



Battery safety india

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As the government seeks to intervene in the recent battery fire incidents, the new battery safety norms were rolled out on September 1, 2022. Within a month, the Government of India rolled out updates to the standards with new timelines and a more structured implementation plan.

What to expect: In this article, we explain the AIS 156 norms issued by the Indian government for EV battery safety. These norms will undoubtedly change the EV markets in the coming years and are a nod towards safe and consumer-conscious manufacturing. Understanding the AIS 156 norms will help you understand how to approach the EV market in the future.

In 2020, the Ministry of Road Transport and Highways (MoRTH) decided to implement the Automotive Industry Standards (AIS) for Electric Vehicles (EVs) as well. Until then, the AIS only largely applied to fuel-based vehicles. This is when the AIS-156 was introduced, which specified the scope of the standards, and guidelines for EV manufacturers.

By September 2022, there were already 3 amendments to the AIS-156, and these were rolled out by the Government of India as a mandatory requirement for all EV manufacturers, with minor modifications introduced by the end of September.

In simple terms, a fully charged battery needs to be tested to make sure that water cannot enter the battery unit. And it is also important that there is no fire or explosion during this testing.

Here, BMS is the Battery Management System and it is required to comply in three ways. First, the BMS must have a processing circuit. Whether it is microprocessor or microcontroller based, a processing unit ensures that all EVs have a smart battery. Second, the electromagnetic compatibility has to be according to the AIS 004 requirements. And third, the batteries must be protected from overcharging, overheating, and short-circuiting.

After the rollout, several Original Equipment Manufacturers (OEMs) and battery makers sought clarifications from the AISC. Acknowledging this, the GoI has now announced that the AIS-156 rollouts can be implemented in two phases.

Phase 1 will be effective from December 1, 2022. This will include battery traceability, cell-to-cell spacing



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requirements, microcontroller or microprocessor based BMS, and additional safety fuse among other protections.

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