

CERTIFICATE OF COMPLIANCE

Certificate Number: SGSNA/23/SZ/00285U

Contract Number: 800706
Certificate Project Number: SZ-CERT230802487

Certified Product: Lithium-Ion 20S7P Battery (Product name: LI-ION BATTERY PACK)
Trademarks:



Model(s): KB-WF7235DF2
Technical Data: Nominal Voltage: 72Vdc; Rated Capacity: 33.6Ah;
Maximum Charge Current: 10A; Maximum Discharge Current: 30A;
Maximum Charge Voltage: 84V; End of Discharge Voltage: 57V;
Charge Temperature Range: 0°C-45°C;
Discharge Temperature Range: -20°C-50°C

Certificate Holder: Ningbo Kaabo Technology Co., Ltd.
3rd Floor, Building B3, Shanshan New Energy Base, No. 238 Yunlin Middle Road,
Haishu District, Ningbo, Zhejiang, China

This certificate supercedes previous certificates issued with the same certificate number. Certification is valid when products are indicated on the SGS directory of certified products at www.sgs.com or using the QR code below. The product is certified according to ISO/IEC Guide 17067, Conformity assessment - Fundamentals of product certification, System 3, and in accordance with:

ANSI/UL 2271, 2nd Edition, Dated September 7, 2018
CAN/ULC 2271, 2nd Edition, Dated September 7, 2018

Authorized by:

Effective date: 28 August 2023

Jason Wei
Certifier



Certification Body

Connectivity & Products, a division of SGS North America Inc.
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Additional Information:

Schedule of Limitations

1. The end use vehicle application shall provide instructions with regard to the safe charging of the battery. If these batteries are intended for use with a specified charger as noted in this report, that information shall be marked where it will be visible to the user in the end use vehicle application.
 2. Battery is for building-in and without complete fire/electrical enclosure, further enclosure and mounting/installation considerations should be evaluated in end product.
 3. The battery protection circuit for the battery pack provided two levels of overcharge, imbalanced charging and short-circuit protections, and with one level under-voltage protection. Additional protection against over-discharge should be evaluated when the battery was installed into end light electrical vehicles (LEV).
 4. The battery pack was not intended for on-road LEVs, and following clauses were not evaluated. The acceptance should be determined in the end use application.
- 32 Crush Test
5. For building-in battery pack, terminal endurance should be considered when installed into end product.

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