

# JTT

## Operating Instruction

### Stationary, valve regulated lead acid batteries

#### Nominal data

- Nominal voltage  $U_N$  : 2.0 V x number of cells
- Nominal capacity  $C_N = C_{20}$  : 20h discharge (see type plate on monoblocs and technical data in these instructions)
- Nominal discharge current  $I_N = I_{20}$  :  $C_N / 20h$
- Final discharge voltage  $U_f$  : see technical data in these instructions
- Nominal temperature  $T_N$  : 20°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, DIN VDE 0510, VDE 0105 Part 1.



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



- Explosion and fire hazard, avoid short-circuits!



- Electrolyte is strongly corrosive! In normal working conditions the contact with electrolyte is impossible. If the monobloc container is damaged do not touch the exposed electrolyte because it is corrosive.



- Monoblocs are heavy! Always use suitable handling equipment for transportation!
- Handle with care because monoblocs 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, repairs made with other than original parts, or repairs made without authorization (e. g. opening of valves) render the warranty void.



#### Disposal of Batteries

Batteries marked with the recycling symbol should be processed via a recognised recycling agency. By agreement, they may be returned to the manufacturer. Batteries must not be mixed with domestic or industrial waste.

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

#### 1. Start up

Check all monoblocs for mechanical damage, correct polarity and firmly seated connectors. The following torques apply for screw connectors:

M5	M6	M8
5 Nm $\pm$ 1	6 Nm $\pm$ 1	8 Nm $\pm$ 1

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

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 should not be connected.

Switch on charger and start charging following instruction no. 2.2.

#### 2. Operation

For the installation and operation of stationary batteries DIN VDE 0510 part 1 (draft) and EN 50 272-2 is mandatory. In addition to the usage table 1 is to be applied:

Usage	DIN VDE
Stationary batteries	EN 5.272-2
Traction batteries in electric vehicles	0510 part 3
Starter batteries in automobiles	0510 part 4
Onboard batteries in boats,	0510 part 5
Trains and ground vehicles	
Airplane batteries	0510 part 6
Equipment batteries	0510 part 7

Table 1

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.

With battery operation in electrical vehicle applications avoid a discharge beyond 60% of  $C_H$ . Discharge beyond 60%  $C_N$  for this application are deep discharges and can shorten the lifetime of the battery. Therefore only by the battery manufacturer recommended charge-condition meters must be used.

#### 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 to 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, strain the electrodes with possible damages (see. 2.5) which can shorten the battery life. Depending on the installation charging (acc. to DIN VDE 0510 part 1, draft) 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 stand-by parallel operation, the battery charger is capable, at any time, of the 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 at 2.27Vpc (Volt per cell)  $\pm$  1% x number of cells measured at the end terminals of the battery. To reduce the charging time a boost-charging stage can be applied in which the charging voltage of up to 2.40Vpc  $\pm$  1% x number of cells can be adjusted (standby-parallel operation with boost recharging stage). Automatic change over to 2.27Vpc  $\pm$  1% x number of cells should be applied.

##### 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 supplied power. This results in the battery not fully charged at all times. Therefore, depending on the load the charge voltage must be set at 2.27 to 2.30 Vpc  $\pm$  1% x number of cells. This has to be carried out

in accordance with the manufacturers instructions.

### c.) Switchmode-Operation

When charging, the battery is separated from the load. The charge - voltage of the battery is max.2.35Vpc  $\pm$ 1%. The charging process must be monitored.If the charge-current reduces to less than 1.5A/100Ah with 2.35Vpc  $\pm$  1%, the mode switches to float-charge acc. to item 2.3 (switches after reaching 2.35Vpc  $\pm$ 1%, )

### 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 2.27Vpc  $\pm$  1%

### 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 have to be carried out as follows: Up to 48 hours at max. 2.40 vpc. The charge current must not exceed 20A/100Ah nominal capacity. The monobloc temperature must never exceed 45°C. If it does, stop charging or revert to float charge to allow the temperature to droop.

### 2.5 Alternating currents

When recharging up to 2.30 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 5A (RMS)/100 Ah nominal capacity.

### 2.6 Charging current

The charging current are not limited during standby parallel operation or buffer operation without recharging stage. The charging current should range between 10A to 30A /100 Ah nominal capacity (guide values).

### 2.7 Temperature

The recommended operation temperature range for lead acid batteries is 10°C to 30°C (best 20°C  $\pm$  5K).Higer temperatures will seriously reduce service life.All technical date is produced for a nominal temperature of 20°C.

Lower temperatures reduce the available capacity. The absolute maximum temperature is 55°C and should not exceed 45°C in service.

### 2.8 Temperature-related charge voltage

A temperature-related adjustment of the charge voltage within the oprating temperature of 15°C to 25°C is not necessary.

If the operation temperature is constantly outside this range, the charge voltage has to be adjusted.

The temperature correction factor is:

$$-0.005 \text{ Vpc} \times K.$$

The following temperature related charge voltages must be used during float charge:

Battery temperature (0C)	Charge Voltage (Vpc)
-10	2.42
0	2.37
10	2.32
20	2.27
30	2.22
40	2.21

The adjust voltage shall never be less than 2.21Vpc and shall never exeeed 2.42 Vpc.

### 2.9 Electrolyte

The electrolyte is diluted sulphuric acid and fixed in a glass mat.

### 3. Battery maintenance and control

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

At least every 6 month measure and recode:

- Battery voltage
- Voltage id several blocs
- Surface temperature of several blocs
- Battery – room temperature

If the cell voltage differs from the average float charge voltage by more then +0.2Vresp.-0.1V or if the surface temperature difference between monoblocs is exceeding 5K, the service-agent should be contacted.

In addition, annual measurement and recording:

- Voltage of all blocs
- Surface temperature of all blocs
- Battery-room temperature
- Insulation-resistance acc.to DIN 43539 part 1

Annual visual check:

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

### 4. Test

Tests have to be carried out according to IEC 896-2, DIN 43539 part 1 and 100 (draft).Special instructions like DIN VDE 0107 and DIN VED 0108 have to be observed.

### Capacity test

Capacity test (for instance, acceptance test on site): In order to make sure the battery is fully charged, the following IU-charge methods can be applied:

Option 1: 2.27 Vpc  $\geq$  48 hours.

Option 2: 2.40 Vpc  $\geq$  16 hours (max. 48 hours)

followed by 2.27 Vpc  $\geq$  8 hours.

The current available to the battery must be between 10A/100Ah (max. 30A/100AH) of the nominal capacity.

### New batteries

New batteries should be subjected to an initial charge with a higher voltage, adjusted on function of temperature (see point 2.8.). Under no circum-stances shall 2.40 Vpc be exceeded in this operation. It is also possible to use the time when the voltage of the weakest unit increase as a criterion for determining the end of initial charge.

### 5. Faults

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

### 6. Storage and talking out of operation

To store or decommission blocs for a longer period of time they should be fullycharged and stored in a dry frost-free room.

To avoid damage the following charging-methods can be choosen:

1. Annual equalizing-charge acc. to 2.4 in average ambient temperature of more than 20°C shorter intervals may be necessary.
2. Float charging as detail in 2.3.

### 7. Transport

Momoblocs 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. Monoblocs may be suitable stacked and secured on pallets (ADR and RID, specila provision 598). It is prohibited to staple pallets.

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

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