



SURFACE VEHICLE RECOMMENDED PRACTICE	J1797™	AUG2016
	Issued 1997-01 Reaffirmed 2008-06 Stabilized 2016-08	Superseding J1797 JUN2008
Recommended Practice for Packaging of Electric Vehicle Battery Modules		

RATIONALE

The Battery Size Standardization committee recommends moving this standard into “Stabilize” status at this time. The committee is currently evaluating transitioning the standards work at the battery cell level instead of at the battery pack or battery module level. With the many new variations of both automotive and non-automotive applications there are emerging many new technologies that may require different packaging, but today the OEMs are focusing their efforts on getting to a set of standard battery cells. This standard may still be quite applicable for many applications, especially for the emerging 48V and 12V stop/start applications therefore we do not want to abandon it but rather to keep it on the books.

STABILIZED NOTICE

This document has been declared "Stabilized" by the SAE Bus Battery Cell Size Standardization Committee and will no longer be subjected to periodic reviews for currency. Users are responsible for verifying references and continued suitability of technical requirements. Newer technology may exist.

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Foreword—The mission of this document is to provide direction for standardization in packaging of secondary battery modules for Electric Vehicles. Some of the incentives for this standardization effort include component safety, compatibility, availability, and economics. The term battery module used throughout this document implies secondary battery modules.

The document addresses the external features of a battery module and how they interface to a battery pack system, or vehicle system, with a major emphasis on safety. Only commercially available aqueous battery systems which can be modularized within the recommendations of this document will be considered.

This document also provides for the definition of additional package sizes as new vehicle battery system requirements are identified or new battery technologies become commercially available. Module sizes contained herein are agreed upon by vehicle and battery manufacturers and can serve as the basis for Battery Council International Group Sizes and other international standards.

The procedure for acceptance of a new SAE EV battery standard is as follows:

- a. A letter to the EV Battery Systems Standards Committee Chairperson must be submitted by a vehicle manufacturer and one battery manufacturer proposing a new SAE EV battery size and documentation showing compliance to SAE J1797.
- b. A letter of agreement with another vehicle manufacturer, other than that in Step a, is necessary to approve proposing a new draft to the Recommended Practice.
- c. SAE will review for compliance (technical and commercial) and ballot the proposal in the EV Battery Systems Standards Committee to revise SAE J1797.

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