

REDLINE VERSION



Secondary lithium-ion cells for the propulsion of electric road vehicles – Part 2: Reliability and abuse testing

INTERNATIONAL
ELECTROTECHNICAL
COMMISSION

ICS 29.220.20; 43.120

ISBN 978-2-8322-6350-1

Warning! Make sure that you obtained this publication from an authorized distributor.

CONTENTS

FOREWORD.....	4
INTRODUCTION.....	6
1 Scope.....	7
2 Normative references	7
3 Terms and definitions	8
4 Test conditions	9
4.1 General.....	9
4.2 Measuring instruments.....	9
4.2.1 Range of measuring devices.....	9
4.2.2 Voltage measurement.....	9
4.2.3 Current measurement	9
4.2.4 Temperature measurements	9
4.2.5 Other measurements	10
4.3 Tolerance	10
Test temperature	10
4.4 Thermal stabilization.....	11
5 Electrical measurement	11
5.1 General charge conditions	11
5.2 Capacity	11
5.3 SOC adjustment.....	11
6 Reliability and abuse tests.....	12
6.1 General.....	12
6.2 Mechanical test.....	12
6.2.1 Vibration	12
6.2.2 Mechanical shock	13
6.2.3 Crush	14
6.3 Thermal test.....	15
6.3.1 High temperature endurance.....	15
6.3.2 Temperature cycling	16
6.4 Electrical test.....	19
6.4.1 External short circuit.....	19
6.4.2 Overcharge.....	20
6.4.3 Forced discharge.....	21
7 Description of test results	21
Annex A (informative) Selective test conditions.....	22
Bibliography.....	23
Figure – BEV current profile for temperature cycling.....	24
Figure – SOC level over all test cycles – BEV application	25
Figure – HEV current profile for temperature cycling.....	26
Figure 1 – Example of temperature measurement of cell.....	10
Figure 2 – PSD of acceleration vs. plotted against frequency.....	13
Figure 3 – Examples of crush test.....	15
Table – Temperatures and time duration for temperature cycling.....	27

Table – Test steps and BEV current profile	11
Table – Test steps and HEV current profile	11
Table 1 – Discharge conditions	11
Table 2 – Values for PSD and frequency.....	13
Table 3 – Mechanical shock test – parameters.....	14
Table 4 – Temperatures and time duration for temperature cycling	16
Table 5 – Test result description	21
Table A.1 – Capacity test conditions	22

INTERNATIONAL ELECTROTECHNICAL COMMISSION

**SECONDARY LITHIUM-ION CELLS FOR
THE PROPULSION OF ELECTRIC ROAD VEHICLES –****Part 2: Reliability and abuse testing****FOREWORD**

- 1) The International Electrotechnical Commission (IEC) is a worldwide organization for standardization comprising all national electrotechnical committees (IEC National Committees). The object of IEC is to promote international co-operation on all questions concerning standardization in the electrical and electronic fields. To this end and in addition to other activities, IEC publishes International Standards, Technical Specifications, Technical Reports, Publicly Available Specifications (PAS) and Guides (hereafter referred to as “IEC Publication(s)”). Their preparation is entrusted to technical committees; any IEC National Committee interested in the subject dealt with may participate in this preparatory work. International, governmental and non-governmental organizations liaising with the IEC also participate in this preparation. IEC collaborates closely with the International Organization for Standardization (ISO) in accordance with conditions determined by agreement between the two organizations.
- 2) The formal decisions or agreements of IEC on technical matters express, as nearly as possible, an international consensus of opinion on the relevant subjects since each technical committee has representation from all interested IEC National Committees.
- 3) IEC Publications have the form of recommendations for international use and are accepted by IEC National Committees in that sense. While all reasonable efforts are made to ensure that the technical content of IEC Publications is accurate, IEC cannot be held responsible for the way in which they are used or for any misinterpretation by any end user.
- 4) In order to promote international uniformity, IEC National Committees undertake to apply IEC Publications transparently to the maximum extent possible in their national and regional publications. Any divergence between any IEC Publication and the corresponding national or regional publication shall be clearly indicated in the latter.
- 5) IEC itself does not provide any attestation of conformity. Independent certification bodies provide conformity assessment services and, in some areas, access to IEC marks of conformity. IEC is not responsible for any services carried out by independent certification bodies.
- 6) All users should ensure that they have the latest edition of this publication.
- 7) No liability shall attach to IEC or its directors, employees, servants or agents including individual experts and members of its technical committees and IEC National Committees for any personal injury, property damage or other damage of any nature whatsoever, whether direct or indirect, or for costs (including legal fees) and expenses arising out of the publication, use of, or reliance upon, this IEC Publication or any other IEC Publications.
- 8) Attention is drawn to the Normative references cited in this publication. Use of the referenced publications is indispensable for the correct application of this publication.
- 9) Attention is drawn to the possibility that some of the elements of this IEC Publication may be the subject of patent rights. IEC shall not be held responsible for identifying any or all such patent rights.

DISCLAIMER

This Redline version is not an official Standard and is intended to provide the user with an indication of what changes have been made to the previous version. Only the IEC International Standard provided in this package is to be considered the official Standard.

This Redline version provides you with a quick and easy way to compare all the changes between this standard and its previous edition. A vertical bar appears in the margin wherever a change has been made. Additions are in green text, deletions are in strikethrough red text.

International Standard IEC 62660-2 has been prepared by IEC technical committee 21: Secondary cells and batteries.

This second edition cancels and replaces the first edition published in 2010. This edition constitutes a technical revision.

This edition includes the following significant technical changes with respect to the previous edition:

- a) The procedure of forced discharge test has been clarified (6.4.3.2).
- b) "Cell block" has been added to the scope (Clause 1).
- c) Option of temperature cycling test with electrical operation has been deleted (6.3.2).
- d) The test conditions for overcharge test have been revised (6.4.2.2).

The text of this International Standard is based on the following documents:

FDIS	Report on voting
21/976/FDIS	21/986/RVD

Full information on the voting for the approval of this International Standard can be found in the report on voting indicated in the above table.

This document has been drafted in accordance with the ISO/IEC Directives, Part 2.

A list of all the parts in the IEC 62660 series, published under the general title *Secondary lithium-ion cells for the propulsion of electric road vehicles*, can be found on the IEC website.

The committee has decided that the contents of this document will remain unchanged until the stability date indicated on the IEC website under "<http://webstore.iec.ch>" in the data related to the specific document. At this date, the document will be

- reconfirmed,
- withdrawn,
- replaced by a revised edition, or
- amended.

IMPORTANT – The 'colour inside' logo on the cover page of this publication indicates that it contains colours which are considered to be useful for the correct understanding of its contents. Users should therefore print this document using a colour printer.

INTRODUCTION

The commercialization of electric road vehicles including battery, hybrid and plug-in hybrid electric vehicles has been accelerated in the global market, responding to the global concerns on CO₂ reduction and energy security. This, in turn, has led to rapidly increasing demand for high-power and high-energy-density traction batteries. Lithium-ion batteries are estimated to be one of the most promising secondary batteries for the propulsion of electric vehicles. In the light of ~~rapidly diffusing~~ the rapid spread of hybrid electric vehicles and the emergence of battery and plug-in hybrid electric vehicles, a standard method for testing reliability and abuse requirements of lithium-ion batteries is indispensable for securing a basic level of safety and obtaining essential data for the design of vehicle systems and battery packs.

This document specifies reliability and abuse testing for automobile traction lithium-ion cells that basically differ from the other cells including those for portable and stationary applications specified by other IEC standards. For automobile application, it is important to note the usage specificity; i.e. the design diversity of automobile battery packs and systems, and specific requirements for cells and batteries corresponding to each of such designs. Based on these facts, the purpose of this document is to provide a basic test methodology with general versatility, which serves a function in common primary testing of lithium-ion cells to be used in a variety of battery systems. ~~For the requirements for cells differ depending on the system designs of battery pack or vehicle, and should be evaluated by the users,~~ This document does not provide any pass-fail criteria for the tests, but specifies a standard classification of descriptions for test results.

This document is associated with ~~ISO 12405-1 and ISO 12405-2~~ ISO 12405-4 [1]¹.

IEC 62660-1 [2] specifies the performance testing of lithium-ion cells for electric vehicle application.

IEC 62660-3 [3] specifies the safety requirements of lithium-ion cells for electric vehicle application.

¹ Numbers in square brackets refer to the Bibliography.

SECONDARY LITHIUM-ION CELLS FOR THE PROPULSION OF ELECTRIC ROAD VEHICLES –

Part 2: Reliability and abuse testing

1 Scope

This part of IEC 62660 specifies test procedures to observe the reliability and abuse behaviour of secondary lithium-ion cells and cell blocks used for propulsion of electric vehicles including battery electric vehicles (BEV) and hybrid electric vehicles (HEV).

NOTE 1 Secondary lithium-ion cells used for propulsion of plug-in hybrid electric vehicles (PHEV) can be tested by the procedure either for BEV application or HEV application, according to the battery system design, based on the agreement between the cell manufacturer and the customer.

This document specifies the standard test procedures and conditions for basic characteristics of lithium-ion cells for use in propulsion of battery and hybrid electric vehicles. The tests are indispensable for obtaining essential data on reliability and abuse behaviour of lithium-ion cells for use in various designs of battery systems and battery packs.

This document provides standard classification of description of test results to be used for the design of battery systems or battery packs.

~~NOTE The reliability and abuse tests for the electrically connected lithium-ion cells may be performed with reference to this standard.~~

~~NOTE The test specification for lithium-ion battery packs and systems is defined in ISO 12405-1 and ISO 12405-2 (under consideration).~~

NOTE 2 Cell blocks can be used as an alternative to cells according to the agreement between the cell manufacturer and the customer.

NOTE 3 The safety requirements of lithium-ion cells for electric vehicle application are defined in IEC 62660-3 [3].

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements 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.

~~IEC 60050-482, International Electrotechnical Vocabulary – Part 482: Primary and secondary cells and batteries~~

IEC 60068-2-64, *Environmental testing – Part 2-64: Tests – Test Fh: Vibration, broadband random and guidance*

~~IEC 61434, Secondary cells and batteries containing alkaline or other non-acid electrolytes – Guide to the designation of current in alkaline secondary cell and battery standards~~

ISO 16750-3, *Road vehicles – Environmental conditions and testing for electrical and electronic equipment – Part 3: Mechanical loads*

ISO 16750-4, *Road vehicles – Environmental conditions and testing for electrical and electronic equipment – Part 4: Climatic loads*

ISO/TR 8713, *Electrically propelled road vehicles – Vocabulary*

INTERNATIONAL STANDARD

NORME INTERNATIONALE



**Secondary lithium-ion cells for the propulsion of electric road vehicles –
Part 2: Reliability and abuse testing**

**Éléments d'accumulateurs lithium-ion pour la propulsion des véhicules routiers
électriques –
Partie 2: Essais de fiabilité et de traitement abusif**

CONTENTS

FOREWORD.....	3
INTRODUCTION.....	5
1 Scope.....	6
2 Normative references	6
3 Terms and definitions	6
4 Test conditions	8
4.1 General.....	8
4.2 Measuring instruments.....	8
4.2.1 Range of measuring devices.....	8
4.2.2 Voltage measurement.....	8
4.2.3 Current measurement	8
4.2.4 Temperature measurements	8
4.2.5 Other measurements	9
4.3 Tolerance	9
4.4 Thermal stabilization.....	9
5 Electrical measurement	9
5.1 General charge conditions	9
5.2 Capacity	10
5.3 SOC adjustment.....	10
6 Reliability and abuse tests.....	10
6.1 General.....	10
6.2 Mechanical test.....	11
6.2.1 Vibration	11
6.2.2 Mechanical shock	12
6.2.3 Crush	13
6.3 Thermal test.....	14
6.3.1 High temperature endurance.....	14
6.3.2 Temperature cycling	14
6.4 Electrical test.....	15
6.4.1 External short circuit.....	15
6.4.2 Overcharge.....	16
6.4.3 Forced discharge.....	16
7 Description of test results	16
Annex A (informative) Selective test conditions.....	18
Bibliography.....	19
Figure 1 – Example of temperature measurement of cell.....	9
Figure 2 – PSD of acceleration plotted against frequency	11
Figure 3 – Examples of crush test.....	13
Table 1 – Discharge conditions	10
Table 2 – Values for PSD and frequency.....	12
Table 3 – Mechanical shock test – parameters.....	12
Table 4 – Temperatures and time duration for temperature cycling	15
Table 5 – Test result description	17
Table A.1 – Capacity test conditions	18

INTERNATIONAL ELECTROTECHNICAL COMMISSION

**SECONDARY LITHIUM-ION CELLS FOR
THE PROPULSION OF ELECTRIC ROAD VEHICLES –****Part 2: Reliability and abuse testing****FOREWORD**

- 1) The International Electrotechnical Commission (IEC) is a worldwide organization for standardization comprising all national electrotechnical committees (IEC National Committees). The object of IEC is to promote international co-operation on all questions concerning standardization in the electrical and electronic fields. To this end and in addition to other activities, IEC publishes International Standards, Technical Specifications, Technical Reports, Publicly Available Specifications (PAS) and Guides (hereafter referred to as "IEC Publication(s)"). Their preparation is entrusted to technical committees; any IEC National Committee interested in the subject dealt with may participate in this preparatory work. International, governmental and non-governmental organizations liaising with the IEC also participate in this preparation. IEC collaborates closely with the International Organization for Standardization (ISO) in accordance with conditions determined by agreement between the two organizations.
- 2) The formal decisions or agreements of IEC on technical matters express, as nearly as possible, an international consensus of opinion on the relevant subjects since each technical committee has representation from all interested IEC National Committees.
- 3) IEC Publications have the form of recommendations for international use and are accepted by IEC National Committees in that sense. While all reasonable efforts are made to ensure that the technical content of IEC Publications is accurate, IEC cannot be held responsible for the way in which they are used or for any misinterpretation by any end user.
- 4) In order to promote international uniformity, IEC National Committees undertake to apply IEC Publications transparently to the maximum extent possible in their national and regional publications. Any divergence between any IEC Publication and the corresponding national or regional publication shall be clearly indicated in the latter.
- 5) IEC itself does not provide any attestation of conformity. Independent certification bodies provide conformity assessment services and, in some areas, access to IEC marks of conformity. IEC is not responsible for any services carried out by independent certification bodies.
- 6) All users should ensure that they have the latest edition of this publication.
- 7) No liability shall attach to IEC or its directors, employees, servants or agents including individual experts and members of its technical committees and IEC National Committees for any personal injury, property damage or other damage of any nature whatsoever, whether direct or indirect, or for costs (including legal fees) and expenses arising out of the publication, use of, or reliance upon, this IEC Publication or any other IEC Publications.
- 8) Attention is drawn to the Normative references cited in this publication. Use of the referenced publications is indispensable for the correct application of this publication.
- 9) Attention is drawn to the possibility that some of the elements of this IEC Publication may be the subject of patent rights. IEC shall not be held responsible for identifying any or all such patent rights.

International Standard IEC 62660-2 has been prepared by IEC technical committee 21: Secondary cells and batteries.

This second edition cancels and replaces the first edition published in 2010. This edition constitutes a technical revision.

This edition includes the following significant technical changes with respect to the previous edition:

- a) The procedure of forced discharge test has been clarified (6.4.3.2).
- b) "Cell block" has been added to the scope (Clause 1).
- c) Option of temperature cycling test with electrical operation has been deleted (6.3.2).
- d) The test conditions for overcharge test have been revised (6.4.2.2).

The text of this International Standard is based on the following documents:

FDIS	Report on voting
21/976/FDIS	21/986/RVD

Full information on the voting for the approval of this International Standard can be found in the report on voting indicated in the above table.

This document has been drafted in accordance with the ISO/IEC Directives, Part 2.

A list of all the parts in the IEC 62660 series, published under the general title *Secondary lithium-ion cells for the propulsion of electric road vehicles*, can be found on the IEC website.

The committee has decided that the contents of this document will remain unchanged until the stability date indicated on the IEC website under "<http://webstore.iec.ch>" in the data related to the specific document. At this date, the document will be

- reconfirmed,
- withdrawn,
- replaced by a revised edition, or
- amended.

IMPORTANT – The 'colour inside' logo on the cover page of this publication indicates that it contains colours which are considered to be useful for the correct understanding of its contents. Users should therefore print this document using a colour printer.

INTRODUCTION

The commercialization of electric road vehicles including battery, hybrid and plug-in hybrid electric vehicles has been accelerated in the global market, responding to the global concerns on CO₂ reduction and energy security. This, in turn, has led to rapidly increasing demand for high-power and high-energy-density traction batteries. Lithium-ion batteries are estimated to be one of the most promising secondary batteries for the propulsion of electric vehicles. In the light of the rapid spread of hybrid electric vehicles and the emergence of battery and plug-in hybrid electric vehicles, a standard method for testing reliability and abuse requirements of lithium-ion batteries is indispensable for securing a basic level of safety and obtaining essential data for the design of vehicle systems and battery packs.

This document specifies reliability and abuse testing for automobile traction lithium-ion cells that basically differ from the other cells including those for portable and stationary applications specified by other IEC standards. For automobile application, it is important to note the usage specificity; i.e. the design diversity of automobile battery packs and systems, and specific requirements for cells and batteries corresponding to each of such designs. Based on these facts, the purpose of this document is to provide a basic test methodology with general versatility, which serves a function in common primary testing of lithium-ion cells to be used in a variety of battery systems. This document does not provide any pass-fail criteria for the tests, but specifies a standard classification of descriptions for test results.

This document is associated with ISO 12405-4 [1]¹.

IEC 62660-1 [2] specifies the performance testing of lithium-ion cells for electric vehicle application.

IEC 62660-3 [3] specifies the safety requirements of lithium-ion cells for electric vehicle application.

¹ Numbers in square brackets refer to the Bibliography.

SECONDARY LITHIUM-ION CELLS FOR THE PROPULSION OF ELECTRIC ROAD VEHICLES –

Part 2: Reliability and abuse testing

1 Scope

This part of IEC 62660 specifies test procedures to observe the reliability and abuse behaviour of secondary lithium-ion cells and cell blocks used for propulsion of electric vehicles including battery electric vehicles (BEV) and hybrid electric vehicles (HEV).

NOTE 1 Secondary lithium-ion cells used for propulsion of plug-in hybrid electric vehicles (PHEV) can be tested by the procedure either for BEV application or HEV application, according to the battery system design, based on the agreement between the cell manufacturer and the customer.

This document specifies the standard test procedures and conditions for basic characteristics of lithium-ion cells for use in propulsion of battery and hybrid electric vehicles. The tests are indispensable for obtaining essential data on reliability and abuse behaviour of lithium-ion cells for use in various designs of battery systems and battery packs.

This document provides standard classification of description of test results to be used for the design of battery systems or battery packs.

NOTE 2 Cell blocks can be used as an alternative to cells according to the agreement between the cell manufacturer and the customer.

NOTE 3 The safety requirements of lithium-ion cells for electric vehicle application are defined in IEC 62660-3 [3].

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements 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.

IEC 60068-2-64, *Environmental testing – Part 2-64: Tests – Test Fh: Vibration, broadband random and guidance*

ISO 16750-3, *Road vehicles – Environmental conditions and testing for electrical and electronic equipment – Part 3: Mechanical loads*

ISO 16750-4, *Road vehicles – Environmental conditions and testing for electrical and electronic equipment – Part 4: Climatic loads*

ISO/TR 8713, *Electrically propelled road vehicles – Vocabulary*

SOMMAIRE

AVANT-PROPOS	21
INTRODUCTION.....	23
1 Domaine d'application	24
2 Références normatives	24
3 Termes et définitions	24
4 Conditions d'essai	26
4.1 Généralités	26
4.2 Instruments de mesure	26
4.2.1 Amplitude des dispositifs de mesure	26
4.2.2 Mesure de la tension	26
4.2.3 Mesure du courant.....	26
4.2.4 Mesure de la température	26
4.2.5 Autres mesures	27
4.3 Tolérance	27
4.4 Stabilisation thermique.....	27
5 Mesures électriques	27
5.1 Conditions générales de charge.....	27
5.2 Capacité	28
5.3 Ajustement de l'état de charge (SOC)	28
6 Essais de fiabilité et de traitement abusif.....	28
6.1 Généralités	28
6.2 Essais mécaniques	29
6.2.1 Vibrations	29
6.2.2 Chocs mécaniques	30
6.2.3 Compression	31
6.3 Essais thermiques.....	32
6.3.1 Endurance à haute température.....	32
6.3.2 Cycles de température.....	32
6.4 Essai électrique	33
6.4.1 Court-circuit externe	33
6.4.2 Surcharge.....	34
6.4.3 Décharge forcée	34
7 Description des résultats des essais.....	34
Annexe A (informative) Conditions d'essai sélectives.....	36
Bibliographie.....	37
Figure 1 – Exemple de mesure de la température d'un élément	27
Figure 2 – DSP de l'accélération en fonction de la fréquence.....	29
Figure 3 – Exemples d'essai de compression.....	31
Tableau 1 – Conditions de décharge.....	28
Tableau 2 – Valeurs de la DSP et de la fréquence	30
Tableau 3 – Essai de chocs mécaniques – paramètres	30
Tableau 4 – Températures et durée du cycle de température.....	33
Tableau 5 – Description des résultats des essais.....	35
Tableau A.1 – Conditions d'essai de capacité	36

COMMISSION ÉLECTROTECHNIQUE INTERNATIONALE

ÉLÉMENTS D'ACCUMULATEURS LITHIUM-ION POUR LA PROPULSION DES VÉHICULES ROUTIERS ÉLECTRIQUES –

Partie 2: Essais de fiabilité et de traitement abusif

AVANT-PROPOS

- 1) La Commission Électrotechnique Internationale (IEC) est une organisation mondiale de normalisation composée de l'ensemble des comités électrotechniques nationaux (Comités nationaux de l'IEC). L'IEC a pour objet de favoriser la coopération internationale pour toutes les questions de normalisation dans les domaines de l'électricité et de l'électronique. À cet effet, l'IEC – entre autres activités – publie des Normes internationales, des Spécifications techniques, des Rapports techniques, des Spécifications accessibles au public (PAS) et des Guides (ci-après dénommés "Publication(s) de l'IEC"). Leur élaboration est confiée à des comités d'études, aux travaux desquels tout Comité national intéressé par le sujet traité peut participer. Les organisations internationales, gouvernementales et non gouvernementales, en liaison avec l'IEC, participent également aux travaux. L'IEC collabore étroitement avec l'Organisation Internationale de Normalisation (ISO), selon des conditions fixées par accord entre les deux organisations.
- 2) Les décisions ou accords officiels de l'IEC concernant les questions techniques représentent, dans la mesure du possible, un accord international sur les sujets étudiés, étant donné que les Comités nationaux de l'IEC intéressés sont représentés dans chaque comité d'études.
- 3) Les Publications de l'IEC se présentent sous la forme de recommandations internationales et sont agréées comme telles par les Comités nationaux de l'IEC. Tous les efforts raisonnables sont entrepris afin que l'IEC s'assure de l'exactitude du contenu technique de ses publications; l'IEC ne peut pas être tenue responsable de l'éventuelle mauvaise utilisation ou interprétation qui en est faite par un quelconque utilisateur final.
- 4) Dans le but d'encourager l'uniformité internationale, les Comités nationaux de l'IEC s'engagent, dans toute la mesure possible, à appliquer de façon transparente les Publications de l'IEC dans leurs publications nationales et régionales. Toutes divergences entre toutes Publications de l'IEC et toutes publications nationales ou régionales correspondantes doivent être indiquées en termes clairs dans ces dernières.
- 5) L'IEC elle-même ne fournit aucune attestation de conformité. Des organismes de certification indépendants fournissent des services d'évaluation de conformité et, dans certains secteurs, accèdent aux marques de conformité de l'IEC. L'IEC n'est responsable d'aucun des services effectués par les organismes de certification indépendants.
- 6) Tous les utilisateurs doivent s'assurer qu'ils sont en possession de la dernière édition de cette publication.
- 7) Aucune responsabilité ne doit être imputée à l'IEC, à ses administrateurs, employés, auxiliaires ou mandataires, y compris ses experts particuliers et les membres de ses comités d'études et des Comités nationaux de l'IEC, pour tout préjudice causé en cas de dommages corporels et matériels, ou de tout autre dommage de quelque nature que ce soit, directe ou indirecte, ou pour supporter les coûts (y compris les frais de justice) et les dépenses découlant de la publication ou de l'utilisation de cette Publication de l'IEC ou de toute autre Publication de l'IEC, ou au crédit qui lui est accordé.
- 8) L'attention est attirée sur les références normatives citées dans cette publication. L'utilisation de publications référencées est obligatoire pour une application correcte de la présente publication.
- 9) L'attention est attirée sur le fait que certains des éléments de la présente Publication de l'IEC peuvent faire l'objet de droits de brevet. L'IEC ne saurait être tenue pour responsable de ne pas avoir identifié de tels droits de brevets et de ne pas avoir signalé leur existence.

La Norme internationale IEC 62660-2 a été établie par le comité d'études 21 de l'IEC: Accumulateurs.

Cette deuxième édition annule et remplace la première édition parue en 2010. Cette édition constitue une révision technique.

Cette édition inclut les modifications techniques majeures suivantes par rapport à l'édition précédente:

- a) La procédure d'essai de décharge forcée a été clarifiée (6.4.3.2).
- b) Le concept de "bloc d'éléments" a été ajouté au domaine d'application (Article 1).

- c) L'option d'essai de cycles de température avec fonctionnement électrique a été supprimée (6.3.2).
- d) Les conditions d'essai relatives à l'essai de surcharge ont été révisées (6.4.2.2).

Le texte de cette Norme internationale est issu des documents suivants:

FDIS	Rapport de vote
21/976/FDIS	21/986/RVD

Le rapport de vote indiqué dans le tableau ci-dessus donne toute information sur le vote ayant abouti à l'approbation de cette norme internationale.

Ce document a été rédigé selon les Directives ISO/IEC, Partie 2.

Une liste de toutes les parties de la série IEC 62660, publiées sous le titre général *Éléments d'accumulateurs lithium-ion pour la propulsion des véhicules routiers électriques*, peut être consultée sur le site web de l'IEC.

Le comité a décidé que le contenu de ce document ne sera pas modifié avant la date de stabilité indiquée sur le site web de l'IEC sous "<http://webstore.iec.ch>" dans les données relatives au document recherché. À cette date, le document sera

- reconduit,
- supprimé,
- remplacé par une édition révisée, ou
- amendé.

IMPORTANT – Le logo "*colour inside*" qui se trouve sur la page de couverture de cette publication indique qu'elle contient des couleurs qui sont considérées comme utiles à une bonne compréhension de son contenu. Les utilisateurs devraient, par conséquent, imprimer cette publication en utilisant une imprimante couleur.

INTRODUCTION

La commercialisation des véhicules routiers électriques, comprenant les véhicules électriques à batterie, les véhicules électriques hybrides et les véhicules électriques hybrides rechargeables, a été accélérée sur le marché international, répondant ainsi aux préoccupations mondiales concernant la réduction du CO₂ et la sécurité en matière d'énergie. Par voie de conséquence, cela a conduit à une demande rapidement croissante de batteries de traction de forte puissance et de grande densité énergétique. Il est estimé que les batteries lithium-ion sont les accumulateurs les plus prometteurs pour la propulsion des véhicules électriques. Du fait de la diffusion rapide des véhicules électriques hybrides et de l'émergence des véhicules électriques à batterie et hybrides rechargeables, une méthode normalisée d'essai relative aux exigences de performance des batteries lithium-ion est indispensable pour fixer un niveau de sécurité de base et obtenir des données essentielles pour la conception des systèmes des véhicules et des packs de batteries.

Le présent document spécifie les essais de fiabilité et de traitement abusif des éléments lithium-ion destinés à la traction automobile qui diffèrent fondamentalement des autres éléments y compris ceux destinés aux applications portatives et fixes spécifiées par d'autres normes IEC. Dans le cas d'une application automobile, il est important de tenir compte de la spécificité d'usage, c'est-à-dire la diversité de conception des packs et des systèmes de batteries pour automobile, ainsi que la diversité des exigences spécifiques relatives aux éléments et aux batteries correspondant à chacune de ces conceptions. Basé sur ces faits, le but du présent document est de fournir une méthodologie fondamentale d'essai ayant une polyvalence générale, remplissant une fonction d'essais préliminaires communs pour les éléments lithium-ion destinés à être utilisés dans divers systèmes de batterie. Le présent document ne fournit aucun critère d'acceptation ou de refus pour les essais, mais spécifie une classification normalisée des descriptions de résultats d'essai.

Le présent document est associé à l'ISO 12405-4 [1]¹.

L'IEC 62660-1 [2] spécifie les essais de performance des éléments lithium-ion pour application aux véhicules électriques.

L'IEC 62660-3 [3] spécifie les exigences de sécurité des éléments lithium-ion pour application aux véhicules électriques.

¹ Les chiffres entre crochets se réfèrent à la Bibliographie.

ÉLÉMENTS D'ACCUMULATEURS LITHIUM-ION POUR LA PROPULSION DES VÉHICULES ROUTIERS ÉLECTRIQUES –

Partie 2: Essais de fiabilité et de traitement abusif

1 Domaine d'application

La présente partie de l'IEC 62660 spécifie les procédures d'essai destinées à observer la fiabilité et le comportement sous traitement abusif des éléments et des blocs d'éléments d'accumulateurs lithium-ion utilisés pour la propulsion des véhicules électriques, y compris les véhicules électriques à batterie (BEV) et les véhicules électriques hybrides (HEV).

NOTE 1 Les éléments d'accumulateurs lithium-ion pour la propulsion des véhicules électriques hybrides rechargeables (PHEV) peuvent être soumis à l'essai avec la procédure pour application BEV ou pour application HEV, selon la conception des systèmes de batteries, sur la base de l'accord entre le fabricant de l'élément et le client.

Le présent document spécifie les procédures et les conditions d'essai normalisées pour des caractéristiques fondamentales des éléments lithium-ion utilisés pour la propulsion des véhicules électriques à batterie d'accumulateurs et hybrides. Les essais sont indispensables pour obtenir des données importantes sur la fiabilité et sur le comportement sous traitement abusif des éléments lithium-ion utilisés dans différentes conceptions de systèmes de batteries et de packs de batteries.

Le présent document donne une classification normalisée de la description des résultats d'essai à utiliser pour la conception des systèmes de batteries et des packs de batteries.

NOTE 2 Des blocs d'éléments peuvent être utilisés à la place d'éléments conformément à l'accord entre le fabricant de l'élément et le client.

NOTE 3 Les exigences de sécurité des éléments lithium-ion pour application aux véhicules électriques sont définies dans l'IEC 62660-3 [3].

2 Références normatives

Les documents suivants cités dans le texte constituent, pour tout ou partie de leur contenu, des exigences du présent document. Pour les références datées, seule l'édition citée s'applique. Pour les références non datées, la dernière édition du document de référence s'applique (y compris les éventuels amendements).

IEC 60068-2-64, *Essais d'environnement – Partie 2-64: Essais – Essai Fh: Vibrations aléatoires à large bande et guide*

ISO 16750-3, *Véhicules routiers – Spécifications d'environnement et essais des équipements électrique et électronique – Partie 3: Contraintes mécaniques*

ISO 16750-4, *Véhicules routiers – Spécifications d'environnement et essais des équipements électrique et électronique – Partie 4: Contraintes climatiques*

ISO/TR 8713, *Véhicules routiers électriques – Vocabulaire*