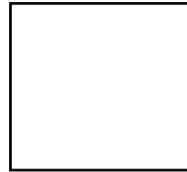


**Formula Student Balkans**

2023 Inspection Sheet  
 Accumulator Inspection  
 Car Number  
 University



APPROVED

Responsible Scrutineers		
	First Scrutineer	Second Scrutineer
First try:		
Second try:		
Third try:		
Fourth try:		



ESF state

REQUIRED RESOURCES			
No.	Checkpoint	Checkbox	Comment
	- All accumulator containers to be used during the event		
	- Accumulator Container Hand Cart		
	- Charger		
	- Tools needed for (dis-)assembly of Accumulator Container		
	- Laptop and cables to display data of the AMS		
	- Print-out of Rule Request (if applicable)		
	- An ESO must attend		
	- Pictures of accumulator internals, if necessary		
	- Datasheets for used wiring, insulation materials, tractive system components and container material with needed values highlighted <b>NOT ON A CELL PHONE</b>		
	- Samples of all wire types used inside the accumulator container		
	- Samples of all used accumulator container material		
	- Power Supply for AIL test		
SAFETY BRIEFING			
No.	Checkpoint	Checkbox	Comment
	- No jewellery, no rings		
	- No cell phone		
	- No watch / no necklace		
	- No sources of distraction		
	- Do not wear synthetic clothes		
	- Wear safety glasses		
	- Wear safety gloves (if necessary)		
BASIC SET OF HV-PROOF TOOLS			
No.	Checkpoint	Checkbox	Comment
	1 Insulated cable shear		
	2 Insulated screw drivers		
	3 Insulated spanners, if applicable		
	4 Multimeter with protected probe tips		
	5 Two 4mm banana plug test leads (1000V CAT III)		
SAFETY EQUIPMENT			
No.	Checkpoint	Checkbox	Comment
	6 Face shield		
	7 Safety glasses (minimum three)		
	8 HV Insulating gloves (minimum two pairs)		
	9 HV insulating blankets (two) (min 1m <sup>2</sup> ) with label or serial number and datasheet		
SELF DEVELOPED PCBs			
No.	Checkpoint	Checkbox	Comment
	▶ Ask for fully assembled spare PCB of self developed PCBs inside accumulator container		
	10 Sufficient spacing regarding system voltage and implementation		
	11 Sufficient insulation and temperature rating of coating if used, datasheet available		
	12 Coating process according to datasheet		
CHARGER ASSEMBLY			
No.	Checkpoint	Checkbox	Comment
	13 Completely closed (no open TS connections), test with probe (100mm length, 6mm diameter)		
	14 Interlock integrated		
	15 TSMP integrated		
	16 Emergency shutdown button integrated ≥24mm diameter		
	17 TS wiring is orange, marked with gauge, temperature rating >85°C and voltage rating		
	18 Conductive parts of charging equipment and accumulator are connected to protective earth (PE) while charging		
	19 Conductive parts are able to continuously carry current of 10% of main fuse		
	20 Casing made of at least 0.5 mm thick electrically conductive material or electrically insulated material		
	21 Test conductivity to PE at 1A measurement		<p><a href="https://www.engineeringtoolbox.com/wire-gauges-d_419.html">If the team has no current rating for used cables regarding rule EV 3.1.2, use following table as reference: https://www.engineeringtoolbox.com/wire-gauges-d_419.html</a></p>

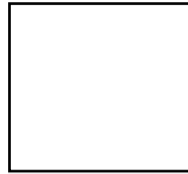
<b>DIS-CHARGE CIRCUIT AND BODY PROTECTION RESISTORS</b>			
No.	Checkpoint	Checkbox	Comment
	▶ Switch off Charger. Measure resistance between TS+ and TS- measuring points		
22	Resistance is 30 kΩ + discharge resistor		
23	Body protection resistor power and voltage rating is sufficient		
<b>INSULATION MEASUREMENT TEST</b>			
No.	Checkpoint	Checkbox	Comment
	▶ Check low resistance connection between LVMP and PE/casing		
	▶ Choose test voltage to 500V		
	▶ Connect insulation tester to charger TS+ and LV ground		
	▶ Connect charger (do not activate charger) to accumulator, keep AIRs opened		
	▶ Measure resistance: Riso+ = MΩ		
24	Resistance is much higher than ( min. 500Ω/V*Umax)		
	▶ Connect insulation tester to TS- and GLV ground		
	▶ Measure resistance: Riso+ = MΩ		
25	Resistance is much higher than ( min. 500Ω/V*Umax)		
26	Resistances are nearly equal.		
<b>HOUSING</b>			
No.	Checkpoint	Checkbox	Comment
27	Vehicle number, university name and ESO phone number(s) written on a high contrast background		
28	Roman Sans-Serif characters of at least 20mm high are used		
29	Warning stickers with side length of 100mm and text "Always Energized" and "High Voltage" (if TS >60 V) installed. (triangle with black lightning bolt on yellow background)		
30	Check if all parts and the cover/lid of the housing are rigidly fastened		
	▶ Open container housing, remove maintenance plugs		
	▶ Check if no voltage is present		
<b>ACCUMULATOR CONTAINER MATERIALS AND CELL STACK</b>			
No.	Checkpoint	Checkbox	Comment
	▶ Remove a random stack from the accumulator		
	▶ Compare SES/ESF documentation with the stack on the table		
31	Stack and SES/ESF documentation are the same		
32	Stacks are robust and rigidly fastened to the container		
33	Stacks are insulated and seperated by barrier according to UL94-V0, FAR25 or equivalent		
34	Maintenance plugs are located at both poles of each stack (including first and last stack)		
35	Maintenance plugs removable without tools		
36	Maintenance plugs have positive locking mechanism		
37	Maintenance plugs must not be able to unintentionally create circuits or short circuits		
38	Stacks seperated by maintenance plugs <120VDC and <6MJ		
39	Cell tabs must not be mechanically loaded		
40	No cells are damaged or can be damaged by the segment structures		
41	Cells securely fastened towards all 3 directions		
42	All parts carrying cells and loads are made of UL94-V0 or equivalent certified materials		
43	Every temperature sensor placed on negative terminal of monitored cell or in <10mm distance on busbar		
44	Galvanic Seperation included inside the Accumulator Management System		
44a	All connections from a TS component to external devices, such as laptops must include galvanic isolation		
45	Internal vertical walls have to be rigidly fastened to the container		
46	Internal vertical walls have a minimum height of 75% of the external walls		
47	Internal vertical walls divide the accumulator in sections of maximum 12 kg		
	▶ Present all Accumulator container materials		
	▶ Compare samples with Accumulator container		
48	Samples and Accumulator container are of equal quality		
<b>ASSEMBLY</b>			
No.	Checkpoint	Checkbox	Comment
49	All components and parts of the TSAC need to be properly fixed		
50	All used fasteners must be secured by the use of positive locking except they are non-conductive and non-structural		
51	TS potentials are insulated against inner wall of accumulator container if container made from conductive material		
52	No soldering in high current path		
53	Every container contains at least one appropriately sized and rated fuse		
	▶ Check datasheet of fuse, main wires and cells and compare to ESF		
54	Every container contains at least two appropriately sized and rated isolation relays		
55	Pre-charge relay is of mechanical type with appropriate voltage rating		
56	Isolation relays and fuses are seperated from all other components by a barrier according UL94-V0, FAR25 or equivalent		
57	Holes in container only for wiring harness, ventilation, cooling or fasteners if mechanical properties are not influenced		
58	External openings not pointing towards hand cart operator		
59	Check opening in TS enclosures, try to reach TS potentials with insulated test probe (100mm length, 6mm diameter)		
60	If fully closed, an equalizing valve must be implemented		

61	Spare accumulators of same size, weight and type		
<b>WIRING</b>			
No.	Checkpoint	Checkbox	Comment
62	All TS wires have proper overcurrent protection		
63	No other wires than TS wires are orange		
64	Securely anchored to withstand at least 200N, if outside of enclosure		
65	Located out of the way of possible snagging or damage		
66	TS and LV wires separated (not valid for Interlock)		
67	Every wire used in the Accumulator container (TS and LV) is rated for maximum TS voltage		
68	TS wires are marked with gauge, temperature rating >85°C and voltage rating		
69	Positive locking mechanism or if no positive locking possible, automotive certified components		
	▶ Check if insulated tools needed for the assembly of certified components are available		
70	Insulation is not only insulating tape or rubber-like paint		
<b>INDICATOR LIGHT OR VOLTMETER</b>			
No.	Checkpoint	Checkbox	Comment
71	Red Indicator light or voltmeter installed		
72	Marked with "Voltage Indicator"		
73	Visible while disconnecting the battery connector		
74	Hard wired electronics, supplied by TS		
	Connect power supply with 60VDC to accumulator TS connector with proper plugs, ▶ <b>no measuring probes</b>		
75	Indicator light on or voltmeter showing present TS voltage		
76	Visible in bright sunlight		
<b>ACCUMULATOR MANAGEMENT SYSTEM</b>			
No.	Checkpoint	Checkbox	Comment
77	AMS is located in the TSAC		
78	A minimum of 30% of cells are monitored with temperature sensors		
	▶ Disconnect any AMS internal connector		
79	The AMS must open the shutdown circuit within 1s		
	▶ Disconnect AMS current sensor		
80	The AMS must open the shutdown circuit within 0.5s		
	▶ Ask the team to connect their laptop to the AMS		
	▶ Connect charger to battery/batteries, start charging process		
81	Cell voltages can be displayed		
82	Cell temperatures can be displayed		
83	Temperature and voltage limit according to ESF		
84	Plausible accumulator current can be displayed		
	▶ Disconnect one SINGLE voltage sense wire, if any wires used		
85	The AMS must open the shutdown circuit within 0.5 s		
	▶ Disconnect one SINGLE temperature sense wire, if any wires used		
86	The AMS must open the shutdown circuit within 1 s		
<b>CHARGER SHUTDOWN CIRCUIT</b>			
No.	Checkpoint	Checkbox	Comment
87	IMD is integrated into the charging system		
	▶ Connect charger to battery/batteries, start charging process		
88	Voltage indicator shows that HV is present		
	▶ Press shutdown button		
89	AIRs open		
90	Battery indicator shows voltage <60V		
	▶ Start charging, unplug TSAC connector		
91	AIRs open		
92	Charger disabled, no voltage at charger connector, measure on TSMP		
<b>INSULATION MONITORING DEVICE</b>			
No.	Checkpoint	Checkbox	Comment
93	IMD connected to vehicle side of the AIRs		
	▶ Determine $R_{test} = (\max \text{ TS voltage} * 250 \Omega/V) - BPR$		
	▶ Activate charger output, connect $R_{test}$ between TS+ and LV GND		
94	Shutdown circuits opens within 30 s		
95	TS voltage decreases below 60VDC within 5 s after shutdown circuit opens		
96	Reactivation of charger output is not possible		
	▶ Push the reset button, if any		
97	Reactivation of charger output is not possible		
	▶ Remove $R_{test}$ . Wait 40 s until IMD resets status output		
98	Reactivation of charger output is not possible		
	▶ Activate TS, connect $R_{test}$ between TS- and LV GND		
99	Shutdown circuits opens within 30 s		
100	One IMD GND line is connected to the TSAC and the other to the charger housing with a direct wire		
	- IMD indicator light . . .		
101	. . . is available during charging		
102	. . . is red and visible in bright sunlight		
<b>HAND CART</b>			
No.	Checkpoint	Checkbox	Comment
103	Hand cart has four wheels		
104	Hand cart has maximal dimensions of 1200mm x 800mm		
105	Hand cart has always on type brake system		

106	The accumulator must be mechanically fixed to the handcart while on the handcart		
107	The accumulator must be protected from vibrations and shocks		
108	Firewall (same width as hand cart, from lowest point to 30 cm above TSAC/handle) must protect operator		
109	Label according to EV5.3.8 (checked points 27-28) still visible while on handcart		
<b>SEALING OF COMPONENTS</b>			
No.	Checkpoint	Checkbox	Comment
110	Seal accumulator container(s)		
111	Seal charger		
112	Additional part:		
113	Additional part:		
<b>OTHER COMMENTS</b>			
<b>APPROVAL STATUS</b>			
Approval (Control box) (DON'T CHANGE MANUALLY)			

**Formula Student Balkans**

2023 Inspection Sheet  
 Electrical Inspection  
 Car Number  
 University



APPROVED

Responsible Scrutineers		
	First Scrutineer	Second Scrutineer
First try:		
Second try:		
Third try:		
Fourth try:		



ESF state

REQUIRED RESOURCES			
No.	Checkpoint	Checkbox	Comment
	- An ESO must attend		
	- LV battery or cell datasheet		
	- Samples of all wire types used for the tractive system		
	- Photographs of all inaccessible TS connections		
	- Fully assembled spare boards of all inaccessible TS boards		
	- For self developed LV battery packs: an opened battery pack, laptop and cables to display data of the AMS		
	- Laptop and cables to display data of the AMS		
	- Power Supply for TSAL test and connectors with shrouded banana jacks as in rule IN 4.2.1		
	- The connector to safely close the SDC while the HVD is removed		
	- Datasheets for used wiring, insulation materials, and TS components <b>NOT ON A CELL PHONE</b>		
	- Print-outs of Rule Requests, if applicable <b>NOT ON A CELL PHONE</b>		
	- At least all non-passed parts of the ESF <b>NOT ON A CELL PHONE</b>		
LV BATTERY			
No.	Checkpoint	Checkbox	Comment
1	Voltage ≤ 60VDC		
2	Rigid and sturdy casing		
3	Only for wet-cell batteries: IPX7 rated and acid resistant casing if inside cockpit		
4	Short circuit protection (e.g. fused)		
5	Behind Firewall		
6	Grounded to the chassis		
7	Proper insulation of internal electrical connections		
8	Proper mounting of cells		
9	Complete battery pack inside rollover protection envelope		
	• All following checks only needed for Li-Ion batteries (other than LiFePO4):		
10	UL94-V0 , FAR25 or equivalent casing		
11	Overcurrent protection that trips below max. discharge current		
12	Overtemperature protection of at least 30% of the cells (max. 60 C or datasheet, whichever is lower)		
13	Voltage protection of all cells		
14	Signal failures electrically disconnect the LV battery (SCS)		
	▶ Disconnect one SINGLE voltage sense wire, if any wires used		
15	The LV battery is electrically disconnected		
	▶ Disconnect one SINGLE temperature sense wire, if any wires used		
16	The LV battery is electrically disconnected		
	▶ Ask the team to connect their laptop to the AMS		
17	Cell voltages can be displayed		
18	Cell temperatures can be displayed		
SELF DEVELOPED PCBs			
No.	Checkpoint	Checkbox	Comment
	▶ Ask for spare PCB of self developed PCBs		
19	Sufficient spacing regarding system voltage and implementation		
20	Sufficient insulation and temperature rating of coating if used, datasheet available		
21	Coating process according to datasheet		
22	The 1 min AC RMS isolation voltage is ≥ 3x max. TS voltage		
23	BSPD PCB is standalone with only minimum interface		
24	BSPD PCB(s) are directly supplied from the LVMS		
MASTER SWITCHES			
No.	Checkpoint	Checkbox	Comment
25	TSMS & LVMS installed on the right side of the vehicle and located next to each other		
26	TSMS & LVMS are easily accessible		
27	All master switches are located above 80% of shoulder height of Percy		
28	Rigidly mounted		
29	Not mounted on removable bodywork		
30	Rotary type with removable handle (50mm)		
31	ON position in horizontal		
32	"ON" and "OFF" positions marked		
33	TSMS with locking mechanism for "OFF" position		
34	LVMS marked with "LV" and symbol showing a red spark in a white edged blue triangle		
35	LVMS mounted on an red circular area on high contrast background		
36	Circular area diameter ≥50 mm		
37	TSMS marked with "TS" and triangle with black lightning bolt on yellow background		
38	TSMS mounted on an orange circular area on high contrast background		
39	Circular area diameter ≥50 mm		
MEASURING POINTS			
No.	Checkpoint	Checkbox	Comment
40	Two TS voltage measuring points on orange background		



41	A black LV ground measuring point installed		
42	Next to the master switches		
43	4mm shrouded banana jacks		
44	Non conductive cover		
45	Cover removable without tools		
46	Correctly marked (TS+, TS-, GND)		
<b>TS SHUTDOWN DEVICES</b>			
No.	Checkpoint	Checkbox	Comment
47	Two shutdown buttons installed next to the main hoop		
48	Right and left on the vehicle at approx. height of drivers head		
49	Push-Pull or Push-Rotate-Pull functionality		
50	Diameter > 39 mm		
51	Marked with red sparked sticker		
52	One cockpit shutdown button installed		
53	Push-Pull or Push-Rotate-Pull functionality		
54	Marked with red sparked sticker		
55	Easy actuation by the driver		
56	Diameter ≥24 mm		
57	Inertia switch rigidly mounted to the chassis and can be demounted for functionality test		
	▶ Check interlocks on ..		
58	TS accumulator container(s)		
59	Inverters		
60	HVD		
61	Power distribution boxes		
62	Energy meter box		
	▶ Outboard wheel motors . . .		
63	. . . have a dedicated interlock wire routed along the TS wiring, must act before the TS wiring or its clamping fails		
64	. . . have a dedicated interlock wire routed along a suspension member, must act if the suspension fails		
65	. . . interlock(s) can opened for demonstration		
<b>COCKPIT INDICATORS</b>			
No.	Checkpoint	Checkbox	Comment
66	IMD and AMS indicator light illuminate for 1 to 3 s for visible check • AMS indicator light . . .		
67	. . . is inside the cockpit and marked with "AMS"		
68	. . . is illuminated red and visible in bright sunlight, even from outside		
69	. . . is visible for the driver • IMD indicator light . . .		
70	. . . is inside the cockpit and marked with "IMD"		
71	. . . is illuminated red and visible in bright sunlight, even from outside		
72	. . . is visible for the driver • TS Indicator . . .		
73	. . . is inside the cockpit and marked with "TS off"		
74	. . . is illuminated green and visible in bright sunlight		
75	. . . is visible for the driver		
<b>TS VOLTAGE</b>			
No.	Checkpoint	Checkbox	Comment
	▶ Measure voltage at TS measuring points.		
76	Equal or less than 60 VDC.		
<b>TS WIRING</b>			
No.	Checkpoint	Checkbox	Comment
77	All TS wiring and components (including the HVD) have to be in the envelope and behind the impact structures		
78	TS connectors outside of enclosures cannot be physically connected other than the design intent configuration		
79	TS wires of outboard wheel motors must not be able to reach the cockpit opening in case of a wire break		
80	The wiring outside of the impact structure is the shortest possible distance		
81	All TS wires and connectors have proper overcurrent protection		
82	TS wiring channels are orange		
83	No other wires than TS wires are orange		
84	TS wiring outside electrical enclosures in separate nonconductive enclosure or orange shielded cable		
85	Securely anchored to withstand at least 200 N if outside of enclosure		
86	Located out of the way of possible snagging or damage		
87	Shielded against rotating/moving parts		
88	No wire lower than the chassis		
89	TS and LV wires separated (n/a for interlock)		
90	Marked with gauge, temperature rating and voltage rating (max. TS voltage)		
91	Suitable temperature rating for used position		
92	Positive locking mechanism on every screwed connection (Photographs for all inaccessible TS connections)		
93	TSMPs: positive locking mechanism on every connection (Photographs for all inaccessible TS connections)		
94	Insulation is not insulating tape or rubber-like paint		
<b>TS WARNING STICKERS</b>			
No.	Checkpoint	Checkbox	Comment
	▶ Check for warning stickers on TS containing enclosures (triangle with black lightning bolt on yellow background)		
95	Inverter(s)		
96	Motor(s)		
97	Power Distribution box(es)		
98	Energy meter box		

99	HVD		
100	Other TS containing enclosures		
<b>TRACTIVE SYSTEM PROTECTION</b>			
No.	Checkpoint	Checkbox	Comment
	▶ Check opening in TS enclosures, try to reach TS potentials with insulated test probe (100mm length, 6mm diameter)		
101	Not possible to reach any TS potentials		
101a	All connections from a TS component to external devices, such as laptops must include galvanic isolation		
102	TS components and containers protected from moisture		
<b>HIGH VOLTAGE DISCONNECT</b>			
No.	Checkpoint	Checkbox	Comment
103	Clearly marked with "HVD"		
104	Distance to ground greater than 350 mm		
105	Inside roll-over protected envelope		
106	Easily visible while standing behind the vehicle		
107	No remote actuation (e.g. through wires)		
108	Integrated interlock		
	▶ Stand next to the vehicle, remove HVD		
109	Removed within 10 s without tools		
110	TS protection still given (insulated test probe)		
111	If a dummy connector for protection is used, it must be stored at the push bar		
<b>TRACTIVE SYSTEM ACTIVE LIGHT</b>			
No.	Checkpoint	Checkbox	Comment
112	Mounted below highest point of the main roll hoop and within the roll-over protected envelope		
113	Fully illuminated surface		
114	Visible by a person standing 3 m away from TSAL (1.6m eye height)		
115	≤10° blocked by main hoop		
<b>ENERGY METER</b>			
No.	Checkpoint	Checkbox	Comment
116	Energy meter is fully enclosed in a housing		
117	Energy meter is rigidly mounted		
118	All energy from accumulator flows through the energy meter		
<b>FIREWALLS</b>			
No.	Checkpoint	Checkbox	Comment
	Separates any point of the driver (less than 100mm above the bottom of the helmet of the tallest driver) from any TS component (including TS wiring) . . .		
119	. . . behind the driver's back		
120	. . . at the sides of the driver		
121	. . . at the front of the vehicle		
122	First layer, facing TS must be made of Aluminum with a thickness of at least 0.5mm		
123	Second layer, facing driver must be made of electrically insulated material (no CFRP)		
124	Material meets UL94-V0, FAR25 or equivalent		
125	TSAC cooling duct openings do not point towards the driver, although if behind a firewall		
<b>ACCELERATION PEDAL POSITION SENSOR (APPS)</b>			
No.	Checkpoint	Checkbox	Comment
126	Returns to original position if not actuated		
127	At least two sensors with different transfer functions, each having a positive slope sense with either different gradients and/or offsets to the other(s) are installed (For digital sensors, a checksum is necessary)		
128	Sensors do not share supply or signal lines		
129	Sensors are protected from being mechanically overstressed (positive stop of pedal)		
130	Minimum two springs installed to return pedal		
131	Each spring still returns pedal with the second one disconnected (springs in the torque encoders not counted)		
<b>BRAKE LIGHT</b>			
No.	Checkpoint	Checkbox	Comment
132	Only one brakelight in red color		
133	Clearly visible from behind the vehicle		
134	Located on vehicle centerline		
135	Height between wheel centerline and drivers shoulder		
136	Round, triangle, or rectangular on black background		
137	15 cm <sup>2</sup> minimum illuminated area OR LED strips with a total length greater than 150mm with elements closer than 20 mm apart		
138	Sufficient brightness of the brake light even in bright sunlight		
<b>ACCUMULATOR MANAGEMENT SYSTEM</b>			
No.	Checkpoint	Checkbox	Comment
	▶ Disconnect TS accumulator		
139	AMS indicator light is illuminated red		
	▶ Ask the team to connect their laptop to the AMS		
140	AMS data can be displayed		
<b>DISCHARGE CIRCUIT AND BODY PROTECTION RESISTORS</b>			
No.	Checkpoint	Checkbox	Comment
	▶ Switch off LV		
	▶ Measure resistance between TS+ and TS- Measuring Points		
141	Resistance is 30 kΩ + discharge resistor		
142	Body protection resistor power and voltage rating is sufficient		
143	Dis-charge power rating is sufficient for continuous dis-charge		
<b>INSULATION MEASUREMENT TEST</b>			
No.	Checkpoint	Checkbox	Comment

	▶ Choose test voltage to 500V		
	▶ Connect insulation tester to TS+ and LV ground		
	▶ Measure resistance: Riso+ = MΩ		
144	Resistance is much higher than (min. 500Ω/V*Umax)		
	▶ Connect insulation tester to TS- and LVMP		
	▶ Measure resistance: Riso- = MΩ		
145	Resistance is much higher than (min. 500Ω/V*Umax)		
146	Resistances are nearly equal		
147	IMD chassis ground measurement line from TSAC connected to the main hoop by a separate wire		
<b>GROUNDING CHECKS</b>			
No.	Checkpoint	Checkbox	Comment
	EV 3.1 has been fully revised. Each TS enclosure must either contain a ≥0.5 mm properly grounded conductive layer or all materials must be electrically isolating for each own. Conductive seat, driver harness, and firewall mountings, as well as TS firewalls and conductive parts protruding through TS enclosures, must be properly grounded. A conductive part having ≤300 mΩ measured at 1 A and being able to continuously carry ≥10 % of the TS main fuse to LVS ground is properly grounded. Other conductive parts within 100 mm of any TS component must be ≤100 Ω to LVS ground.		<a href="https://www.engineeringtoolbox.com/wire-gauges-d_419.html">If the team has no current rating for used cables regarding rule EV 3.1.2, use following table as reference: https://www.engineeringtoolbox.com/wire-gauges-d_419.html</a>
	It is possible to join two TS enclosures one following EV 3.1.1 point 1 and the other one • following EV 3.1.1 point 2 if each individual TS enclosure is fully closed.		
	▶ Check for each TS enclosure . . .		
148	. . . all materials used to build a TS enclosure separately have a resistance ≥2 MΩ @ 500 V ⇒ fully isolated TS enclose, no grounded layer needed		
149	. . . expect e.g. screws, (shielded) connectors, backing plates isolating materials used ⇒fully isolated TS enclose, no grounded layer needed but protruding elements must be properly grounded		
150	. . . at least one material has <2 MΩ ⇒ ≥0.5 mm thick solid grounded layer made of aluminium or better required and properly grounded		
151	. . . a ≥0.9 mm thick steal layer might be used for TSAC as the grounded layer		
	▶ Measure resistance of conductive parts to LVS ground(max. 300 mΩ @ 1 A) . . .		
152	. . . next to TSMPs		
153	. . . main hoop		
154	. . . seat mounting points		
155	. . . driver harness mounting points		
156	. . . firewall mounting points, also if not protruding through the firewall		
157	. . . TS firewall		
158	. . . TS accumulator container		
159	. . . TS enclosures if applicable		
160	. . . TS enclosure protruding parts if applicable		
161	. . . parts protruding through TS enclosures		
162	Each grounding is able to carry ≥10 % of TS main fuse		
	▶ Measure resistance of conductive parts to LVS ground (max. 100 Ω @ 0 A) . . .		
163	. . . carbon fiber part within 10 cm around TS part		
164	. . . suspension front left or right if applicable		
165	. . . suspension rear left or right if applicable		
<b>TEST AT HIGH VOLTAGE</b>			
<b>TRACTIVE SYSTEM POWER UP</b>			
No.	Checkpoint	Checkbox	Comment
	▶ All driven wheels are off the ground, driven wheels removed		
	▶ Connect multimeter between TS+ and TS-		
	▶ Switch on TSMS with LVMS deactivated		
166	Voltage at TS measurement points less or equal 60VDC		
	▶ Switch on LVMS with TSMS deactivated		
167	Voltage at TS measurement points less or equal 60VDC		
	▶ Switch on TSMS and all shutdown buttons		
	▶ Reset any IMD or AMS errors		
168	TS still deactivated		
	▶ Activate TS, measure TS voltage during TS power-up. Use the team's multimeter and test leads from the push bar.		
169	System is precharged before second AIR closes		
	▶ Switch off TSMS		
170	TS voltage decreases below 60VDC within 5 s		
	▶ Try to power-up TS with switched off TSMS		
171	TS still deactivated		
	▶ Switch on TSMS		
172	TS still deactivated		
<b>TRACTIVE SYSTEM SHUTDOWN</b>			
No.	Checkpoint	Checkbox	Comment
	▶ Connect multimeter between TS+ and TS-		
	For every of the following switches, deactivation leads to TS shutdown, voltage decreases below 60VDC within 5 s		
173	LVMS		
174	Shutdown button left		
175	Shutdown button right		
176	Cockpit shutdown button		



177	Inertia switch (may be demounted for test)		
178	Brake-over-travel switch		
	▶ Show schematic of TS with all interlocks (ESF)		
179	Interlocks		
<b>TRACTIVE SYSTEM INDICATORS</b>			
No.	Checkpoint	Checkbox	Comment
	▶ Activate LV system		
180	TSAL and Cockpit Indicator(CI) is green only		
	▶ Activate TS		
181	TSAL flashes red with freq 2 Hz - 5 Hz and CI is off		
182	TSAL is clearly visible (horizontal position, entire illuminated surface)		
	▶ Deactivate TS, disconnect AIR state detection circuitry, activate LV If activation of LV system is not possible skip test		
183	TSAL not illuminated and CI is off		
	▶ If previous test succeeded, activate TS. If TS activation is not possible, skip test		
184	TSAL flashes red and CI is off		
	▶ Deactivate TS, reconnect TSAC state detection, connect power supply >60 VDC to TS via dedicated connector but <b>NOT</b> TSMP, activate LVS		
185	TSAL is both green and red flashing simultaneously and CI is on		
	▶ Disconnect power supply, remove HVD, override HVD interlock (!! cover HV potentials !!), activate LV and TS		
186	TSAL and CI is off		
<b>INSULATION MONITORING DEVICE</b>			
No.	Checkpoint	Checkbox	Comment
	▶ Determine Rtest = (max TS voltage * 250 Ω/V) - BPR		
	▶ Activate TS, connect RTest between TS+ and LV GND		
187	Shutdown circuits opens within 30 s		
188	IMD indicator light illuminates		
189	TS voltage decreases below 60VDC within 5 s after shutdown circuit opens		
	▶ Try to activate the TS by the required additional action (EV5.11.2)		
190	Reactivation of TS is not possible		
	▶ Push the reset button which is not accessible to the driver, if any		
191	Reactivation of TS is not possible		
	▶ Remove RTest. Wait 40 s until IMD resets status output		
192	Reactivation of TS is not possible		
	▶ Push all reset buttons in the cockpit, if any		
193	Reactivation of TS is not possible		
	▶ Push the IMD reset button which is not accessible to the driver, if any		
194	Reactivation of TS is possible		
	▶ Reset vehicle and activate TS. Push <b>and hold</b> the reset button which is not accessible to the driver, if any. Connect RTest between TS+ and LV GND		
195	Shutdown circuits opens within 30 s		
196	IMD indicator light illuminates		
	▶ Activate TS, connect RTest between TS- and LV GND		
197	Shutdown circuits opens within 30 s		
<b>READY TO DRIVE ACTIVATION SEQUENCE</b>			
No.	Checkpoint	Checkbox	Comment
	▶ Activate TS, press torque pedal		
198	No turning of motors		
	▶ Let the team set the vehicle to ready to drive mode		
199	Pressing brake pedal WHILE activating is necessary		
200	Ready to drive sound duration is 1 s to 3 s		
201	Ready to drive sound is min 80 dBA (2m around the vehicle)		
202	Ready to drive sound is easy recognizable and no animal sound or song part		
	▶ Repeat the activation sequence, but push the brake pedal only once before finally pushing the activation button		
203	No ready to drive mode possible		
	▶ Disconnect the brake sensor		
204	No ready to drive mode possible		
	▶ Disconnect the second brake sensor if applicable		
205	No ready to drive mode possible		
<b>IMPLAUSIBILITY CHECKS</b>			
No.	Checkpoint	Checkbox	Comment
	▶ Set vehicle to ready to drive state. Press accelerator pedal >25 %. Push brake pedal		
206	Motors stop turning		
	▶ Release brake, while accelerator pedal still activated		
207	Motors do not turn		
	▶ Release accelerator pedal slowly		
208	Motors turn again when APPS position is <5 %		
	▶ Get motors turning, disconnect ≥50% of APPS while motors turn		
209	Motors stop turning		
	▶ Disconnect all APPS		
210	Motors do not turn		
	▶ Reconnect all APPS, disconnect any communication connection between APPS and inverter while motors turn		
211	Motors stop turning		
	▶ Disconnect Brake Pedal sensor		
212	Motors stop turning		
	▶ Team simulates 5kW power, press brake representing hard braking (>0.5 s)		
213	TS shuts down		
	▶ Reactivate TS, disconnect BSPD current sensor		
214	TS shuts down		
	• Automatic BSPD reset installed?		
215	Reactivation of TS is only possible after 10 s without implausibility		
<b>SEALING OF COMPONENTS</b>			
No.	Checkpoint	Checkbox	Comment

	▶ After all tests have been passed successfully seal the inspected TS housings:		
216	Motor Controller housing		
217	Energy Meter housing		
218	IMD housing		
219	TSAL circuitry housing		
220	BSPD casing /BSPD calibration		
221	Additional Part:		
222	Additional Part:		
	<b>OTHER COMMENTS</b>		
	<b>APPROVAL STATUS</b>		
	Approval (Control box) (DON'T CHANGE MANUALLY)		