

太阳能蓄电池6-FM-9 12V9AH储能系列稳压消防参数

产品名称	太阳能蓄电池6-FM-9 12V9AH储能系列稳压消防参数
公司名称	山东萱创电子科技有限公司
价格	.00/个
规格参数	阀控式蓄电池:直流屏电池, 稳压电源 12v, 2V:阀控式电池 中国:国内
公司地址	山东省济南市天桥区粟山路10号滨河小学东临圣地龙帛大厦6层080号(注册地址)
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产品详情

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【商品简介】

- 1、安全性能好:正常使用下无电解液漏出,无电池膨胀及破裂。
- 2、放电性能好:放电电压平稳,放电平台平缓。
- 3、耐震动性好:完全充电状态的电池完全固定,以4mm的振幅,16.7hz的频率震动1小时,无漏液,无电池膨胀及破裂,开路电压正常。
- 4、耐冲击性好:完全充电状态的电池从20cm高处自然落至1cm厚的硬木板上3次无漏液,无电池膨胀及破裂,开路电压正常。
- 5、耐过放电性好:25摄氏度,完全充电状态的电池进行定电阻放电3星期(电阻只相当于该电池1ca放电要

求的电阻),恢复容量在75%以上.

6、耐充电性好:25摄氏度,完全充电状态的电池0.1ca充电48小时,无漏液,无电池膨胀及破裂,开路电压正常,容量维持率在上95%以.

7、耐大电流性好:完全充电状态的电池2ca放电5分钟或10ca放电5秒钟。无导电部分熔断,无外观变形。

蓄电池常见故障与解决方法 1. 电池漏液 常见的漏液现象: 一是上盖与底槽之间密封不好或因碰撞,封口胶开裂造成,二是安全阀渗酸漏液;三接线端处渗酸漏液;四其他部位出现渗酸漏液。 检查与处理方法: 先作外观检查,找出渗酸漏液部位。取开盖板查看安全阀周围有无渗酸漏液痕迹,再打开安全阀检查电池内部有无流动的电解液。完成上述工作之后,若未发现异常,因做气密性检查(放入水中充气加压,观察电池有无气泡产生并冒出,有气泡则说明有渗酸漏液)。*在充电过程中,观察有无流动的电解液产生,若有则说明是生产原因。充电过程中,有流动的电解液应将其抽尽。 2. 变形 故障现象 蓄电池变形不是突发的,往往是有一个过程的。蓄电池在充电到容量的80%左右进入高电压充电区。这时,在正极先析出氧气,氧气通过隔板中的孔,到达负极。在负极板上进行氧复活反应:
 $2pb+o_2=2pbo+h_2o+q$ $pbo+h_2so_4=pbso_4+h_2o+q$ 反应时产生热量,当充电容量达到90%时,氧气发生速度增大,负极开始产生氢气。大量气体的增加是蓄电池内压超过开阀压,安全阀打开,气体逸出,终表现为失水。 $2h_2o=h_2+o_2$
随着蓄电池循环次数的增加,水分逐渐减少,结果蓄电池出现如下情况: (1) 氧气“通道”变得畅通,正极产生的氧气很容易通过“通道”到达负极。 (2) 热容减小,在蓄电池中热容*的是水。水损失后,蓄电池热容大大减小,产生的热量使蓄电池温度升高很快。 (3) 由于失水后蓄电池中超细玻璃纤维隔板发生收缩现象,使之与正负板的附着力变差,内阻变大,充放电过程发热量增大。经过上述过程,蓄电池内部产生的热量只能经过电池槽散热。如散热量小于发热量即出现温度上升,使蓄电池析气过电位降低,析气量增大,正极大量的氧气通过“通道”,在负表面反应,发出大量的热量使温度快速上升。形成恶性循环导致“热失控”,发生变形。 故障的检查和处理 一组电池(3只)同时变形,先作电压检查。如果电压基本正常。还应测量单格电压判断是否短路,无短路则说明变形是过充电产生“热失控”所致。应着重检查充电器的充电参数。电压偏高(44.7v以上的)无过充保护或涓流转换电流偏低的,要求更换充电器。 3.短路 故障现象 电池电压下降2的整数倍 故障的检查和处理 用万用表检测电池单格电压,短路电池报废 4. 断路 故障现象 充不进电,放不出电 故障的检查和处理 用万用表检测电池电压,若为0,经打火无火花,充不进电,即为断路。 断路电池报废 5. 反极 故障现象 用万用表检测电池电压出现负植 故障的检查和处理 先将电池放电至0伏,再用维护充电器将电池充满电 6. 不可逆盐化 1、故障现象 极,再以0.05-0.018c2a的电流充电20小时左右,抽尽流动液,再作容量试验。反复上述操作,直到电池容量恢复。 7. 单只落后 1、故障现象 串联蓄电池组的均衡性是一个世界性的难题,使用过程中总会有“落后”蓄电池存在。其原因是多种多样的,有生产原因,也有原材料的原因和使用的原因等。

we are very optimistic about the development of the start stop technology in china." yang shifeng

explained to reporters, first of all, compared with the 48v system, starting to stop technology has a greater advantage in the cost. secondly, the chinese market is about 5% of the new car has been started to stop technology. we estimate that by 2020, with the chinese government on the car fuel consumption standards more stringent, there will be 15 million new car configuration starting up system in 2020, accounting for about 50% of the total new car. these start and stop the car will be able to reduce the annual fuel consumption of 1 billion 200 million liters and 2 million 800 thousand tons of greenhouse gas emissions every year. we estimate that this is a few years from the start of the development of technology in china will be very fast, so we have to stop the power system core technology adsorption glass fiber separator (agm) battery market is very confident."

in addition, with the development of automobile technology upgrading and various functions continuously enriched, the current car often equipped with up to 50 by the computer control module and 150 electrical equipment, including navigation system, electric windows, electric heating seat and other security configuration. yang shifeng believes that these changes so that the vehicle business and consumers are gradually concerned about the car can provide more powerful agm battery products.

the reporter mentioned in recent years, the development of the technology in china is not as expected, yang shifeng told reporters: we need to give consumers and market a process of adaptation." he believes that once the habit, the traffic lights when the brakes, the engine is not stalled, but not at ease. start stop technology in europe, the application of an earlier, but the european experience tells us that this adaptation period, the user will gradually accept the stop technology.

expand the battery capacity to meet the needs of the chinese market

yang shifeng told reporters: "we expect that by 2020, china will become the world's largest auto battery market."

starting and stopping system with the agm battery, the main body is the lead battery, as of now, johnson controls in the world has accumulated a total of 20 million agm batteries. since 2005 to enter the market chinese, johnson is currently built two battery factories in chinese, located in zhejiang changxin and chongqing, the changxin factory has the ability to mass production of agm battery, the capacity is rising. shenyang plant is expected to put into operation in 2018 will also become the main production base of agm battery.