C because c2 = 0.59.

Battery block type	Nominal voltage [V]	C10 [Ah], 1.80 Vpc, 20 °C	Constant k
M12V45F	12	45	1842
M12V35FT	12	35	2228
M12V50FT	12	47	1659
M12V60FT	12	59	1322
M12V90FT	12	85	1324
M12V105FT	12	100	1107
M12V125FT	12	121	930
M12V155FT	12	150	750
M6V200	6	200	873
A 412/85 F10	12	85	786
A 412/120 FT	12	120	743

Table 3: Constant k for different block battery types having central degassing

V _{free} [%]	c1	T [°C]	c2
10	0.13	≤ 25	1
15	0.19	26	0.91
20	0.26	28	0.73
25	0.32	30	0.59
30	0.38	32	0.48
35	0.45	34	0.40
40	0.51	36	0.34
45	0.58	38	0.29
50	0.64	40	0.25
55	0.70	42	0.21
60	0.77	44	0.18
65	0.83	46	0.16
70	0.90	48	0.14
75	0.96	50	0.12
80	1.02	52	0.11
85	1.09	54	0.10
90	1.15	55	0.09

Table 4: Coefficients for free air volume (c1) and temperature (c2)

Malfunions of equipment and (or) batteries or violating the operating instructions of the battery may lead to a faster accumulation of H₂ and, therefore, time reduction. In such a case, the above mentioned calculation methods cannot be applied anymore.

4.1.4 Electrical Requirements (Protection, Insulation, Resistance etc.)

To prevent a build-up of static electricity when handling batteries, material of clothing, safety boots and gloves are required to have a surface resistance of $\leq 10^8 \Omega$, and an insulation resistance of $\geq 10^5 \Omega$.

From EN 50272-2 [2]: "...The minimum insulation resistance between the battery's circuit and other local conductive parts should be more than 100 Ω per Volt (of battery nominal voltage) corresponding to a leakage current < 10 mA..."

Note:

The battery system should be isolated from the fixed installation before this test is carried out. Before carrying out any test check for hazardous voltage between the battery and the associated rack or enclosure...."

In case of battery systems with > DC 120 V nominal voltage battery racks or cabinets made from metal shall either be connected to the protective conductor (grounding) or insulated from the battery and the place of installation (chapter 5.2 in EN 50272-2 [2]). This insulation must withstand 4000 V AC for one minute.

Note:

Protection against both direct and indirect contact shall only be used for battery installations with nominal voltages up to DC 120 V. In these cases the requirements for metal battery stands and cabinets specified in chapter 5.2 of EN 50272-2 [2] do not apply.

Touch protection must be provided for all active parts at voltages > 60 V DC with insulation, covers or shrouds and distance.

4.1.5 Installation (Racks, Cabinets)

Batteries shall be installed in clean, dry locations. Batteries must be secured against dropping objects and protected from dust.

The course width between battery rows is equal to 1.5 times the cell depth (replacement) but minimum 600 mm (acc. to EN 50272-2 [2]).

The minimum distance for > 120 V between active parts is 1.5 m or insulation, insulated cover etc.

The recommended minimum distance between cells or blocks (of VRLA type) is 10 mm. At least 5mm are requested acc. to EN 50272-2 [2] (at the largest dimension). Thus, in order to allow heat dissipation.

Racks and cabinets shall have a distance of at least 100 mm to the wall for a better placement of connections and better access for cleaning.

Batteries must allow service with normal insulated tools (acc. to EN 50272-2 [2]).

Batteries with a nominal voltage ≥ 75 V requires an EC-declaration of conformity from the installer of the battery in accordance with the low-voltage directive 2006/95/EC (replaces 73/23/EEC). The declaration of conformity confirms that the installation of the battery was carried out in acc. with the applicable standards and that the CE-symbol was fixed at the battery. The installer of the battery system is responsible for the declaration and fixing the CE-symbol. See [3] for more information.

4.2 Preparations

- Measure the open circuit voltage (OCV) at each cell / block. The OCV-values should be ≥ 2.11 Vpc (guide value).

During the measurements attention shall be paid to the correct polarity (possible wrong assembly inside).

- If drawings were supplied by GNB Industrial Power, they must be kept during the assembly.
- The racks or cabinets should provide adequate ventilation above and below to allow the heat produced by the batteries and their charging system to escape. The distance between cells or blocks shall be approx. 10 mm, but at least 5 mm. See standard EN 50272-2 [2].
- The grounding of racks or cabinets should be carried out in acc. with EN 50272-2 [2].

4.3 Actual Assembly

- Use insulated tools for the assembly. Wear rubber gloves, protective glasses and protective clothing (incl. safety shoes). Remove metallic objects like watches and jewelry (see also chapter 2.).
- The installation must be carried out only with the supplied original accessories, e.g. connectors, or with accessories recommended by GNB Industrial Power. The same goes for spare parts in case of later repairs.
- The screw-connections should be tightened by the following torques acc. to the operating instructions:

AGM-Type	10-32x0,425	G-M5	F-M6	M-M6	M-M8	F-M8
Marathon L/XL	--	--	11 Nm	6 Nm	8 Nm	20 Nm
Marathon M/M-FT	6 Nm	--	11 Nm	6 Nm	--	--
Sprinter P/XP	--	--	11 Nm	6 Nm	8 Nm	--
Sprinter S	--	--	11 Nm	--	--	--
Powerfit S200/S300	--	5 Nm	5 Nm	--	--	--
Powerfit S500	--	--	--	6 Nm	8 Nm	--

Table 5: Torques (from “Operating Instructions”). All values apply with a tolerance of ± 1 Nm

- Check the overall battery voltage. It should comply with the number of cells / blocks connected in series. The open-circuit voltage of the individual cells / blocks should not vary themselves from the measured average value by more than the plus/minus-tolerances listed below (guide values):

2 V-cells:	± 0.03 V
6 V-blocks:	± 0.052 V
12 V-blocks:	± 0.073 V

4.4 Parallel Arrangements

The most battery manufacturers, standards and guidelines recommend a maximum of 4 strings in parallel. More than 4 parallel strings are quite possible without reducing the life.

Preconditions and features for 2 up to 10 strings in parallel:



-
- The connector cables for positive and negative terminals of each battery string must have the same length.
 - It is a must to have a circuit breaker for each string or, at least, for every two strings.
 - The strings must have the same temperature.

Parallel connection of strings with different capacities as well as different age is possible. The current during both, discharge and re-charging, will be split acc. to the capacity or age, respectively. For more information, see [4].

Also different lead-acid battery models or types of different technology (vented, valve-regulated) can be connected in parallel as long as the requested charging voltage (V_{pc}) per string acc. to the operating instructions is fulfilled.

If these requirements are fulfilled paralleling of up to 10 strings is possible. All battery performance data have to be applied to the end terminal of each string.

Always connect the individual series strings first. Check that the different strings have the same state of charge, means similar open circuit voltages. After that, connect the strings in parallel.

4.5 Installation Positions for AGM-Cells and -Blocks

The following fig. 3 and 4 show the possible installation positions for AGM-VRLA cells and –blocks in float charge (parallel standby) operation.

For horizontal installation of blocks/cells it has to be ensured that the lids are not loaded mechanically by laying on the locating surface.

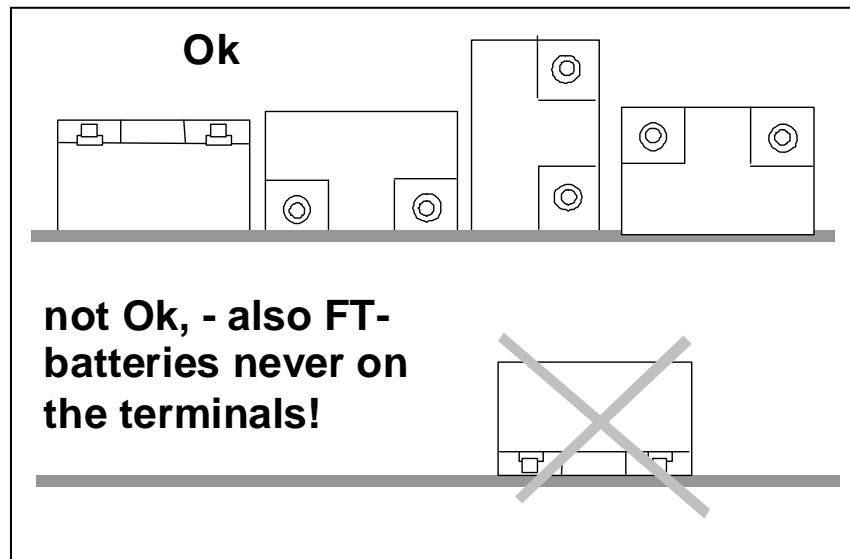


Fig. 3: Installation positions for AGM-blocks.

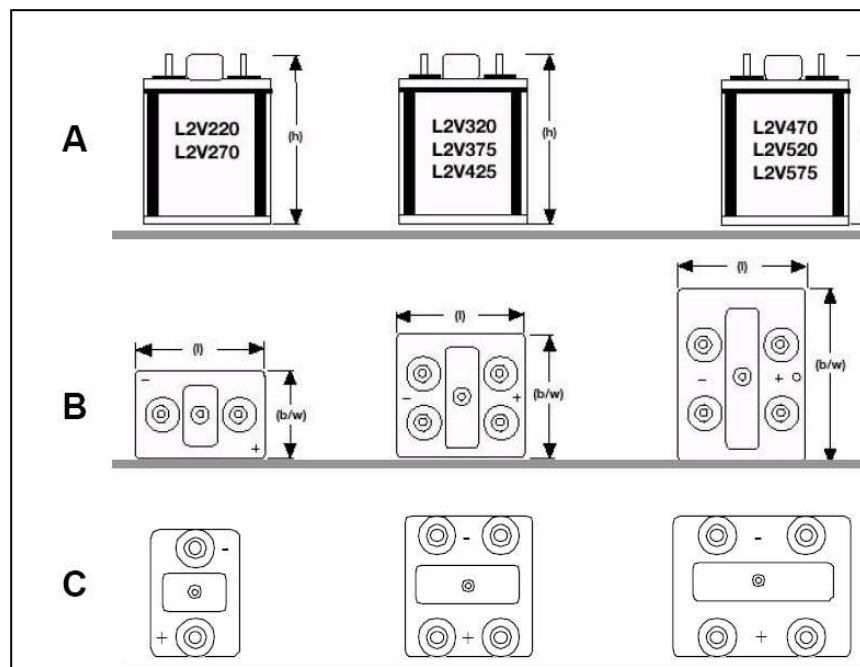


Fig. 4: Installation positions for AGM-cells. Flexible connectors must be used in case of horizontal installation.

5. Commissioning

- For float charge applications, commissioning after a storage period or assembly in accordance with the conditions specified above, commissioning consists merely of connecting the battery to its charging system.
- The charge voltage should be adjusted in accordance with the specifications as described in chapter 6.1.
- The safety systems: Fuses, circuit breakers and insulation monitoring shall be all tested independently.
- If a capacity test is requested, for instance, for an acceptance test on site, make sure the battery is fully charged. For this, the following IU-charge methods can be applied:

Option 1: Float charge \geq 72 hours.

Option 2: 2.40 Vpc \geq 16 hours (max. 48 hours) followed by float charge \geq 8 hours.

The current available for charging can be unlimited up to achieving the constant voltage level (guide values: 10 A and 35 A per 100 Ah nominal capacity).

6. Operation

6.1 Float Voltage and Float Current

- The charge voltage has to be adjusted to the temperature as shown in figures 5 and 6.

The float charge voltage should be set as follows. Hereby, the Volts per cell multiplied by the number of cells must be measured at the end terminals of the battery:

2.27 Vpc (at 20 °C) for Marathon L/XL and Powerfit S

2.27 Vpc (at 25 °C) for Marathon M, Sprinter P/XP and Sprinter S

All charging (float, boost, equalizing) must be carried out according to an IU-characteristic with limit values: I-phase: \pm 2%; U-phase: \pm 1%. These

limits are acc. to the standard DIN 41773, part 1 [5]. The charge voltage shall be set or corrected, respectively, to the values mentioned above.

- In the case of installation in cabinets or in trays, the representative ambient temperature measurement is achieved at a height of 1/3. The sensor should be placed in the center of this level.
- The location of battery temperature sensors depends on the probes. The measurement shall be carried out either at the negative terminals (pointed metallic probes or probes with loop-shape) or on the plastic housing (flat probes to be placed on top or on one side in the center).
- As a clue about the fully charged state the following rough formula can be used: The battery is fully charged if the residual charge current does not change anymore during three hours.

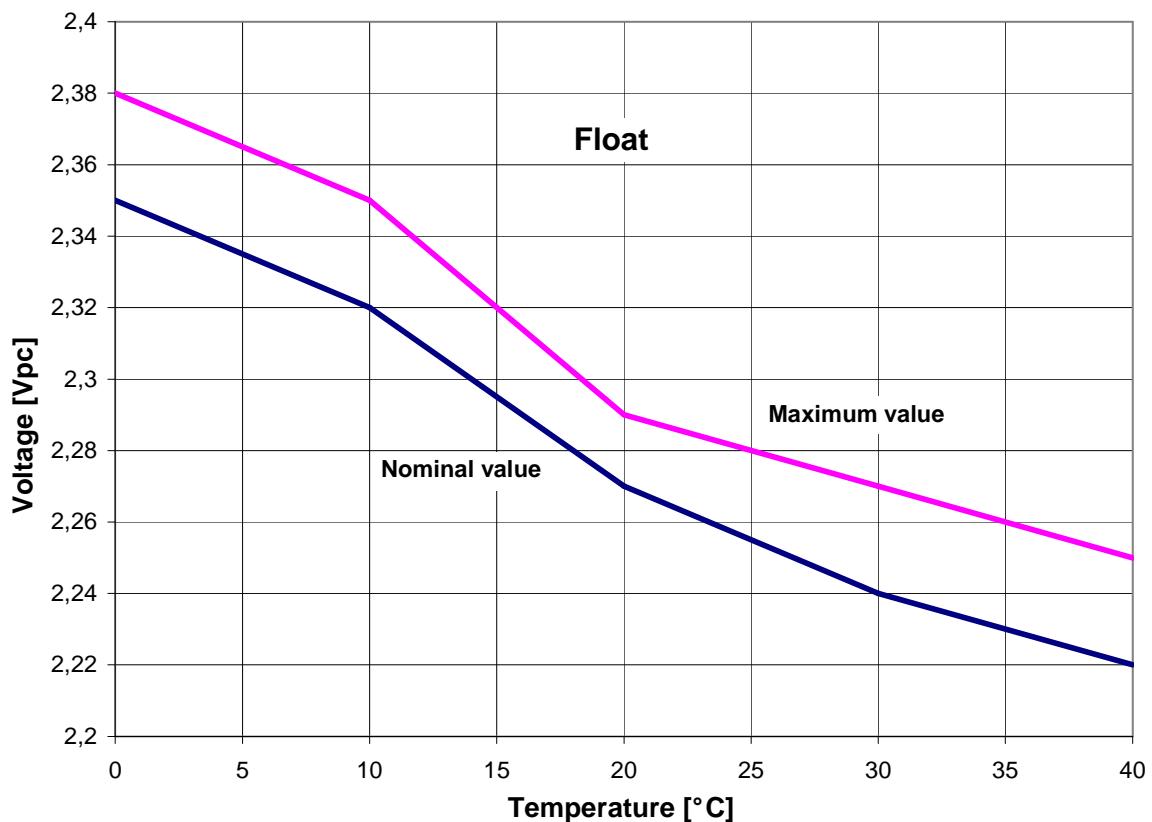


Fig. 5: Marathon L/XL, Powerfit S – Charging Voltage vs. Temperature. The charging voltage must be set to the nominal value. The maximum value must not be exceeded.

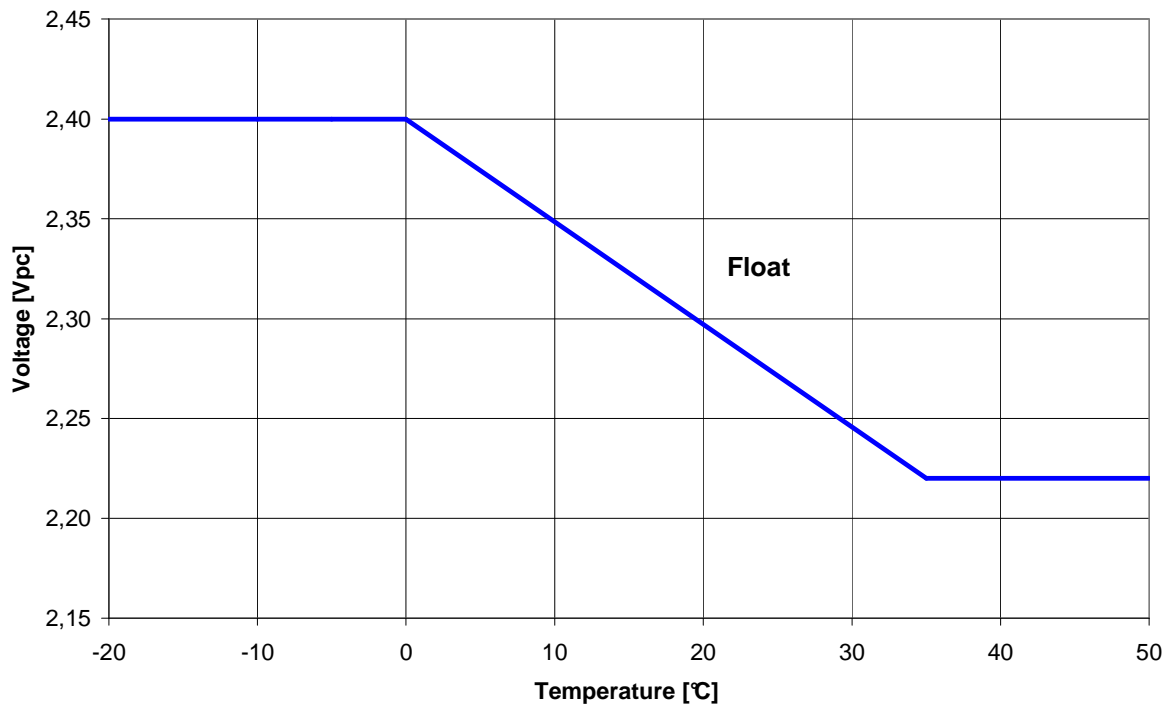


Fig. 6: Marathon M, Sprinter P/XP and S – Charging Voltage vs. Temperature

6.2 Superimposed AC Ripple

Depending on the electrical equipment (e.g. rectifier, inverter), its specification and charging characteristics alternating currents flow through the battery superimposing onto the direct current during charge operation.

Alternating currents and the reaction from the loads may lead to an additional temperature increase of the battery and “shallow cycling” (i.e. cycling with low depths of discharges), which can shorten the battery life.

Possible influences are in detail:

- over-charging and accelerated corrosion,
- evolution of hydrogen (water loss, drying-out),
- deterioration of capacity by insufficient charge factor.

The effects depend on amplitude, frequency and wave form of the superimposed AC ripple.

When recharging up to 2.4 Vpc the actual value of the alternating current is occasionally permitted up to 10 A (RMS = effective value) per 100 Ah nominal capacity. In a fully charged state during float charge or standby parallel operation the actual value of the alternating current shall be as low as possible but must not exceed 5 A (RMS) per 100 Ah nominal capacity (see also EN 50272-2 [2]).

The information leaflet “Considerations on service life of stationary batteries” [6] demonstrates how critical the influence of the superimposed AC ripple is with regard to the different lead-acid battery systems “vented” and “VRLA”. Herein, different limits for the superimposed AC ripple (RMS-value) are recommended for float charge operation or standby parallel operation, respectively:

Maximum 2 A per 100 Ah C₁₀ for vented lead-acid batteries.
Maximum 1 A per 100 Ah C₁₀ for VRLA batteries.

The following effects depend on the frequency.

At > 30 Hz:

- no or negligible conversion of active material because too quick changes of direction of the current, but
- increase of battery temperature,
- increased water loss,
- accelerated corrosion.

At < 30 Hz:

- significant conversion of active material because slow changes of direction of the current and therefore
- lack of charge and
- consumption by cycling.

Lack of charge can occur especially if the portion of negative half-waves exceeds the portion of positives, or if the shape of the wave is distorted toward higher amplitudes of the negative half-waves. Increasing the float voltage by approx. 0.01 up to 0.03 Vpc can help in those cases. But, this should be a temporary measure only.

Highest matter of concern should be the exclusion of too high superimposed AC ripples by the appropriate design of the equipment from

the beginning, or the immediate detection of reasons for their occurrence (e.g. by a defective capacitor) later on and corrective actions.

6.3 Float Voltage Deviation

- The individual cell or block float voltages may deviate within a string from the average value 2.27 Vpc. The following table 6 gives an overview about all the battery types and their variations from the average value under float charge conditions.
- The permissible deviation ranges as shown in table 7 result from that.

	2 V-cells	6 V-blocks	12 V-blocks
Marathon	+0.2 / -0.1	+0.35 / -0.17	+0.49 / -0.24
Sprinter	---	+0.35 / -0.17	+0.49 / -0.24
Powerfit	---	+0.35 / -0.17	+0.49 / -0.24

Table 6: Permissible float voltage deviation from the average value 2.27 Vpc.

	2 V-cells	6 V-blocks	12 V-blocks
< 6 months	2.15 – 2.49	6.60 – 7.19	13.33 – 14.16
> 6 months	2.17 – 2.47	6.64 – 7.16	13.38 – 14.11

Table 7: Permissible range of voltage deviation in Volts. Reference value is 2.27 Vpc acc. to chapter 6.1.

- This deviation is even stronger after the installation and within the first 6 months of operation. It is due to different initial states of recombination and polarization within the cells.
- It is a normal effect for VRLA batteries and well described in [7] from Gel-batteries.

6.4 Charging Times

- The constant current – constant voltage (IU) charging mode is the most appropriate to achieve a very long service life to VRLA batteries. The following diagrams give guide values of time required to recharge a battery at float voltage or enhanced voltage (Boost

charge) up to 2.40 Vpc (at 20 °C) depending on depth of discharge (DOD) and initial current.

- Higher currents will not lead to relevant gain of recharging time. Lower currents will prolong the recharging time significantly.
- Example on how to interpret the diagrams (fig. 7): A battery discharged to 75% depth of discharge (DOD) can be re-charged to 90% available capacity within about 7 hours at a charge voltage 2.27 Vpc and a charge current 0.2 C₁₀ (20% of the capacity, but the value in Ampere).

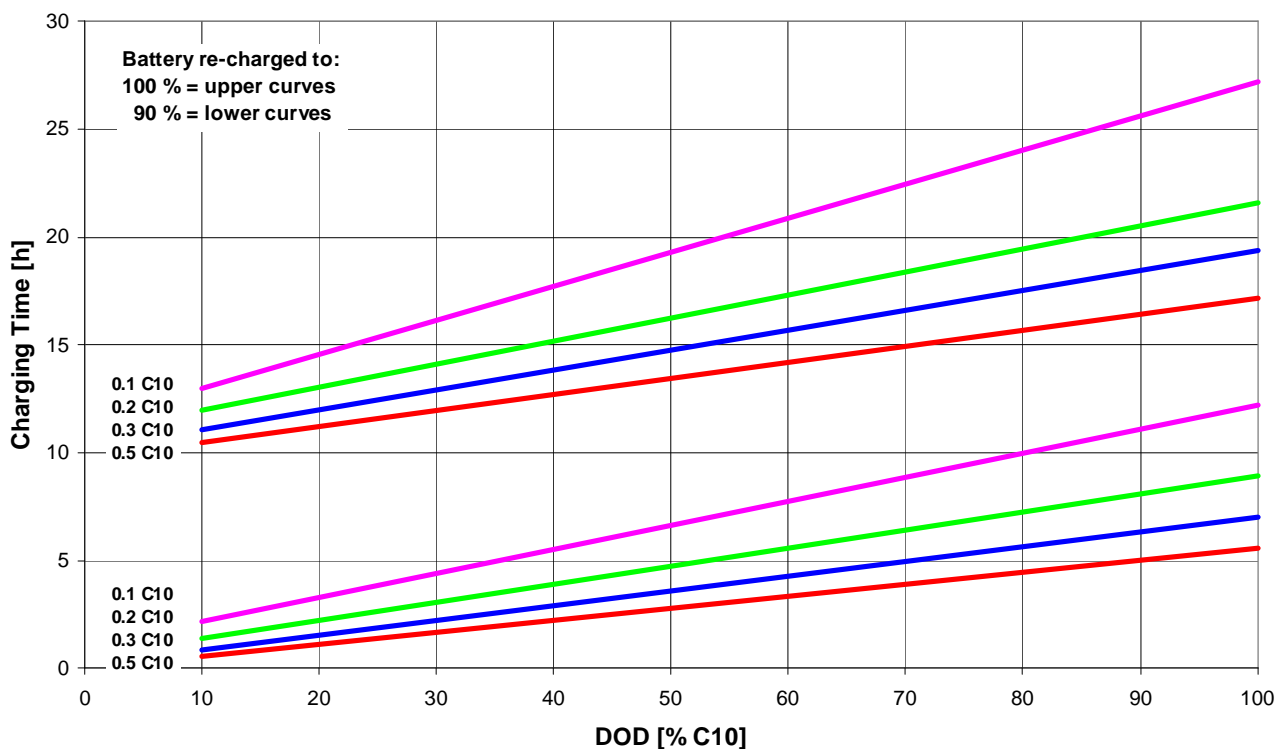


Fig. 7: Charging Time vs. Depth of Discharge (DOD) - Re-charging with 2.27 Vpc and different currents (Ampere = Ah-value of C₁₀)

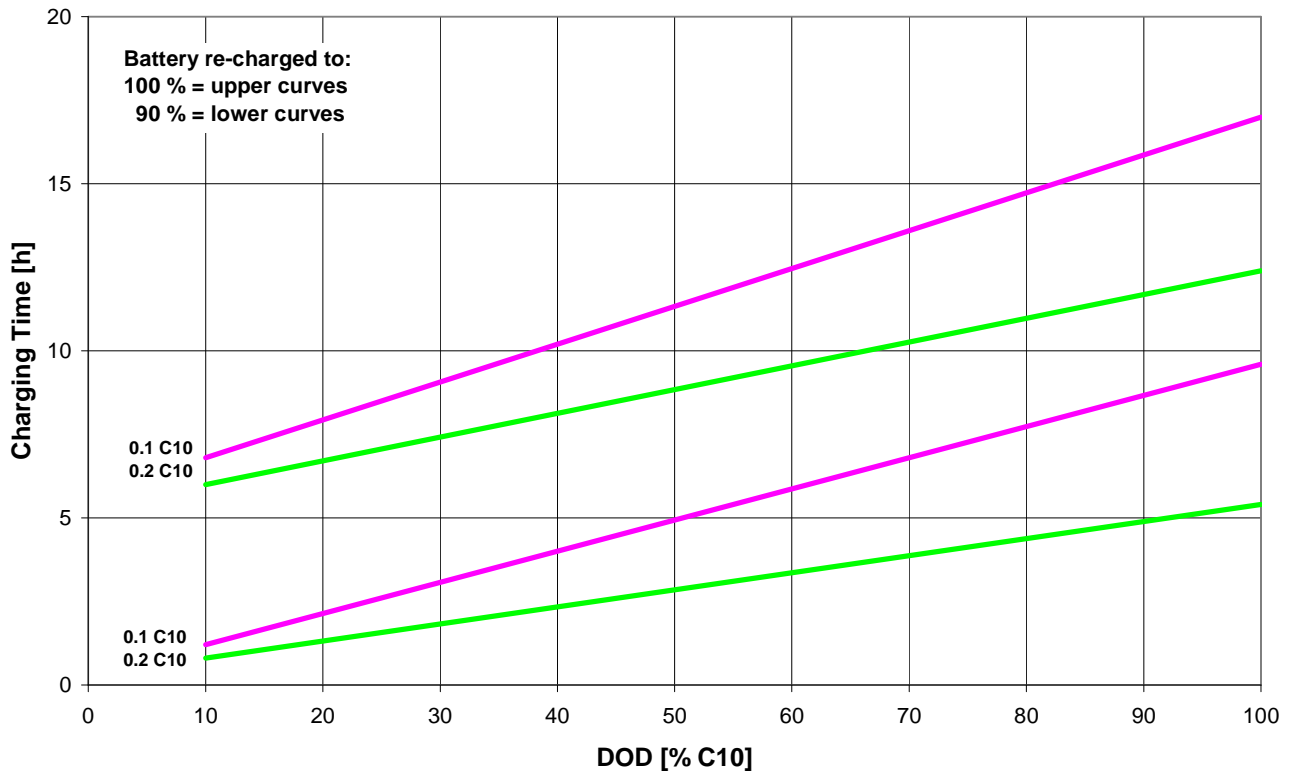


Fig. 8: Charging Time vs. Depth of Discharge (DOD) - Re-charging with 2.40 Vpc and different currents (Ampere = Ah-value of C₁₀)

6.5 Efficiency of Re-Charging

6.5.1 Ah-Efficiency

$$\text{Definition: Ah-Efficiency} = \frac{\text{Discharged Ah}}{\text{Re-charged Ah}}$$

Reciprocal value = Charge coefficient (re-charged Ah/discharged Ah)

Normal charge coefficients (pre-set charging time, for instance, 24 hours):

1.10 (discharge rate 10 hours)

1.15 (discharge rate 1 hour)

1.25 (discharge rate 10 minutes)

$$\text{Ah-efficiency} = 1/1.10 \dots 1/1.25 = 91\% \dots 80\%$$

Explanations:

The necessary charge coefficient increases with increasing discharge rate (as the depth of discharge (DOD) decreases). Thus because ohmic losses, heat generation by recombination etc. are relatively same for a given charging time.

6.5.2 Wh-Efficiency

In addition to item “Ah-Efficiency”, average voltages during discharge and re-charging have to be taken into account.

$$\text{Definition: Wh-Efficiency} = \frac{\text{Discharged Ah} \cdot \text{Average Voltage Discharge}}{\text{Re-charged Ah} \cdot \text{Average Voltage Recharge}}$$

Example:

Discharge: Battery $C_{10} = 100 \text{ Ah}$
 10h discharge, rate: $I_{10} \rightarrow$ discharged: $C_{10} = 100 \text{ Ah}$
 (100% DOD)

Average voltage during C_{10} -discharge: 2.0 Vpc
 (estimated)

Recharging: IU-Charging 2.27 Vpc, $1 \cdot I_{10}$,

Expected re-charging time (incl. charge coefficient 1.10): 27 hours

Estimate for average voltage during re-charging: The voltage increases from 2.1 Vpc to 2.27 Vpc during 8 hours \rightarrow average 2.19 Vpc.

The voltage is constant at 2.27 Vpc for (27-8) hours = 19 hours.

Estimated average voltage during 27 hours: 2.25 Vpc

$$\text{Wh-efficiency} = \frac{100 \text{ Ah} \cdot 2.0 \text{ Vpc}}{110 \text{ Ah} \cdot 2.25 \text{ Vpc}} = 0.808 = 81 \%$$

6.6 Equalizing Charge

Because it is possible to exceed the permitted load voltages, appropriate measures must be taken, e.g. switch off the load.

Equalizing charges are required after deep-discharges and/or inadequate charges or if the individual cell or block voltages are outside the ranges as shown in table 5 (see chapter 6.3).

They have to be carried out as follows:

Up to 48 hours at max. 2.40 Vpc.

The charge current is unlimited up to achieving U-constant.

The cell / block temperature must never exceed 45°C. If it does, stop charging or switch down to float charge to allow the temperature to decrease.

6.7 Discharge, Capacity Tests

6.7.1 General Items

Even if AGM-VRLA batteries are deep-discharge resistant, their service life can be affected by too many and successive deep-discharges.

Therefore:

- Discharge must not be continued below the final discharge voltage acc. to the equivalent discharge current.
- Deeper discharges must not be carried out unless specifically agreed with GNB Industrial Power.
- Recharge immediately following a full or partial discharge.

6.7.2 Capacity Tests

- It must be guaranteed that the battery is fully charged before the capacity test. Regarding batteries being in operation already, an equalizing charge must be carried out in case of any doubt.
- VRLA batteries are delivered always in fully charged state. But, new

installed VRLA batteries show a lack of capacity due to transport and storage. The degree of self-discharge depends on duration and ambient temperature. An estimate is possible roughly only by the rest voltage. Therefore, a specific refreshing charge is important in case of any acceptance tests at site immediately after the installation of a system (see for this “5. Commissioning”).

- If possible, the total battery voltage and the single voltages shall be measured in both, float charge operation and open circuit.
- Capacity tests should be carried out acc. to IEC 60896-21 [8]. The voltage of the single cells or blocks shall be recorded automatically or measured by hand. In the last case, the values shall be recorded at least after 25 %, 50 % and 80 % of the expectable discharge time, and afterward in reasonable intervals so that the final discharge voltage can be included.
- The test shall be ended if one of the following criteria is fulfilled, whichever comes first:
 - The battery voltage has reached $n \cdot U_f$ [Vpc], with n = number of cells per string and U_f = final discharge voltage per cell.

Example:

$U_f = 1.75$ Vpc, $n = 24$ cells,
battery voltage = 24 cells \cdot 1.75 Vpc = 42 V

- The weakest cell is fallen down to
 $U_{\min} = \text{final discharge voltage } U_f \text{ [Vpc]} - 0.2 \text{ V}$

Example:

Final discharge voltage $U_f = 1.75$ Vpc. Therefore, the weakest cell may have: $U_{\min} = U_f - 0.2 \text{ V} = 1.55 \text{ V}$.

Single cells and blocks must be handled from different points of view, because statistics plays a role in case of blocks. Therefore, the following baselines results for calculations:

Minimum permitted voltage (U_{\min}) per single cell:

$$U_{\min} = U_f \text{ [V/cell]} - 0.2 \text{ V}$$

Minimum permitted voltage (U_{\min}) per block:

$$U_{\min} = U_f [\text{V/block}] - \sqrt{n} \cdot 0.2 \text{ V}$$

(U_f = final discharge voltage, n = number of cells)

Therefore, the following values result:

2 V	6 V	12 V
- 0.2	- 0.35	- 0.49

Table 8: Voltage tolerances at the end of discharge

Example:

12 V-block battery

Final discharge voltage

$$U_f = 1.75 \text{ Vpc}$$

Final discharge voltage per block:

$$U_f = 10.50 \text{ V}$$

Calculation: $10.50 \text{ V} - 0.49 \text{ V} = 10.01 \text{ V}$

Minimum permitted voltage per block:

$$U_{\min} = 10.01 \text{ V}$$

- The initial temperature is conclusive for the correction of the test result. It shall be between 18 and 27 °C acc. to IEC 60896-21 [8].

Proceeding:

The test results in a measured capacity

$$C [\text{Ah}] = I [\text{A}] \cdot t [\text{h}]$$

Then, the temperature corrected capacity $C_{\text{corr.}}$ [Ah] results in

$$C_{\text{corr.}} = \frac{C}{1 + \lambda (\vartheta - 20)} \quad \text{with}$$

temperature coefficient $\lambda = 0.006$ for tests of $\geq C_3$ or

0.01 for tests of $< C_3$, respectively,

initial temperature ϑ in °C.

If 25 °C is the nominal temperature, „25” must be set in the above formula instead of „20”.

- There are no regulations regarding the frequency of capacity tests to be carried out. The user can decide as he wants. But, testing too frequently

doesn't make sense, because the result reflects only a momentary state of the battery anyway. Extreme testing could be equivalent to cycling.

Following an example for a conceivable proceeding in case of a Marathon L-battery (anticipated service life: >10 years at 20 °C):

first test after 1 year *);
after that, every 2 to 3 years;
annual as soon as the capacity begins to drop continuously.

*) Instead of the first test after 1 year it can be also the acceptance test after the commissioning

6.8 Cyclical Operation

AGM-batteries can be used also in discharge-charging-mode (a cycle consists of a discharge and a re-charging).

The following numbers of cycles are specified acc. to IEC 896-2 [9]*):

Marathon, Powerfit: 400 cycles
Sprinter: 300 cycles

*) Discharge conditions acc. to IEC 896-2 [9]: 20 °C, discharge for 3 h at a current of $I = 2.0 \cdot I_{10}$. This is equivalent to a depth of discharge (DOD) of 60% C_{10} .

The possible numbers of cycles depend on different parameters, i.e. sufficient re-charging, depth of discharge (DOD) and temperature.

Deeper discharge (higher DOD) results in a lower number of cycles because the active material is much more stressed and stronger re-charging is necessary (corrosion!). Therefore, lower DODs results in higher numbers of cycles. See figures 9 and 10 for details.

The correlation between DOD and number of cycles is not always exact proportional. It depends also on the ratio amount of active material versus amount of electrolyte.

With regard to the influence of temperature on the number of cycles see chapter 6.10.

Note:

The cycle life (calculated number of years with a specified daily DOD) can never exceed the service life! The cycle life is rather less than the service life due to non-expectable influences.

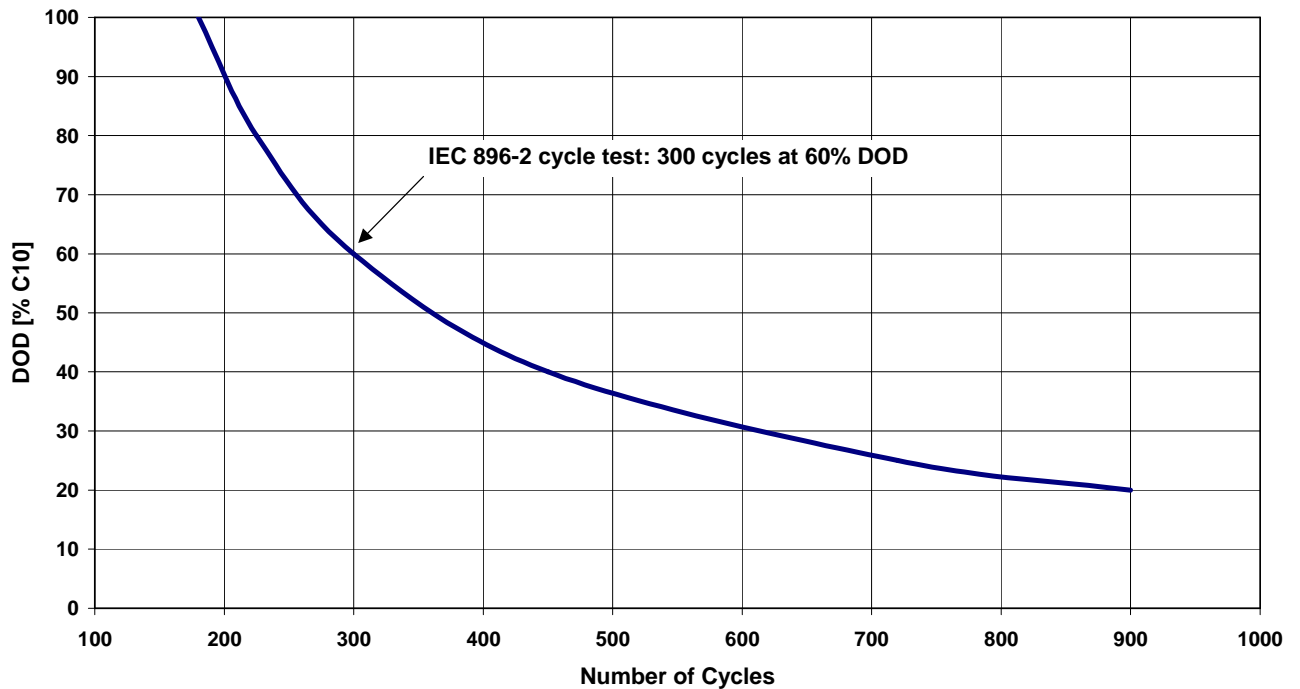


Fig. 9: Sprinter – Number of Cycles vs. Depth of Discharge (DOD)

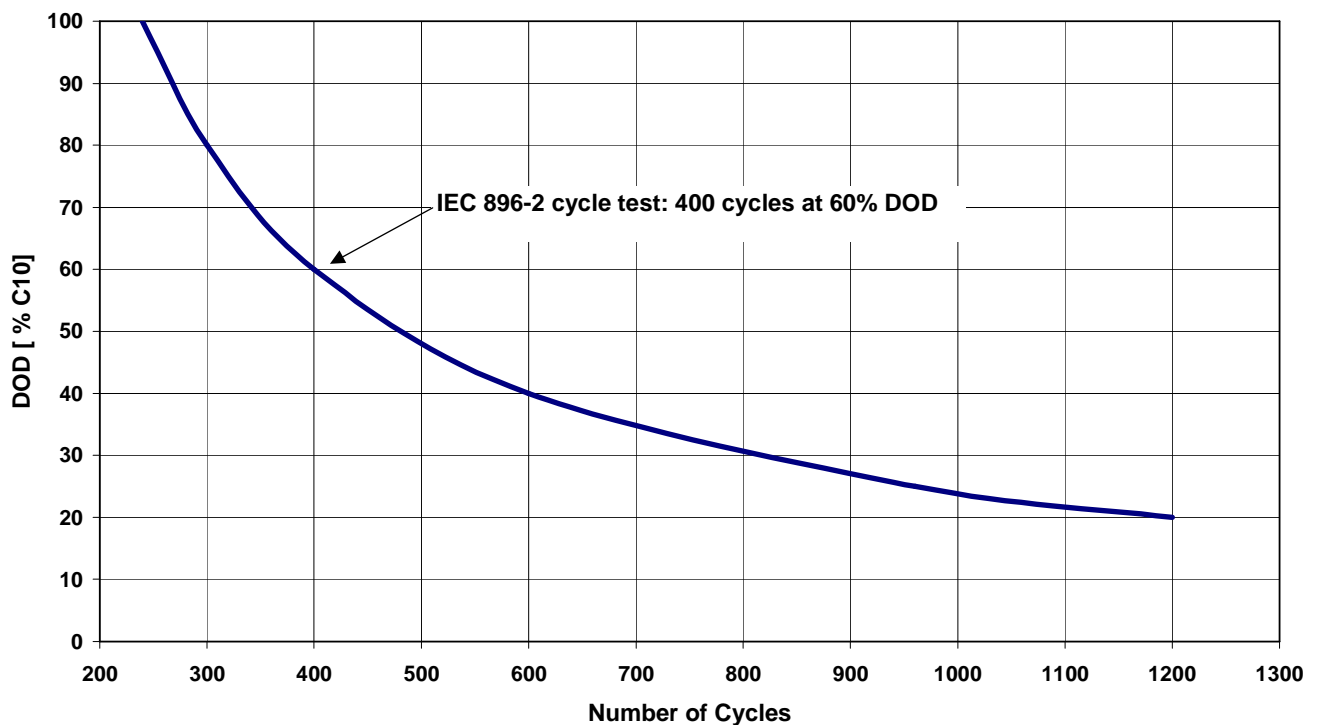


Fig. 10: Marathon, Powerfit - Number of Cycles vs. Depth of Discharge (DOD)

6.9 Internal Resistance R_i

- The internal resistance R_i is determined acc. to IEC 60896-21 [8]. It is an important parameter when computing the size of batteries. A remarkable voltage drop at the beginning of a discharge, especially at high discharge rates equal and less than 1 hour, must be taken into account.
- The internal resistance R_i depends on the depth of discharge (DOD), for instance, as shown in fig. 11 below. Hereby, the R_i -value at 100% state of charge (= fully charged) is the base line. The R_i -basic value can be taken from the equivalent catalogue.

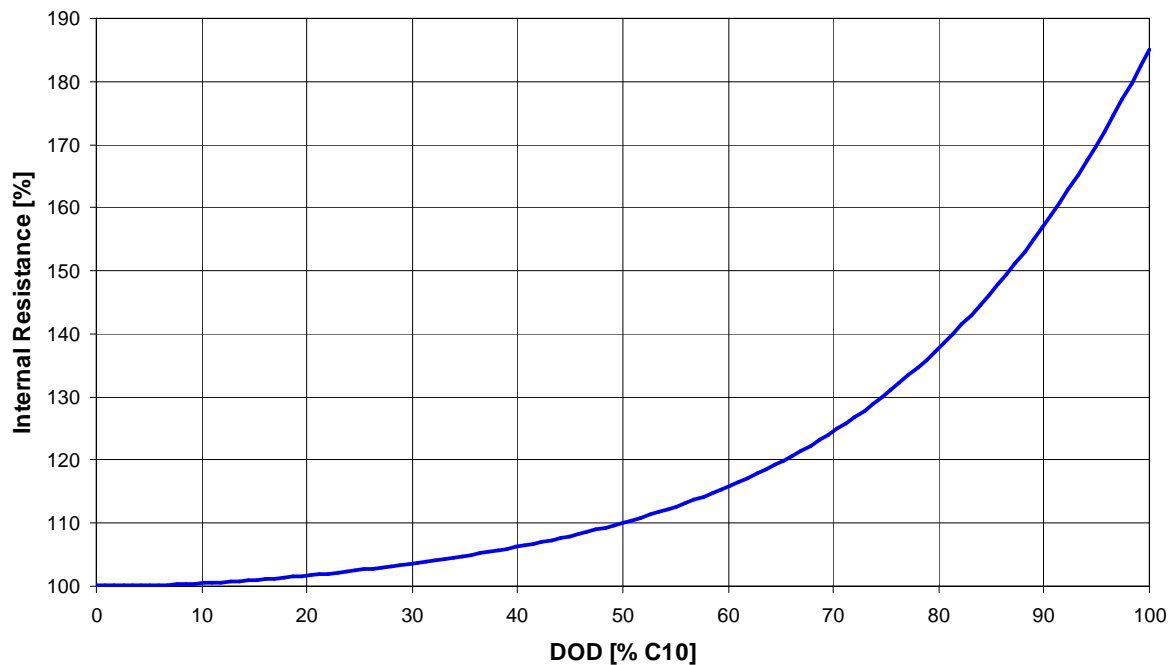


Fig. 11: Internal Resistance R_i vs. Depth of Discharge (DOD)

6.10 Influence of Temperature

- The design of AGM-batteries allows the use in a wide temperature range from -40 °C to $+55\text{ °C}$.
- There is a risk at temperatures of approx. less than -8 °C regarding freezing-in of the electrolyte depending on the depth of discharge and the withdrawn capacity, respectively (see fig. 12).
- Depending on the type, 20 °C or 25 °C is the nominal temperature and the optimal temperature regarding capacity and lifetime (= service life). Lower temperatures reduce the available capacity and prolong the recharge time. Higher temperatures reduce the lifetime and number of cycles.
- The battery temperature influences the capacity as shown in fig. 13 and 14.

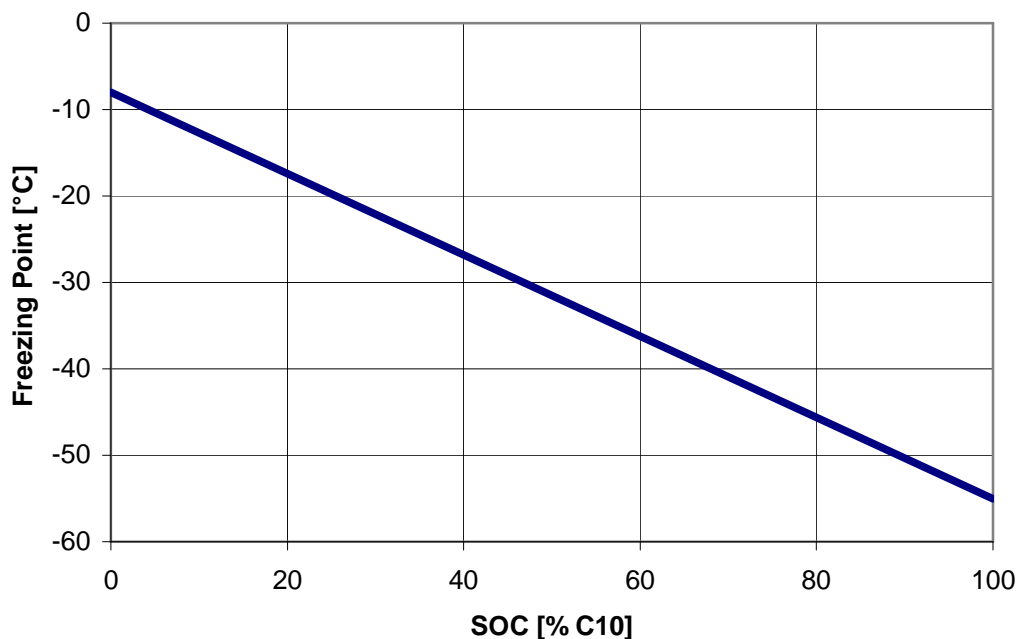


Fig. 12: Electrolyte Freezing Point vs. State of Charge (SOC)

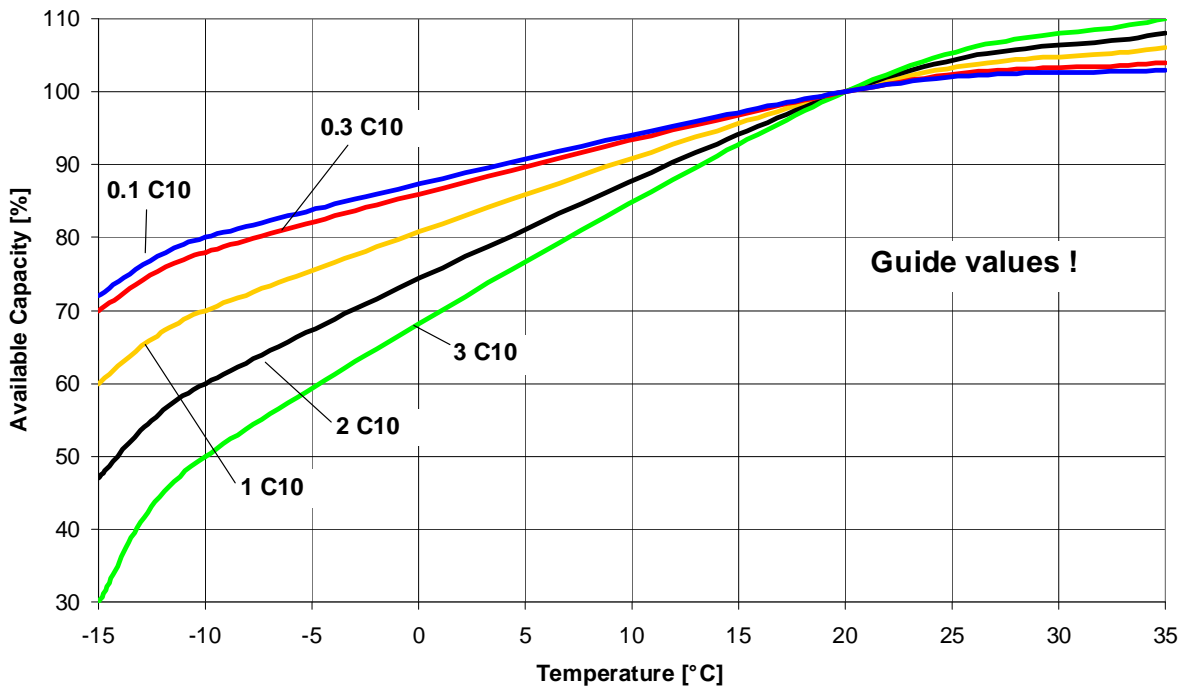


Fig. 13: Marathon – Available Capacity vs. Temperature at different Discharge Rates (Current value = Ah-value as multiples of C_{10})

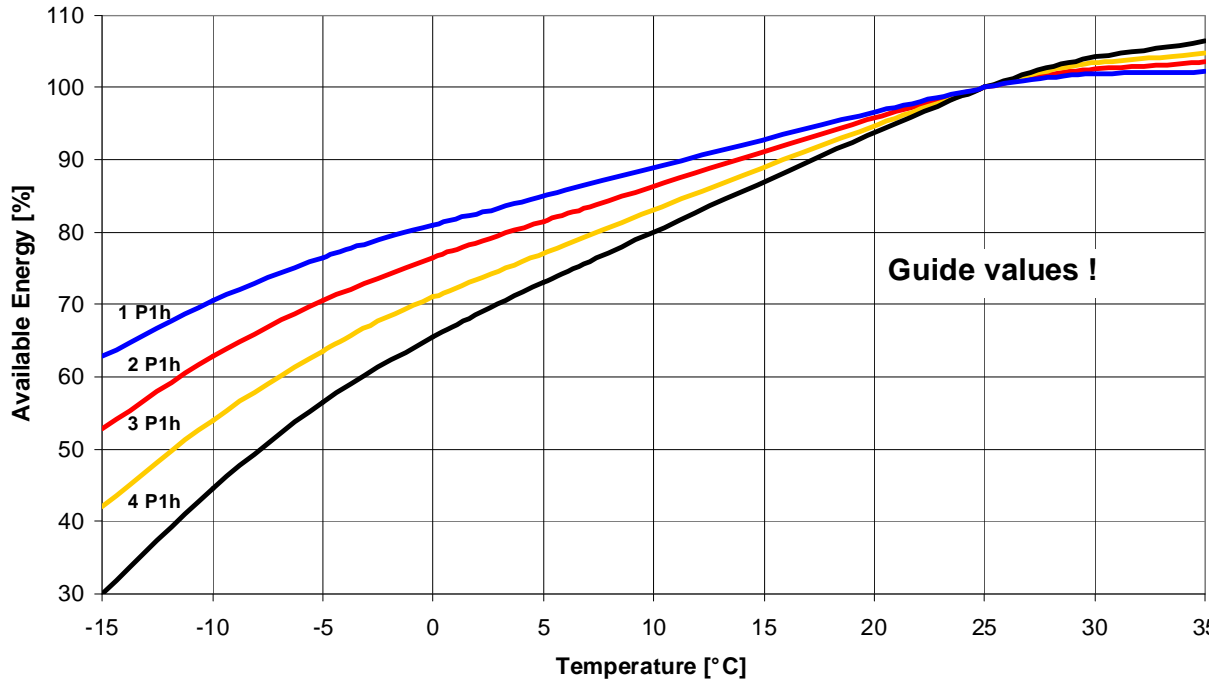


Fig. 14: Sprinter – Available Energy vs. Temperature at different Discharge Rates (multiples of the 1-hour-power)

-
- Anticipated service life applied to the nominal capacity, 20 °C and with occasional discharges:

Powerfit S 200/S 300: 3 to 5 years

Powerfit S 500: > 6 years

Sprinter: 8 to 9 years

Marathon: > 10 years

In comparison to the determined design life applied to the nominal capacity and 20 °C:

Powerfit S 200/S 300: 5 years

Powerfit S 500: 7 years

Sprinter: 10 years

Marathon: 12 years

- High temperatures affect batteries' service life acc. to a common rough formula (law of "Arrhenius"):

The corrosion rate is doubled per 10 °C. Therefore, the lifetime will be halved per 10 °C increase.

Example: 10 years at 20 °C become reduced to 5 years at 30 °C.

Fig. 15 to 18 show the dependency of the service life on the temperature for different lines of products.

Fig. 19 is regarding the influence of temperature on the endurance in cycles (number of cycles). Daily cycles up to 60% DOD C₁₀, typically 5 to 20 % are taken into account. The influence of temperature is not as strong as in float charge operation because negligible corrosion during discharges in comparison to re-charging, but the upper curve in fig. 19 moves closer to the lower curve as longer the duration in fully or nearly fully charged state.

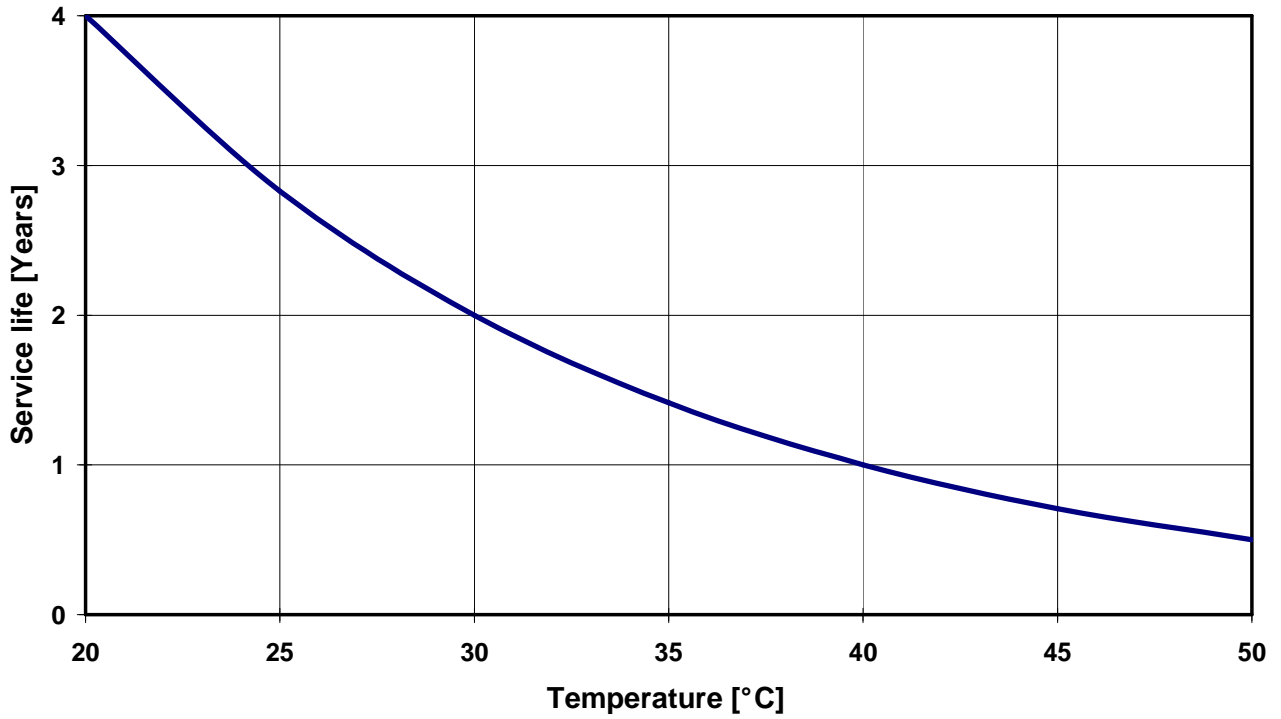


Fig. 15: Powerfit S200/S300 - Service Life vs. Temperature

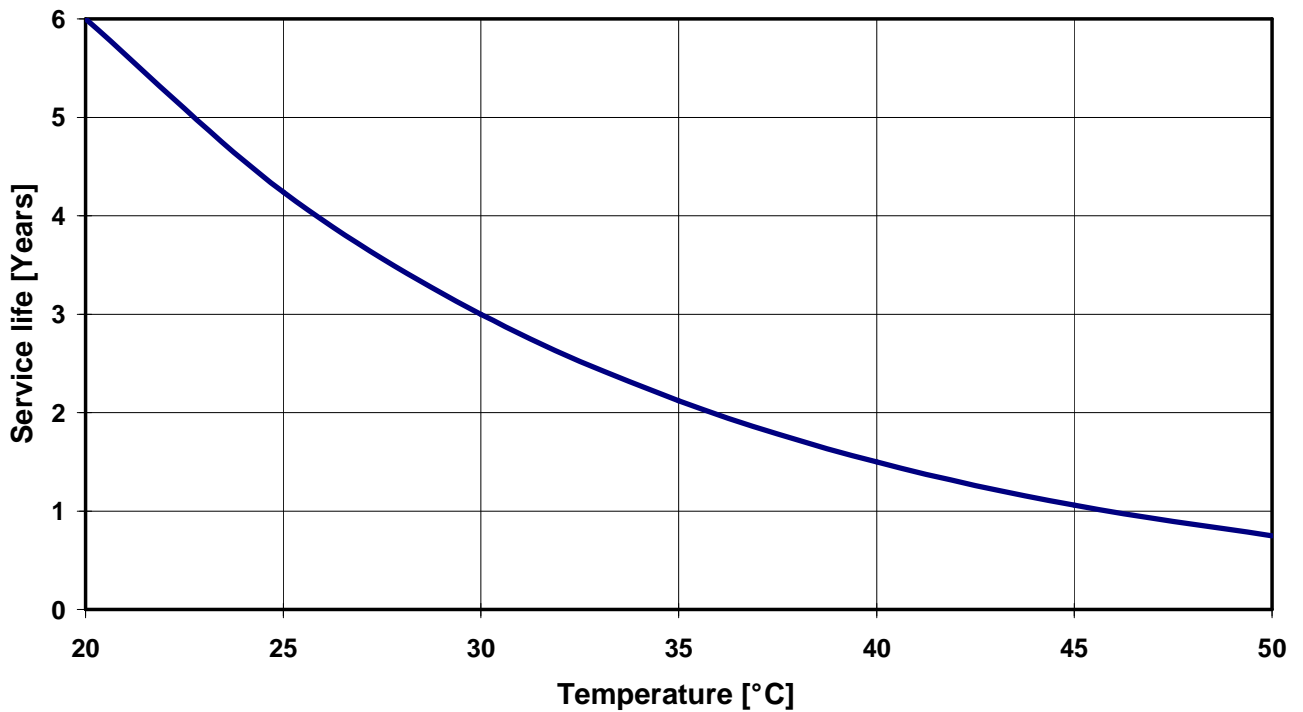


Fig. 16: Powerfit S500 – Service Life vs. Temperature

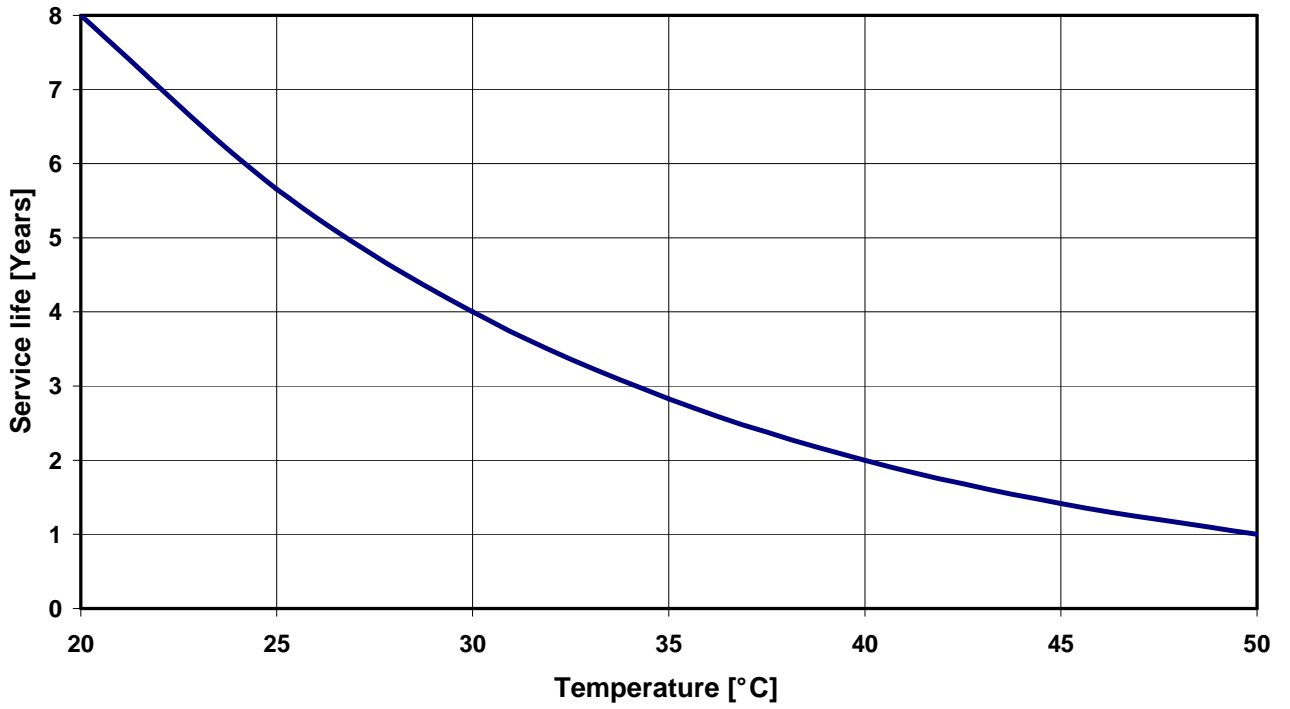


Fig. 17: Sprinter – Service Life vs. Temperature

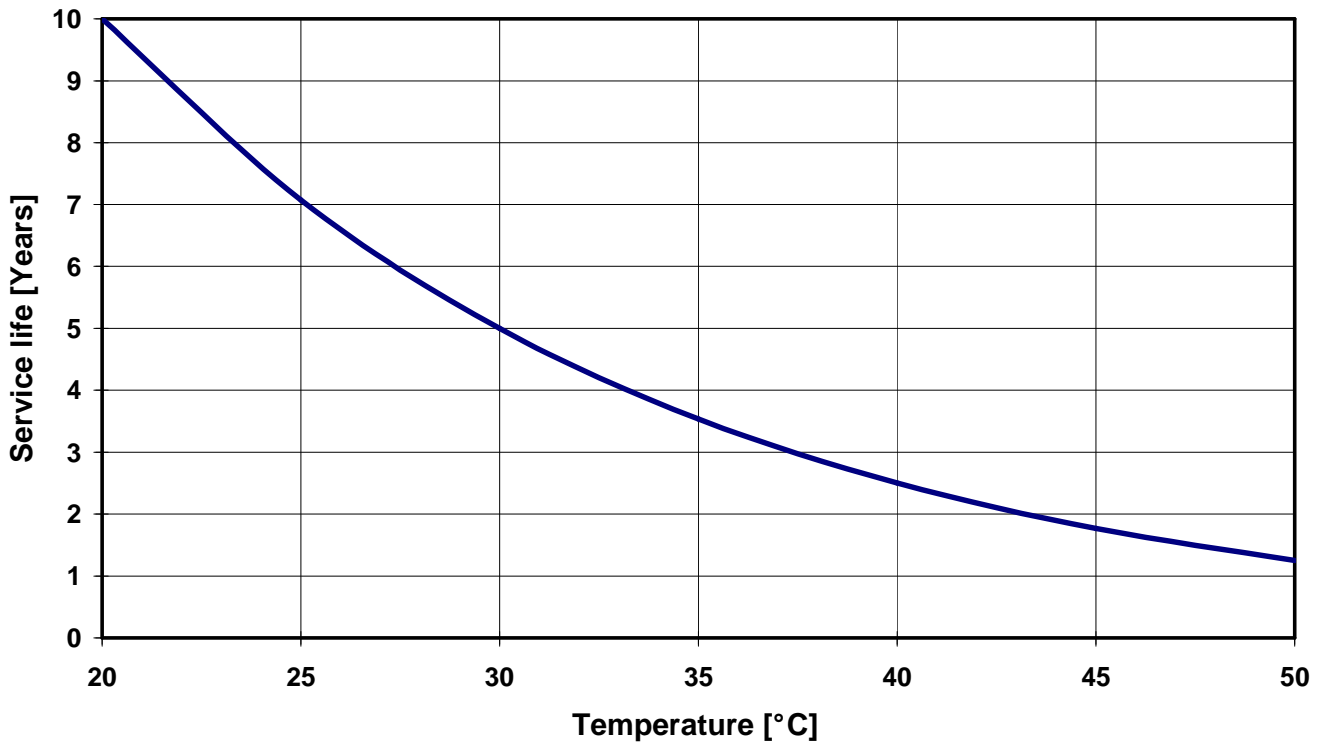


Fig. 18: Marathon – Service Life vs. Temperature

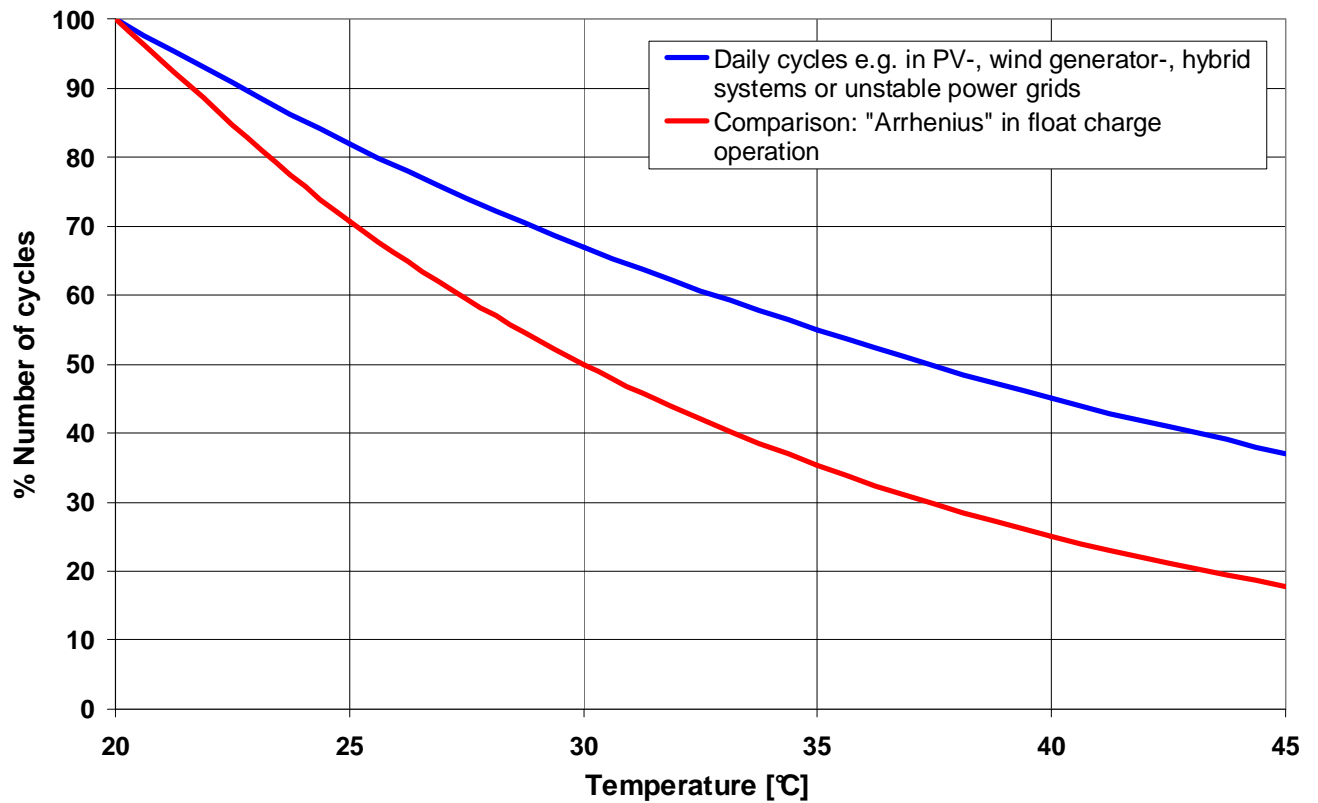


Fig. 19: Blue curve: Endurance in Cycles (in % of Number of Cycles) vs. Temperature; daily DOD max. 60% C₁₀, typically 5 to 20 %

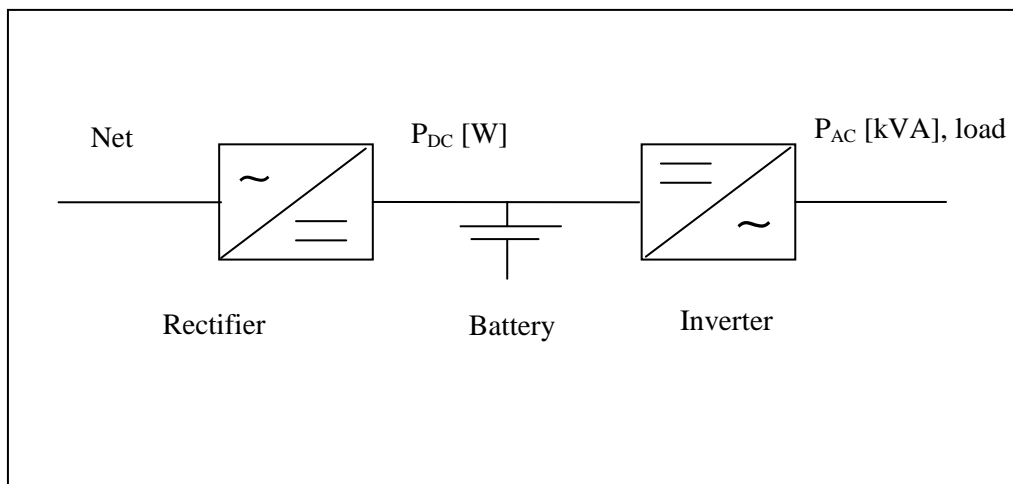
6.11 Operation in UPS-applications

The Sprinter S range is optimized for UPS-applications (UPS = Uninterruptible Power Supply). All discharge rates are based on 25 °C because this temperature is common in UPS-systems.

UPS-systems are typically rated in kW or kVA. For convenience in sizing the Sprinter are named by their Watt-output at 15 minutes.

Example: P12V875 means the battery supplies 875 Watt per block for 15 minutes back-up time (final discharge voltage: 1.75 Vpc).

Principle arrangement and data of an UPS-system



$$P_{AC} = U \cdot I$$

$$P_{DC} = (U \cdot I \cdot \cos \varphi) / \eta$$

$$P_{DC} = (P_{AC} \cdot \cos \varphi) / \eta$$

P_{AC} =	Required AC-power [kVA]
P_{DC} =	DC-power (inverter) [kW]
$\cos \varphi$ =	Power factor (e.g. 0.8)
η =	Inverter efficiency (0.85-0.95%)
$I_{max,DC}$ =	max. current [A] toward inverter
$U_{min,DC}$ =	min. voltage [V] toward inverter

$$I_{max, DC} = \frac{P_{AC} \cdot \cos \varphi}{\eta \cdot U_{min, DC}}$$

Inverter efficiency η (85% - 95%)

Depends on UPS-type:

- UPS size
- UPS design (electronics)

Big UPS (800 kVA): 95%

Small UPS (50 kVA): 85%

6.12 Maintenance and Checks

6.12.1 General Items and Checks acc. to Operating Instructions

- Periodic inspections and maintenance are necessary regarding:
 - charge voltage and current settings,
 - the discharge conditions,
 - the temperature levels,
 - the storage conditions,
 - the cleanliness of the battery and equipment
 - and other conditions relevant to safety issues and battery's service life (battery room ventilation, for example).

- Periodic discharges can be used to assess the available operating endurance, to detect faulty cells / blocks and aging symptoms of the battery, in order to consider battery replacement in due time.

- VRLA batteries do not require topping-up water. That's the reason why they were called "maintenance-free". Pressure valves are used for sealing and cannot be opened without destruction. Therefore, they are defined as "Valve-Regulated" lead-acid batteries (VRLA batteries).

- Even if VRLA batteries are called "maintenance-free" sometimes, they need control (see operating instructions, appendix, for details):

- Keep the battery clean and dry to avoid leakage currents. Plastic parts of the battery, especially containers, must be cleaned with pure water without additives.

- At least every 6 months measure and record:
 - Battery voltage
 - Voltage of several cells / blocks (approx. 20%)
 - Surface temperature of several cells / blocks
 - Battery- room temperature

- Annual measurement and recording:
 - Battery voltage
 - Voltage of all cells / blocks
 - Surface temperature of all cells / blocks
 - Battery- room temperature

Annual visual checks:

- Screw connections
- Screw connections without locking devices have to be checked for tightness.
- Battery installation and arrangement
- Ventilation

If the cell / block voltages differ from the average float charge voltage acc. to item 6.1 by more than a specified +/- tolerance as stated in table 5 (see chapter 6.3) or if the surface temperature difference between cells / blocks exceeds 5 K, the service agent should be contacted.

Deviations of the battery voltage from the average value depending on the battery type and the number of cells have to be corrected (see chapter 6.1).

6.12.2 Battery Testers and Battery Monitoring

Sometimes, other methods than capacity tests are offered for checking the state-of-health, state-of-charge or capacity of batteries. This equipment is based on any of the following ohmic methods: conductance, impedance, DC-resistance.

So-called battery testers are portable. Any of ohmic methods as mentioned above can be included in battery monitoring systems. Hereby, monitoring means the system works on-line and is permanently connected to the battery.

Either battery testers or monitoring system, the above mentioned ohmic methods can be used in order to follow up trending of data. But, they can never replace a standardized capacity test.

Thus, because none of the above mentioned methods can supply absolute results. In fact, the results of measurements depend on the concrete method (frequency, amplitude etc.), the operator (battery testers!) and other parameters, i.e. temperature and location of probes on the cells or blocks. For more information, see also [10] and [11].

The following guideline can be used for the interpretation of impedance / conductance / resistance measurements:

-
- If impedance or conductance measurements are used for VRLA batteries it is recommended to install the battery and keep it for at least two days on float charge. After the two days and a maximum of seven days the first readings should be taken. These readings represent the initial impedance/conductance values for the blocks or cells.
 - It is then recommended to take impedance/conductance readings every 6 or 12 months. If the application is considered as very critical in terms of reliability of power supply the readings can be taken more often.
 - The interpretation of impedance/conductance values can not end with a conclusion of full capacity, low capacity or no capacity. Therefore the following recommendations can be made:
 - If impedance/conductance values of blocks or cells change more than 35 % to negative direction*), compared to the initial value, a boost charge for 12 hours followed by 2 days on float charge is recommended firstly. The measurement must be repeated. If the values are not decreasing below the 35 % criteria, a capacity test should be carried out for the battery.
 - If impedance/conductance values of blocks or cells measured have a negative deviation*) of more than 35 %, compared to the average value (per battery), a boost charge for 12 hours followed by 2 days on float charge is recommended firstly. The measurement must be repeated. If the values are not decreasing below the 35 % criteria, a capacity test should be carried out for the battery.
 - If no initial values are measured for a battery, only the second method can be applied.

*) impedance to higher values and conductance to lower values

All impedance/conductance measurements can be compared to each other only if the temperature does not differ more than +/- 2 °C.

For favorable deviations (impedance lower or conductance higher) no activity is needed (unless it complies with low DC float voltage) because this changing is related to the normal capacity increase of batteries put in float charge operation.

If a cell or a block is changed based on impedance/conductance measurement and returned to the manufacturer for investigation it is

strongly recommended to write the measured value with permanent ink on the cell or block.

6.12.3 Cleaning of Batteries

- The cell vents must not be opened.
- It is allowed to clean the plastic parts of the battery, especially the cell containers, by water respectively water-soaked clothes only without additives [1].
- After the cleaning, the battery surface has to be dried on a suitable way, for instance, by compressed air or by clothes [1].

7. Recycling, Reprocessing

Lead-acid batteries are recoverable commercial ware. GNB Industrial Power' factories recycle used lead and sees oneself as a part of the entire life cycle of a battery with regard to environmental protection. Contact your GNB Industrial Power representative. He will inform you about further details.

This holds also for used cells / blocks.

The transport of used accumulators is subject to special regulations. Therefore, it is recommended to order a company specialized in packaging and in making out of freight papers.

Details about the transport of used accumulators can be found in the information leaflet of the ZVEI "Taking back of used industrial batteries acc. to the battery decree" [12].

8. List of References

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- [2] European standard EN 50272-2 "Safety requirements for secondary

-
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- [3] Directive 2006/95/EC relating to electrical equipment designed for use within certain voltage limits (so-called “Low Voltage Directive”), amended by the Directive 93/68/EEC, the so-called “CE marking Directive”
- [4] B. A. Cole, R. J. Schmitt, J. Szymborski (GNB Technologies): “Operational Characteristics of VRLA Batteries Configured in Parallel Strings”, proceedings INTELEC 1998
- [5] German standard DIN 41774, part 1 “Semiconductor rectifier equipment with IU-characteristic for the charging of lead-acid batteries – Guidelines”, edition February 1979 (this standard is available in German language only)
- [6] Information leaflet “Considerations on service life of stationary batteries” of the working group “Industrial Batteries” in the ZVEI (Central Association of German Electrical and Electronic Manufacturers), Frankfurt/M., edition August 2009
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- [8] International standard IEC 60896-21 “Stationary Lead-Acid Batteries, Part 2: Valve Regulated Types, Section 1: Functional characteristics and methods of test”, first edition February 2004
- [9] International standard IEC 896-2 “Stationary lead-acid batteries – General requirements and methods of test – Part 2: Valve regulated types”, first edition November 1995
- [10] B. A. Cole, R. J. Schmitt (GNB Technologies): “A Guideline for the Interpretation of Battery Diagnostic Readings in the Real World”, Battconn '99
- [11] PPT-Presentation “Monitoring” (GNB Industrial Power, GCS), October 2002
- [12] Information leaflet “Taking back of used industrial batteries acc. to the battery decree” of the working group “Industrial Batteries” in the ZVEI

(Central Association of German Electrical and Electronic Manufacturers), Frankfurt/M., edition July 2007 (available in German language only)

Important Notice: The manufacturer of batteries “GNB Industrial Power” does not take over responsibility for any loyalties resulting from this paper or resulting from changes in the mentioned standards, neither for any different national standards which may exist and has to be followed by the installer, planner or architect.

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EXIDE CUSTOMER CARE PROGRAM

INSTRUCTIONS FOR THE SAFE HANDLING OF LEAD-ACID BATTERIES

1. Identification of Product and Company

Product: **Sonnenschein** A200, A400 (<= 12Ah), A500 (<= 16Ah), A500 Cyclic, A700, SOLAR (17 Ah), GF Y (14 Ah)
Marathon L, M (45 and 90Ah), M FT
Powerfit S500
AVB Military
Sprinter P
Tudor Distribution (> 40Ah)
DFY 14Ah

Category: Battery, wet, non-spillable (IATA compliant) ¹

Trade Name: Sonnenschein, Marathon, Sprinter, Powerfit, Tudor Distribution, DF, AVB

Manufacturer

Company: Sociadada Portuguesa do Acumulador Tudor, Lda.

Address: Av. Dr. Carlos Leal, 2600 – 619 Castanheira do Ribatejo - Portugal

Phone: +351 263200800

2. Composition and Information on the main Ingredients ²⁾

CAS no.	Description	Content [% of weight]	Hazard symbol
7439-92-1	Lead Grid (metallic lead, lead alloys with possible traces of additives)	~ 32	T ³
7439-92-1	Active Mass ⁴ (Battery Oxide, inorganic lead compounds)	~ 32	T
7664-93-9	Electrolyte ⁵ (diluted sulphuric acid with additives)	~ 29	C
	Plastic Container / Plastic Parts ⁶	~ 7	

3. Hazards Identification

No hazards occur during the normal operation of a Lead Acid Battery as it is described in the instructions for use that are provided with the Battery. Lead-acid Batteries have three significant characteristics:

- They contain an electrolyte which contains diluted sulphuric acid. Sulphuric acid may cause severe chemical burns.
- During the charging process or during operation they might develop hydrogen gas and oxygen, which under certain circumstances may result in an explosive mixture.
- They can contain a considerable amount of energy, which may be a source of high electrical current and a severe electrical shock in the event of a short circuit.

The Batteries have to be marked with the symbols listed under item 15.

¹ See item 14 – Transport Regulation

² contents may vary due to performance data of the Battery

³ As result of the harm to the unborn children Lead compounds are classified as toxic for reproduction, Category 1. As this category is not described with a specific hazard symbol, Lead compounds have to be labelled with the „skull “ symbol. Lead compounds are not classified „toxic“.

⁴ see chapter 12 – Ecological Information

⁵ Density of the electrolyte varies in accordance to the state of charge

⁶ Composition of the plastic may vary due to different customer requirements

4. First Aid measures

This information is of relevance only if the Battery is broken and this results in a direct contact with the ingredients.

4.1 General

Electrolyte (diluted sulphuric acid): sulphuric acid acts corrosively and damages skin
Lead compounds: lead compounds are classified as toxic for reproduction (if swallowed)

4.2 Electrolyte (Sulphuric acid)

after skin contact: rinse with water, remove and wash wetted clothing
after inhalation of acid mist: inhale fresh air, seek advice of a medical doctor
after contact with the eyes: rinse under running water for minimum 15 minutes, seek advice of a medical doctor
after swallowing: drink lot of water immediately, swallow activated carbon, do not induce vomiting, seek advice of a medical doctor

4.3 Lead compounds

after skin contact: clean with water and soap
after contact with the eyes: rinse under running water for minimum 15 minutes, seek advice of a medical doctor

5. Fire fighting measures

Suitable fire extinguishing agents:

CO₂ or dry powder extinguishing agents

Unsuitable fire extinguishing agents:

Water, if the battery voltage is above 120 V

Special protective equipment:

Protective goggles, respiratory protective equipment, acid protective equipment, acid-proof clothing in case of larger stationary battery plants or where larger quantities are stored.

6. Measures to be taken in case of accidental release

This information is of relevance only if the battery is broken and the ingredients are released.

In the case of spillage, use a bonding agent, such as sand, to absorb spilt acid; use lime / sodium carbonate for neutralisation; dispose of with due regard to the official local regulations; do not allow penetration into the sewage system, into earth or water bodies.

7. Handling and Storage

Store under roof in cool ambiance - charged lead-acid batteries do not freeze up to -50°C; prevent short circuits. Seek agreement with local water authorities in case of larger quantities of batteries to be stored. If batteries have to be stored, it is imperative that the instructions for use are observed.

8. Exposure limits and personal protective equipment

8.1 Lead and Lead compounds

No exposure to lead and lead-containing battery paste during normal conditions of use.

8.2 Electrolyte (Sulphuric Acid)

Exposure to sulphuric acid and acid mist might occur during filling and charging.

Threshold value in workplace:	occupational exposure limits for sulphuric acid mist are regulated on a national basis.
Hazard symbol:	C, corrosive
Personal protective equipment:	Protective goggles, rubber or PVC gloves, acid-resistant clothing, safety boots.
CAS-No:	7664-93-9
R-phrases:	R-35 Causes severe chemical burns
S-phrases:	S-1/2 Store away and keep out of reach of children S-16 Keep away from sparks or naked flame, No smoking S-26 In case of contact with eyes rinse immediately with plenty of water and seek medical advice S-45 In case of accident or if you feel unwell seek medical advice immediately (show the label where possible).

9. Physical and Chemical properties

	Lead and Lead compounds	Electrolyte (diluted sulphuric acid, 30 to 38.5%)
Appearance <i>form</i> : <i>colour</i> : <i>odour</i> :	solid grey odourless	liquid colourless odourless
Safety-related data <i>solidification point</i> : <i>boiling point</i> : <i>solubility in water</i> : <i>density (20°C)</i> : <i>vapour pressure (20°C)</i> :	327 °C 1740 °C very low (0.15 mg/l) 11.35 g/cm ³ N.A.	-35 to -60 °C approx. 108 to 114 °C complete 1.2 to 1.3 g/cm ³ 14,6 mbar

Lead and Lead compounds used in Lead-Acid batteries are poorly soluble in water, Lead can be dissolved in an acidic or alkaline environment only.

10. Stability and Reactivity (sulphuric acid, 30 - 38,5 %)

- Corrosive, non-flammable liquid
- Thermal decomposition at 338° C.
- Destroys organic materials such as cardboard, wood, textiles.
- Reacts with metals, producing hydrogen
- Vigorous reactions on contact with sodium hydroxide and alkalis.

11. Toxicological Information

This information does not apply to the finished product "lead-acid battery". This information only applies to its compounds in case of a broken product. Different exposure limits exist on a national level.

11.1 Electrolyte (diluted sulphuric acid):

Sulphuric Acid is intensely corrosive to skin and mucous membranes; the inhalation of mists may cause damage to the respiratory tract.

Acute toxicity data:

- LD_{50} (oral, rat) = 2.140 mg/kg
- LC_{50} (inhalation, rat) = 510 mg/m³/2h

11.2 Lead and Lead compounds

Lead and its compounds used in a Lead Acid Battery may cause damage to the blood, nerves and kidneys when ingested. The lead contained in the active material is classified as toxic for reproduction.

12. Ecological Information

This information is of relevance if the battery is broken and the ingredients are released to the environment.

12.1 Electrolyte (diluted sulphuric acid)

In order to avoid damage to the sewage system, the acid has to be neutralised by means of lime or sodium carbonate before disposal. Ecological damage is possible by change of pH. The electrolyte solution reacts with water and organic substances, causing damage to flora and fauna. The electrolyte may also contain soluble components of lead that can be toxic to aquatic environments

12.2 Lead and Lead compounds

Chemical and physical treatment is required for the elimination from water. Waste water containing lead must not be disposed of in an untreated condition.

The former classification of Lead compounds as toxic for the aquatic environment R50/53 had been triggered from test results generated in the 80's for soluble Lead compounds (Lead Acetate). The hardly soluble Lead compounds such as Battery Lead Oxide were not tested at this time. Tests on Battery Lead Oxide were carried out in 2001 and 2005. The respective test results conclude that Battery Lead Oxide is not toxic for the environment, neither R50 nor R50/53 nor R51/53. From this it follows that the general classification for Lead compounds (R50/53) does not apply to Battery Lead Oxide. As the result of this the Risk Phrase R52/53 (Harmful to aquatic organisms, may cause long-term adverse effects in the aquatic environment) applies to Battery Lead Oxide (see chapter 12 – Ecological Information)

Effects of Battery Lead Oxide in the aquatic environment:

- Toxicity for fish: 96 h LC 50 > 100 mg/l
- Toxicity for daphnia: 48 h EC 50 > 100 mg/l
- Toxicity for alga: 72 h IC 50 > 10 mg/l

The results demonstrate these Battery Lead Oxide compounds in a concentration of 100 mg/l have no adverse effect on fish and daphnia. A concentration of these Battery Lead Oxide of 10 mg/l has no adverse effect on the rate of growth and the biomass. For the classification according to Directive 67/548/EEC the most sensitive adverse effect has to be considered. As a result of the toxicity for alga at > 10 mg/l Battery Lead Oxide has to be classified according to the R-Phrases 52/53 (Harmful to aquatic organisms, may cause long-term adverse effects in the aquatic environment).

13. Disposal Considerations

Spent lead-acid batteries are subject to regulation of the EU Battery Directive (91/157/EC, repealed by 2006/66/EU) and its adoptions into national legislation on the composition and end-of-life management of batteries.

Spent Lead-Acid batteries (EWC 160601) are recycled in lead refineries (secondary lead smelters). The components of a spent Lead-Acid battery are recycled or re-processed.

At the points of sale, the manufacturers and importers of batteries, respectively the metal dealers take back spent batteries, and render them to the secondary lead smelters for processing.

To simplify the collection and recycling or re-processing process, spent Lead-Acid batteries must not be mixed with other batteries.

By no means may the electrolyte (diluted sulphuric acid) be emptied in an inexpert manner. This process is to be carried out by the processing companies only.

14. Transport Regulation

14.1 Batteries, wet, filled with acid :

Land Transport	Land Transport (ADR/RID) - UN N°: UN2794 - Classification ADR/RID: Class 8 - Proper Shipping Name: BATTERIES, WET, FILLED WITH ACID electric storage - Packing Group ADR: not assigned - Label required: Corrosive - ADR/RID: New and spent batteries are exempt from all ADR/RID (special provision 598).
Sea Transport (on account of the differences between products supplied by various manufacturers, the supplier should be consulted.)	Sea Transport (IMDG Code) - Classification: Class 8 - UN N°: UN2794 - Proper Shipping Name: BATTERIES, WET, FILLED WITH ACID electric storage - Packing Group: III - EmS: F-A, S-B - Label required: Corrosive
Air Transport	Air Transport (IATA-DGR) - Classification: Class 8 - UN N°: UN2794 - Proper Shipping Name: BATTERIES, WET, FILLED WITH ACID electric storage - Packing Group: III - Label required: Corrosive

14.2 Batteries, wet, non spillable :

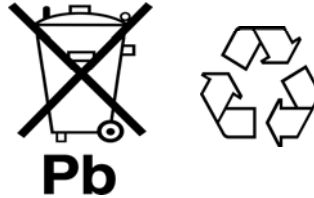
Land Transport	<p>Land Transport (ADR/RID, U.S. DOT)</p> <ul style="list-style-type: none"> - UN N°: UN2800 - Classification ADR/RID: Class 8 - Proper Shipping Name: BATTERIES, WET, NON SPILLABLE electric storage - Packing Group ADR: not assigned - Label required: Corrosive - ADR/RID: New and spent batteries are exempt from all ADR/RID (special provision 598). - A manufactures declaration must be available. If not available, batteries have to be handled as described under 14.1
Sea Transport	<p>Sea Transport (IMDG Code)</p> <ul style="list-style-type: none"> - UN N°: UN2800 - Classification: Class 8 - Proper Shipping Name: BATTERIES, WET, NON SPILLABLE electric storage - Packing Group: III - EmS: F-A, S-B - Label required: Corrosive - If non-spillable batteries meet the Special Provision 238, they are exempted from all IMDG codes provided that the batteries' terminals are protected against short circuits. - A manufactures declaration must be available. If not available, batteries have to be handled as described under 14.1
Air Transport	<p>Air Transport (IATA-DGR)</p> <ul style="list-style-type: none"> - UN N°: UN2800 - Classification: Class 8 - Proper Shipping Name: BATTERIES, WET, NON SPILLABLE electric storage - Packing Group: III - Label required: Corrosive - If non-spillable batteries meet the Special Provision A67, they are exempted from all IATA DGR codes provided that the batteries' terminals are protected against short circuits. - A manufactures declaration must be available. If not available, batteries have to be handled as described under 14.1

14.1 Batteries, broken:

Land Transport	<p>Land Transport (ADR/RID)</p> <ul style="list-style-type: none"> - UN N°: UN2794 - Classification ADR/RID: Class 8 - Proper Shipping Name: BATTERIES, WET, FILLED WITH ACID electric storage - Packing Group ADR: not assigned - Hazard Note 8 - Label required: Corrosive - Packaging advise P 801a (hazardous goods transport - Battery Boxes) or special provisions VV14 (hazardous goods transport – goods in bulk)
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15. Regulatory Information

In accordance with EU Battery Directive and the respective national legislation, Lead-Acid batteries have to be marked by a crossed out dust bin with the chemical symbol for lead shown below, together with the ISO return/recycling symbol.



In addition Lead-Acid batteries have to be labelled with the hazard symbols described below:



No smoking, no open flames, no sparks



Wear Safety goggles



Keep away from children



Corrosive



Observe operating instructions



Explosive gas mixture

Labelling might vary due to application and dimension of the Battery. The manufacturer, respectively the importer of the batteries shall be responsible for placing the symbols (a minimum size is specified). In addition, consumer/user information on the significance of the symbols may be attached.

16. Other Information

Products such as Batteries are not in the scope of regulation which require the publication of an EU Safety Data Sheet (91/155/EEC).

The information given above is provided in good faith based on existing knowledge and does not constitute an assurance of safety under all conditions. It is the user's responsibility to observe all laws and regulations applicable for storage, use, maintenance or disposal of the product. If there are any queries, the supplier should be consulted.

However, this shall not constitute a guarantee for any specific product features and shall not establish a legally valid contractual relationship.