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

GB/T 34014-2017/XG1-2026

**Coding regulation for automotive traction battery (including
National Amendment No. 1 of 2026)**

汽车动力蓄电池编码规则

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Quarantine;
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Foreword

This standard was drafted in accordance with the rules given in GB/T 1.1-2009.

This standard was proposed by the Ministry of Industry and Information Technology of the People's Republic of China.

This standard is under the jurisdiction of the National Technical Committee of Auto Standardization (SAC/TC 114).

This standard was drafted by fifteen organizations led by China Automotive Battery Research Institute Co., Ltd., together with the China Automotive Technology and Research Center, BYD Auto Industry Co., Ltd., Contemporary Amperex Technology Co., Ltd. (CATL), JAC Motors, Shanghai Jiexin Power Battery System Co., Ltd., Shanghai Carnegie Energy Co., Ltd., Chongqing Changan Automobile Co., Ltd., Tianjin Lishen Battery Co., Ltd., Brilliance Auto Group, Zhejiang Tianneng Energy Technology Co., Ltd. and SAIC Volkswagen.

National Amendment No. 1 to this standard was approved by the State Administration for Market Regulation (Standardization Administration of China) on 28 January 2026 and takes effect on 1 August 2026.

1 Scope

This standard specifies the coding objects, the composition of the code structure, the method of expressing the code structure and the data carriers for automotive traction batteries.

This standard applies to automotive traction batteries, supercapacitors and other rechargeable energy storage devices.

2 Normative references

The following documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

GB/T 15425 Bar code for commodity - Code 128 · GB/T 18284 Quick response matrix code · GB/T 18347 Code 128 bar code · GB/T 19596 Terminology of electric vehicles · ISO/IEC 16022 Information technology - Automatic identification and data capture techniques - Data matrix bar code symbology specification

3 Terms and definitions

The terms and definitions given in GB/T 19596 and the following apply to this document.

3.1 traction battery code - An identification code, made up of a group of digits and Latin capital letters carrying defined meanings, that expresses the main attributes and the uniqueness of a traction battery.

4 Coding

4.1 Coding objects. The objects to be coded are automotive traction battery packs, battery modules and battery cells, together with traction battery packs, battery modules and battery cells put to echelon use; a corresponding relationship shall be established between the codes of a pack, its modules and its cells, and likewise between those of the echelon-use pack, module and cell.

4.2 Composition of the code structure. The code structure comprises two parts, shown in Table 1 and Table 2: the first part carries design information and the second carries production information, and the two parts may be coded separately or together. The same code structure applies to echelon-use traction battery products; such products shall be recoded in accordance with this coding regulation, the code of the original traction battery product shall be retained, and no traceability information code of extended structure 1 is written during that process.

4.3.1 Manufacturer code. Manufacturers include producers, echelon-use operators and importers. The manufacturer code is expressed by three Latin capital letters, digits 0 to 9, or a combination of letters and digits, and is allocated centrally by the industry administration authority.

4.3.2 Product type code. The capital letters P, M and C denote the traction battery pack, the battery module and the battery cell respectively.

4.3.3 Battery type code. The battery type is represented by the category of the battery material, and the battery type code is expressed by one Latin capital letter, as given in

Table 3. For a multi-component mixed material system the code is written from the material component present in the largest amount; where two or more material components are present in equal amounts, the code is written from the component with the poorer safety performance.

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