

Australian Standard™

Starter batteries—Lead acid

This Australian Standard was prepared by Committee EL-005, Secondary Batteries. It was approved on behalf of the Council of Standards Australia on 3 October 2003 and published on 14 November 2003.

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- Australasian Railway Association
- Australian Automobile Association
- Australian Automotive Aftermarket Association
- Australian Chamber of Automotive Industries
- Australian Chamber of Commerce and Industry
- Australian Electrical and Electronic Manufacturers Association
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This Standard was issued in draft form for comment as DR 02294.

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Originated as AS D2—1958.
Previous edition AS 2149—1990.
Fourth edition 2003.

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Published by Standards Australia International Ltd
GPO Box 5420, Sydney, NSW 2001, Australia

PREFACE

This Standard was prepared by the Standards Australia Committee EL-005 Secondary Batteries, to supersede AS 2149—1990, *Starter batteries—Lead-acid*.

In the preparation of the Standard consideration was given to European Standard EN 60095-1, *Lead-acid starter batteries*, Part 1: *General requirements and methods of test*. EN 60095-1 is a modified version of International Electrotechnical Commission Standard 95-1, *Lead-acid starter batteries*, Part 1: *General requirements and methods of test*.

The method of testing a battery's flame retardant venting system given in Appendix P is taken from the Battery Technical Manual (June 1982) published by the Battery Council International.

The objective of this Standard is to provide users and manufacturers of automotive starter batteries with definitions of terms, safety requirements, methods of specifying performance and methods of test.

The committee recognized that the Standard supplies limited requirements for valve-regulated cells and proposes that separate parts for vented and valve-regulated cells will be produced at the next revision. In the development for the proposed part for valve-regulated cells requirements for —

- (a) control valves;
- (b) integrity of seal (leak test);
- (c) gas recombination efficiency; and
- (d) endurance towards high temperatures and vibration in the areas of sealing integrity will be considered.

The requirement of EN 60095-1 that batteries are considered new not later than—

- (i) 30 days after the acid filling and formation date for filled and charged batteries; and
 - (ii) 60 days after the shipment date of the manufacturer for dry-charged batteries
- has been changed to 60 days and 90 days respectively to reflect Australian conditions.

The principal differences to the previous edition are:

- (A) The addition of a stand and rechargeability test (light load recovery test).
- (B) The addition of a test of the flame retardance of a battery's venting system.

The term 'normative' has been used in this Standard to define the application of the appendix to which it applies. A normative appendix is an integral part of a Standard.

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