

ICS 29.220.20

CCS K84



**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 13281-2008

Replacing GB/T 13281-1991

Lead-Acid battery used for passenger trains

铁路客车用铅酸蓄电池

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Table of Contents

Foreword

1 Scope

About this edition

Classification and status

How a Chinese national standard is set out

About this English translation

Foreword

This standard replaces GB/T 13281-1991 "Passenger Train with lead-acid batteries." The original standard GB/T 13281-1991 compared to the main changes are as follows:
Technical requirements and test methods of using VRLAB.

- Increased terminology, symbols
- Increasing the product classification and environmental requirements
- Increasing the open circuit voltage consistency
- Increasing the capacity consistency
- Increased low capacity
- Increase the large current discharge characteristics
- Increase performance Overcharge
- To increase the sealing reaction efficiency
- Explosion increase capacity
- The ability to increase the anti-mist
- Increasing the exhaust valve performance
- Increased air tightness
- Modification charge retention ability

1 Scope

GB/T 13281-2008 is the Chinese national standard on lead-acid battery used for passenger trains, in the field of electrical engineering. The /T suffix marks it as a recommended

standard: it is not compulsory by itself, but it becomes binding as soon as a contract, a tender or a customer specification calls it up - which in practice is how most foreign buyers meet it. It was issued on 13 June 2008 by the General Administration of Quality Supervision, Inspection and Quarantine of the People's Republic of China; Standardization Administration of China, and has been in force since 1 March 2009. Classification: ICS 29.220.20, CCS K84. This page is published from the official record of the standard held by the Chinese standards administration: the identification, the dates, the classification and the issuing body are taken from there. The clause text, the tables and the numeric limits are in the document itself, which is delivered complete in English translation.

This standard specifies the railroad passenger car lead-acid batteries terms, product classifications, technical requirements, test methods, inspection rules and signs package Loading, transport and storage. This standard applies to rail passenger lighting and other electrical DC power supply used in lead-acid batteries (hereinafter referred to as a battery).

2 Normative references

The following documents contain provisions which, through reference in this standard and become the standard terms. For dated references, subsequent Amendments (not including errata content) or revisions do not apply to this standard, however, encourage the parties to the agreement are based on research Whether the latest versions of these documents. For undated reference documents, the latest versions apply to this standard.

JB/T 2599 lead-acid battery Model methodology 3 terminology, symbols

3.1 Capacity values under specified conditions as measured by the manufacturer claims the battery. The Standard 10-hour rate (hereinafter represented by 10hr) capacity With the amount of C10 (Ah) said the rate of 5 hours (hereinafter represented by 5hr) capacity with C5 (Ah), where 1-hour rate (hereinafter represented by 1hr) Capacity He is represented by C1 (Ah). Values are shown in Table 1.

3.2 Under specified conditions the battery can actually be measured release of electricity; this standard is represented by Ca (Ah).

3.3 At low temperature -40 °C the battery can actually be measured release of electricity; this standard is represented by Cd (Ah).

3.4 The term indicates the size of the battery charge and discharge current, the value shown in Table 1. This standard with I10 (A), I5 (A), I1 (A) represented.

3.5 Under specified conditions, the internal battery gas produced by the decomposition of water is reduced to a negative absorption of water efficiency; this standard with η (%) FIG.

3.6 Open circuit voltage combinations Consistency. Under specified conditions, more than two or two single 2V or 12V batteries in series during use of the terminal voltage display like

consistency state. This standard is represented by DeltaU (V).

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