

# Test Report

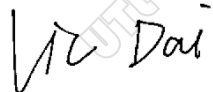


ANSI/CAN/UL-2272, Electrical Systems for Personal E-Mobility Devices

**Name of Products:** YOUTH ELECTRIC SPORT BIKE

**Applicant:** Razor USA LLC

**Factory 1:** Zhejiang Feishen Vehicle Industry Co., Ltd

**Factory 2:** ZHEJIANG JINBANG SPORTS EQUIPMENT CO.,LTD.

		
Tested: Vic Dai Date: 2021-12-21	Checked: Ivy Bi Date: 2021-12-21	Approved: Andy Huang Date: 2021-12-21

**GUANGDONG UTL CO., LTD.**

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ANSI/CAN/UL-2272	
Electrical Systems for Personal E-Mobility Devices	
<b>Report Reference No.</b> .....	PNS21116467 01001
<b>Date of issue</b> .....	2021-12-21
<b>Total number of pages</b> .....	45 pages
<b>Testing laboratory</b> .....	GUANGDONG UTL CO., LTD.
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<b>Applicant's name</b> .....	Razor USA LLC
<b>Address</b> .....	12723 166th Street, Cerritos CA90703, USA
<b>Factory's name 1</b> .....	Zhejiang Feishen Vehicle Industry Co., Ltd.
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<b>Factory's name 2</b> .....	ZHEJIANG JINBANG SPORTS EQUIPMENT CO.,LTD.
<b>Address</b> .....	No. 1 Juxian Road, Huzhen Town, Jinyun County, Lishui City, Zhejiang Province, China.
<b>Test specification</b>	
<b>Standard</b> .....	ANSI /UL-2272:2016 including revisions through February 25, 2019 First
<b>Test item</b> .....	See next page for details
<b>Test result</b> .....	Pass
<b>Non-standard test method</b> .....	N/A
<b>Date of receipt of sample</b> .....	2021.11.23
<b>Date(s) of performance of test</b> .....	2021.12.06~2021.12.16
<b>Test item description</b> .....	YOUTH ELECTRIC SPORT BIKE
<b>Trade Mark</b> .....	Razor
<b>Model/Type reference</b> .....	RSF650, MX650, MX500, SX500
<b>Ratings</b> .....	Input: 36Vdc, 1.67A

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No.	UL 2272 Section	Test Items	Verdicts
1	27	TEMPERATURE	P
2	33	VIBRATION TEST	P
3	34	SHOCK TEST	P
4	35	CRUSH TEST	P
5	36	DROP TEST	P
6	37	MOLD STRESS RELIEF TEST	P
7	39	MOTOR OVERLOAD	P
8	40	MOTOR LOCKED ROTOR TEST	P
9	42	WATER EXPOSURE TEST	P
10	43	THERMAL CYCLING TEST	P
Possible test case verdicts:			
- Test case does not apply to the test object:			N/A
- Test object does meet the requirement...:			P (Pass)
- Test object does not meet the requirement:			F (Fail)
Model difference and remark:			
Item number: 15128560,15128530,15165070,15165071,15165090,15165001,15165010,15128190,15128160,15128165,15128103,15128101,15128191,15128130,15178060,15128180.			

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TEMPERATURE UL 2272,27

## METHOD

A fully discharged DUT (i.e. discharged to EODV) was conditioned within a chamber set to the upper limit charging temperature specifications of the DUT. After thermal stabilization in the chamber, the DUT was connected to a charging circuit input representative of anticipated maximum charging parameters. The DUT was then subjected to maximum normal charging while monitoring voltages and currents on cells until it reached the manufacturer's specified fully charged condition.

Temperatures were monitored on temperature sensitive components including cells and on any user accessible surfaces.

While still in the conditioning chamber, and after allowing temperatures to stabilize, the fully charged DUT was then discharged in accordance with the manufacturer's specifications down to the manufacturer's specified end of discharge condition while monitoring voltage and current on cells until the DUT reached its specified EODV. Temperatures were monitored on temperature sensitive safety critical components including cells and on any user accessible surfaces.

Note: The method of simulating the maximum continuous electrical load for discharging the batteries may vary according to the scooter design and should be a method agreed upon by the manufacturer and organization testing the scooter. The methods to simulate this loading can include the use of a dynamometer or other mechanical loading means, or manipulation of the electrical and electronic control circuit(s) to simulate loading on the motor. Factors to be considered when determining the maximum continuous electrical load during discharge include maximum weight of rider, maximum speed of movement, angle of movement and loads from auxiliary devices such as lights, audio, etc. that may be operating when the scooter is moving. If there is a need to consider the surface impact to loading, concrete is to be used to represent typical outdoor operating surfaces.

The charge and discharge cycles were then repeated for a total of 2 complete cycles of charge and discharge in the maximum ambient.

During the temperature test, the voltage, temperature and current during discharge and charging of the component cells was monitored to determine that the values were not outside of the specified cell manufacturer's operating region.

At the conclusion of the observation period, the samples with hazardous voltage circuits were subjected to an Isolation Resistance Test (without humidity conditioning) or a Dielectric Voltage Withstand Test.

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## RESULTS

DUT: RSF650	
Specified Max. Charging Ambient, C:	40
Specified Max. Operating Ambient, C:	40
Maximum specified rider weight, lbs	100kg
Determined maximum continuous discharge current based upon loading considerations, A	30A
Method to achieve maximum continuous discharge current load on sample:	--
Sample No.	AA1
Test Date	2021-12-13 to 2021-12-15
Room Ambient, C:	24.2/24.5/24.4

Location of Thermocouple	Maximum Measured Temperatures, C								
	Discharging		Charging		Discharging		Charging		Spec. Limit
	At 25±5 C		At 25±5 C		Conversion to Max. Amb.		Conversion to Max. Amb.		
Cycle No.	1	2	1	2	1	2	1	2	
1.Battery 1	31.7	32.3	27.8	28.2	47.7	47.8	43.6	43.8	80
2.Battery 2	30.5	31.1	27.4	27.8	46.5	46.6	43.2	43.4	80
3.Battery 3	30.8	31.4	27.3	27.7	46.8	46.9	43.1	43.3	80
4.Fuse holder	39.6	40.4	26.3	26.6	55.6	55.9	42.1	42.2	80
5.Battery charge/discharge wire	36.2	36.9	26.5	26.8	52.2	52.4	42.3	42.4	105
6.Battery charge/discharge connector	44.5	45.4	26.9	27.2	60.5	60.9	42.7	42.8	105
7.Main board PCB near U1	62.9	64.2	30.6	31.1	78.9	79.7	46.4	46.7	130
8.Main board PCB C1A	57.7	58.9	32.4	33.0	73.7	74.4	48.2	48.6	130
9.Main board PCB near VF3,VF4	55.6	56.7	30.0	30.5	71.6	72.2	45.8	46.1	130
10.Main board Plastic Enclosure inside	47.0	47.9	28.9	29.3	63.0	63.4	44.7	44.9	80
11.Motor connector	36.6	37.3	26.4	26.7	52.6	52.8	42.2	42.3	130
12.Metal enclosure outside near Battery	29.7	30.3	26.4	26.7	45.7	45.8	42.2	42.3	70
13.Plastic Enclosure inside	28.8	29.4	26.2	26.5	44.8	44.9	42.0	42.1	80
14.Plastic Enclosure outside	27.7	28.3	25.8	26.1	43.7	43.8	41.6	41.7	80
15.Metal enclosure inside near Motor winding 1	66.1	67.4	25.9	26.2	82.1	82.9	41.7	41.8	105

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16.Metal enclosure inside near Motor winding 2	67.7	69.1	25.4	25.7	83.7	84.6	41.2	41.3	105
17.Metal enclosure inside near Motor winding 3	63.9	65.2	25.4	25.7	79.9	80.7	41.2	41.3	105
18.Motor wire	74.1	75.6	25.5	25.8	90.1	91.1	41.3	41.4	105
19.Motor metal housing outside	52.4	53.4	25.6	25.9	68.4	68.9	41.4	41.5	70
20.Input terminal	35.3	36.0	26.2	26.5	51.3	51.5	42.0	42.1	85
21.Power switch	32.4	33.0	26.0	26.3	48.4	48.5	41.8	41.9	55
22.Handle	31.4	32.0	26.1	26.4	47.4	47.5	41.9	42.0	70
23.Chamber Ambient	24.0	24.5	24.2	24.4	40.0	40.0	40.0	40.0	--
	Min Measured Voltage, Vdc				Max Measured Voltage, Vdc				
Cell No 1	10.713	10.706	--	--	14.779	14.682	--	--	10.5V to 14.8V
Cell No 2	10.808	10.795	--	--	14.684	14.676	--	--	
Cell No 3	10.813	10.811	--	--	14.677	14.612	--	--	
	Max Meas. Discharge Current, A				Max Meas. Charge Current, A				
Battery current *	16.68	17.02	--	--	1.54	1.54	--	--	Discharge current:30 A/ charge:1.67A

The cell manufacturer's specified limits (voltage, current and temperatures measured) ~~[were]~~ [were not] exceeded during the charging and discharging cycles.

Temperatures measured on components ~~[did]~~ [did not] exceed their specifications.

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VIBRATION TEST UL 2272,33

## METHOD

The test was performed in accordance with one of the following methods:

- ☐ the Standard for Batteries for Light Electric Vehicles, UL 2271, Section 30, Vibration Endurance Test without the temperature variation (refer to ISO 12405-1 random vibration method), or
- ☐ According to a test profile determined by the customer and verified to the LEV application.

The fully charged DUT was securely mounted to a vibration test platform. The DUT was subjected to a vibration along three perpendicular axes.

If conducting the ISO 12405-1 random vibration method (without temperature variation), the DUT was subjected to the vibration in each axis for 21 h if testing one sample, 15 h if testing two samples or 12 h if testing 3 samples. For each axis the frequency was varied from 5 Hz to 200 Hz with power spectral density (PSD) as outlined in the Table below.

Table - Test parameters for UL 2271 Vibration Endurance ( Random Vibration)			
Axis	Frequency	PSD	PSD
	Hz	$\text{g}^2/\text{Hz}$	$(\text{m/s}^2)^2/\text{Hz}$
Z (vertical)	5	0.05	4.81
	10	0.06	5.77
	20	0.06	5.77
	200	0.0008	0.08
	rms	1.44 g	14.13 $\text{m/s}^2$
Y (transverse)	5	0.04	3.85
	10	-	-
	20	0.04	3.85
	200	0.0008	0.08
	rms	1.23 g	12.07 $\text{m/s}^2$
X (longitudinal)	5	0.0125	1.20
	10	0.03	2.89
	20	0.03	2.89
	200	0.00025	0.02
	rms	0.96 g	9.42 $\text{m/s}^2$

If the DUT was operational after the test, it was subjected to a minimum of one discharge/charge cycle at the manufacturer's maximum specified values. If not operational, a charge was attempted. The test shall be followed by a one hour observation period.

At the conclusion of the observation period, the samples with hazardous voltage circuits shall be subjected to a Dielectric Voltage Withstand Test or Isolation Resistance Test (without humidity conditioning).

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## RESULTS

DUT:	RSF650
Test Date	2021-12-06 to 2021-12-09
Lab Ambient, C	24.1/24.2/24.4/24.2
Vibration Method Used for Test:	[random][specific to scooter]
Dielectric voltage test value, V	--
Isolation resistance Voltage, Vdc	--

Sample No.	Initial OCV, Vdc	Final OCV, Vdc	Max Temp on Cell/Mod, C	Length of vibration, h	Results
AA4	41.26	41.22	--	21h(Axis: Z)	N, O
AA4	41.22	41.18	--	21h(Axis: Y)	N, O
AA4	41.18	41.16	--	21h(Axis: X)	N, O
	Dielectric Voltage Breakdown Y or N		Measured Isolation Resistance $\Omega$		
--	--	--	--	--	
--	--	--	--	--	

Results Key	
E – Explosion	L – Electrolyte Leakage (external to enclosure)
F - Fire	S – Electric shock (dielectric breakdown or resistance below isolation resistance limits)
R – Rupture	N - No evidence of noncompliant results
O – Operational after test	

~~[ ] See also attached vibration spectra for details of vibrations applied.~~

As a result of the vibration, the samples ~~[did]~~ [did not] catch fire or explode during the test or at the conclusion of the rest period. There ~~[was]~~ [was no] evidence of electrolyte leakage or signs or rupture of the battery enclosure.

~~[ ] There [was] [was no] evidence of [dielectric breakdown]~~

~~[ ] The insulation resistance [was] [was not] less than [50,000 ]~~



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SHOCK TEST UL 2272,34

## METHOD

A fully charged sample of the personal e-mobility device was secured to the testing machine by means of a rigid mount, which supported all mounting surfaces of the sample. Temperatures on the center cell were monitored for information purposes.

The sample was subjected to mechanical shock testing with parameters as shown in Table below or according to a test profile determined by the customer and verified to the personal e-mobility device application. When considering the level of shock, the weight of the DUT and maximum specified weight of the rider was considered.

The battery was tested first separately from the personal e-mobility device with the higher shock levels for lighter devices noted in the Table prior to testing the complete assembly. The shocks were applied in all 6 spatial directions.

Table - Shock parameters

DUT and Maximum Allowed Rider Weight	Pulse shape	Acceleration	Duration	Number of shocks
$\leq 12$ kg-	<del>half-sinusoidal</del>	<del>50 g-</del>	<del>11 ms-</del>	<del>3 <math>\perp</math> directions-</del>
$> 12 \leq 100$ kg-	—	25 g-	15 ms-	3 $\perp$ directions-
$> 100$ kg <sup>a</sup>	-	10 g	20 ms	3 $\perp$ directions
<sup>a</sup> Battery pack previously tested individually outside of personal e-mobility device to the appropriate higher shock level per its weight.				

If the DUT was operational after the test, it was subjected to a minimum of one charge/discharge cycle at the manufacturer's maximum specified values. If not operational, it was subjected to an attempted charge only. The test was followed by a 1 hour observation period.

At the conclusion of the observation period, the samples with hazardous voltage circuits were subjected to a Dielectric Voltage Withstand Test or Isolation Resistance Test without humidity conditioning.

Note: DUT and Maximum Allowed Rider Weight  $> 12 \leq 100$  kg, so test condition pick the second from Table – Shock Parameters.

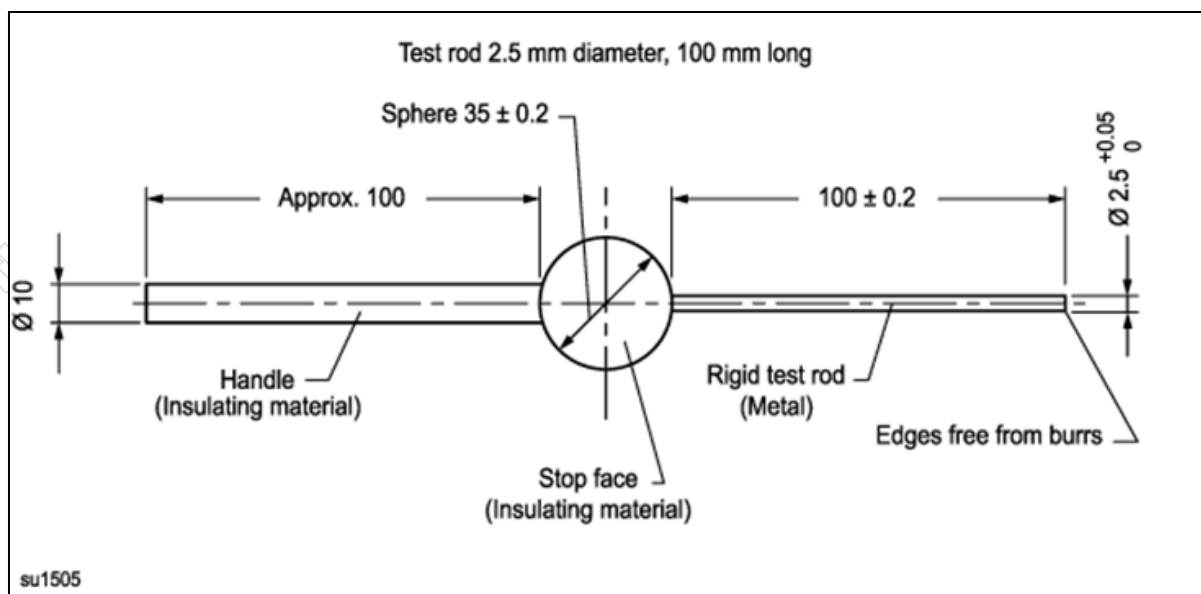
[X] The sample was examined with the probe of 9.1.3 to determine if it was possible to access hazardous parts if applicable.

Figure – IEC 2.5 mm diameter test rod

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## RESULTS

DUT:	RSF650
Test Date:	2021-12-07
Lab Ambient, °C	24.1
Weight of DUT, kg	46.15
Maximum Rider Weight, kg	100
Dielectric voltage test value, V	N/A
Isolation resistance Voltage, Vdc	N/A

Sample No.	Initial OCV, Vdc	Final OCV, Vdc	Max Temp on Cell/Mod, °C	Length of shock, h	Test Condition	Results
AA2	41.25	41.25	--	--	C	N, O
	Dielectric Voltage Breakdown? Y or N		Measured Isolation Resistance, Ω			
--	--	--	--	--		
--	--	--	--	--		
Test Condition: Condition A: shock at 50 g, 11 ms; Condition B: shock at 25 g, 15 ms; Condition C: shock at 10 g, 20 ms;						

Results Key	
E – Explosion	L – Electrolyte Leakage (external to enclosure)
F – Fire	S – Electric shock (dielectric breakdown or resistance below isolation resistance limits)
R – Rupture	N – No evidence of noncompliant results
O – Operational after test	

[ ] See also attached shock waveforms for details of shocks applied.

As a result of the shock, the samples ~~[did]~~ [did not] catch fire or explode during the test or at the conclusion of the rest period.

There ~~[was]~~ [was no] evidence of electrolyte leakage or signs or rupture of the battery enclosure.

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CRUSH TEST UL 2272,35

## METHOD

A fully charged DUT was subjected to a crush test as outlined below. One sample of the DUT was to be supported on a fixed rigid supporting surface, in the position and orientation that is representative of operation. A crushing force was applied to the foot support surface by two flat applicator plates each sized 102 by 254 mm (4 by 10 inches). A force of 2 times the maximum specified rider weight was evenly distributed between the two applicator plates to the scooter foot support surface. The total weight of the force applied to the foot support surfaces included the weight of the flat applicators.

The test force was held in place for a minimum of one minute. The force was then removed. If the DUT was operational after the test, it was subjected to a minimum of one charge/discharge cycle at the manufacturer's maximum specified value. The DUT was then subjected to a 1 hour observation period.

The DUT with hazardous voltage circuits was subjected to a Dielectric Voltage Withstand Test or Isolation Resistance Test (without humidity conditioning). The sample was examined with the probe of 8.1.3 (2.5 mm diameter test rod) to determine if it is possible to access hazardous parts if applicable.

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## RESULTS

DUT:	RSF650
Test Date	2021-12-08
Test Ambient, C	24.4
Max Specified Rider Weight, kg	100
Dielectric voltage test value, V	N/A
Isolation resistance voltage applied, Vdc	N/A

Sample No.	OCV at start, Vdc	Test Weight, kgs	Operational after crush, Y or N	Results
AA1	41.23	200kg	Y	N, O
	Dielectric Voltage Breakdown? Y or N		Measured Isolation Resistance, $\Omega$	
--	--	--	--	--
--	--	--	--	--
Results Key				
E – Explosion		S – Electric shock (dielectric breakdown or resistance below isolation resistance limits or exposure of live parts)		
F - Fire		N - No evidence of noncompliant results		
L – Leakage		R – Rupture		
		O – Operational after test		

The sample ~~did~~ [did not] explode or catch fire. There ~~was~~ [was no] evidence of rupture or leakage.

~~[ ]~~ There ~~was~~ [was no] evidence of dielectric breakdown.

~~[ ]~~ The insulation resistance ~~was~~ [was not] less than 50,000—.

[X] There ~~was~~ [was no] exposure of hazardous parts.

Note: 100kg X 2 times = 200kg

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DROP TEST UL 2272,36

## METHOD

A fully charged DUT was dropped three times from a height of  $1.0 \pm 0.01$  m ( $39.4 \pm 4$  in) to strike a concrete surface in a manner most representative of what would occur during lifting or handling of the DUT by the user. The concrete surface was at least 75 mm (3 in) thick and was large enough in area to cover the DUT.

DUTs employing plastic enclosures were conditioned for a minimum of 3 h at  $0^\circ\text{C}$  ( $32^\circ\text{F}$ ) or temperature specified if lower than  $0^\circ\text{C}$  ( $32^\circ\text{F}$ ) prior to conducting the drop test, which was conducted immediately after removing the samples from the cold conditioning.

If the DUT was operational after the test, it was subjected to a discharge/charge cycle per the manufacturer's specified values. If the sample was not operational, it was still subjected to an attempted charge. The test was followed by a 1 hour observation period. The sample was then examined using the 2.5 mm test rod probe and the articulate probe for damage that could result in access to hazardous parts.

After examination, the DUT with hazardous voltage circuits was subjected to a dielectric voltage withstand test or isolation resistance test (without humidity conditioning).

ACCESSIBILITY PROBES:

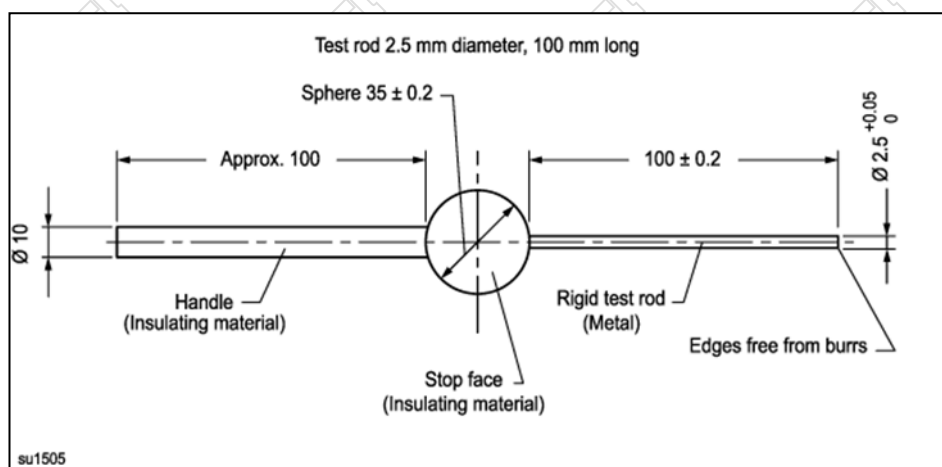


Figure - IEC 2.5 mm test rod

Note: The handle dimensions ( $\varnothing 10$  and  $20$ ) are not critical.

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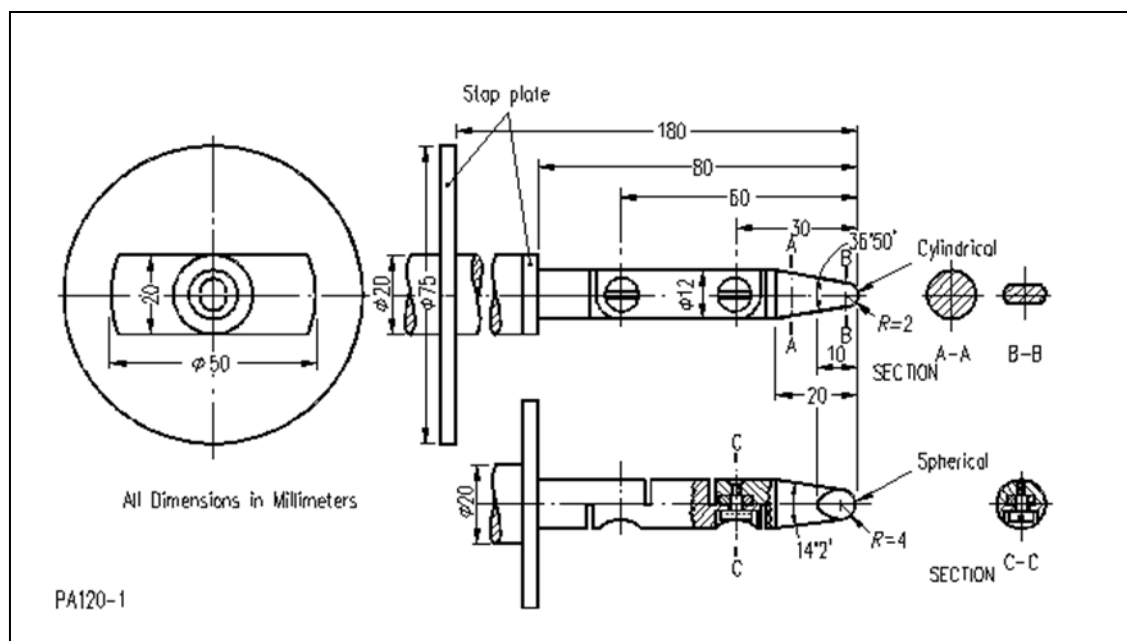


Figure - Articulate probe

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## RESULTS

DUT:	RSF650
Test Date:	2021-12-13
Test Ambient, C	24.9
Dielectric voltage test value, V	N/A
Isolation resistance limit, / /Vdc	N/A
Test Chamber Temperature, C	-10

Sample No.	OCV at start of test, Vdc	Location of Drop	Accessibility Probe: [2.5 mm test rod]/ [articulate finger]	Results
AA5	41.23	Top	--	N, O
AA5	41.23	Bottom	--	N, O
AA5	41.23	Side	--	N, O
AA5	41.23	Angle	--	N, O
	Dielectric Voltage Breakdown? Y or N		Measured Isolation Resistance, $\Omega$	
--	--	--	--	--
--	--	--	--	--

Results Key	
E – Explosion	L – Electrolyte Leakage (external to enclosure)
F - Fire	S – Electric shock (dielectric breakdown or resistance below isolation resistance limits)
R – Rupture	A – Hazardous parts accessible
O – Operational after testing	N - No evidence of noncompliant results

As a result of the drop impact, the DUT ~~did~~ [did not] catch on fire or explosion. There ~~was~~ [was no] evidence of leakage of electrolyte.

There ~~was~~ [was no] rupture of the enclosure that would result in access to hazardous parts.

~~[ ]~~ There ~~was~~ [was no] evidence of dielectric breakdown.

~~[ ]~~ The insulation resistance ~~was~~ [was not] less than 50,000 .



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MOLD STRESS RELIEF TEST UL 2272,37

## METHOD

A sample was subjected to the mold stress test as in accordance with the method outlined in UL Subject 2271, Section 8.6.

A discharged battery DUT was placed in a full-draft circulating-air oven maintained at a uniform temperature of 70°C (158°F) or 10°C (18°F) plus the maximum temperature (T) measured on the polymeric enclosure materials during the temperature test of 26, whichever was the highest temperature.

The sample remained in the oven for 7 h.

After careful removal from the oven and return to room temperature, the DUT was examined for evidence of mechanical damage, such as cracking or warping of the enclosure or openings created that would allow access to hazardous parts using the 2.5 mm test rod probe and articulate probe as noted under GENERAL.

A DUT with hazardous voltage circuits was subjected to a dielectric voltage withstand test or an isolation resistance test (without humidity conditioning).

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## RESULTS

DUT:		RSF650	
Test Date		2021-12-16	
Maximum enclosure temperature measured in temperature test, °C		44.9	
Test Chamber Ambient, °C		70	
Lab Ambient, °C		24.7	
Isolation resistance limit, / Vdc		N/A	
Dielectric voltage test value, V		N/A	
Probe Used		[2.5 mm rod][articulate probe]	
Sample	Dielectric Voltage Breakdown? Y or N	Measured Isolation Resistance, Ω	Hazardous Part Accessible? Y or N
A4	--	--	N

After careful removal from the oven and return to room temperature, the sample ~~did~~ [did not] show evidence of mechanical damage, such as cracking or warping of the enclosure or openings created that would allow access to cells and protection circuits with the test probes.

~~[ ] There [was] [was no] evidence of dielectric breakdown.~~

~~[ ] The insulation resistance [was] [was no] less than 50,000 .~~

Note: maximum temperature (T)44.9°C +10=54.9°C, or 70°C, whichever was the highest temperature.

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MOTOR OVERLOAD UL 2272,39

## METHOD

☒ The motor was tested while in the scooter and temperatures on windings are to be monitored.

☐ The motor was tested outside the scooter.

The motor was first operated under maximum normal load conditions. The load was then increased so that the current was increased in appropriate gradual steps with the motor supply voltage maintained at its original value. When steady state temperature conditions were established, the load was again increased. The load was thus progressively increased in appropriate steps until either the overload protection device operated or the motor winding became an open circuit.

☒ The motor winding temperatures were determined using thermocouples during each steady period and compared to determine that maximum temperatures did not exceed the value in Table 39.1.

Note: Motor overload test for normal motor test.

☒ The design or size of the motor prevented the measuring of temperature windings. Instead of measuring temperatures the test was conducted with the motor removed from the scooter and supported on a surface covered with a single layer of tissue paper with the DUT covered with a single layer of cheesecloth.

Note: Motor overload test for abnormal motor test.

If the DUT contained a hazardous voltage circuit, the DUT it was subjected to a Dielectric Voltage Withstand Test or Isolation Resistance Test (without humidity conditioning).

35.7 There shall be no insulation breakdown during the Dielectric Voltage Withstand Test or the isolation resistance shall not be below 50,000  $\Omega$ .

Table 39.1 – Motor Winding Temperature Limits during Overload

Thermal Class	Class A (105)	Class E (120)	Class B (130)	Class F (155)
Temperature Limit, C	140	155	165	190

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## RESULTS

DUT:	RSF650
Test Date	2021-12-07
Test Ambient, C	24.1
Insulation Class Temperature Limit, C	140
Dielectric voltage test value, V	N/A
Isolation resistance voltage applied, Vdc	N/A

Sample No.	Test: In Scooter or on Bench	Location of Thermocouples	Maximum Temperature on Windings, C	Ignition of combustibles? Y or N
AA5(Normal)	In Scooter, test with power supply and main control board	Motor winding	132.1	--
	Dielectric Voltage Breakdown? Y or N		Measured Insulation Resistance, $\Omega$	
--	--		--	
--	--		--	

☒ Temperatures on windings ~~did~~ [did not] exceed the values noted in Table 39.1 for the class of insulation.

☐ There ~~was~~ [was no] sign of ignition of the tissue or cheesecloth at the conclusion of the test.

☐ There ~~was~~ [was no] insulation breakdown during the Dielectric Voltage Withstand Test.

☐ The isolation resistance ~~was~~ [was not] below the 50,000 ohms.

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## RESULTS

DUT:	RSF650
Test Date	2021-12-08
Test Ambient, C	24.3
Insulation Class Temperature Limit, C	N/A
Dielectric voltage test value, V	N/A
Isolation resistance voltage applied, Vdc	N/A

Sample No.	Test: In Scooter or on Bench	Location of Thermocouples	Maximum Temperature on Windings, C	Ignition of combustibles? Y or N
AA5 (Abnormal)	In Scooter, test with power supply and main control board	Motor winding	203.2	N
	Dielectric Voltage Breakdown? Y or N		Measured Insulation Resistance, $\Omega$	
--	--		--	
--	--		--	

☐ Temperatures on windings ~~[did]~~ ~~[did not]~~ exceed the values noted in Table 39.1 for the class of insulation.

☒ There ~~[was]~~ [was no] sign of ignition of the tissue or cheesecloth at the conclusion of the test.

☐ There ~~[was]~~ ~~[was no]~~ insulation breakdown during the Dielectric Voltage Withstand Test.

☐ The isolation resistance ~~[was]~~ ~~[was not]~~ below the 50,000 ohms.

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## MOTOR LOCKED ROTOR TEST UL 2272,40

### METHOD

The motor was operated at the voltage used in its scooter application and with its rotor locked for 7 h or until steady conditions were established.

☒ The motor was tested while in the scooter and temperatures on windings were monitored. As an alternative, the motor was tested outside the scooter.

☐ The test was conducted with the motor removed from the scooter and instead of monitoring temperatures, the DUT was supported on a surface covered with single layer of tissue paper with the DUT covered with a single layer of cheesecloth.

☐ The DUT shall be subjected to a Dielectric Voltage Withstand Test or Isolation Resistance Test (without humidity conditioning).

Table 40.1 – Motor Winding Temperature Limits during Locked Rotor

Thermal Class	Temperature Limits, °C			
	Class A (105)	Class E (120)	Class B (130)	Class F (155)
Type of Protection:				
Protection by inherent or external impedance	150	165	175	200
Protection by protective device that operates during the first hour	200	215	225	250
Protection by any protective device:				
<input type="checkbox"/> maximum after first hour (automatic)	175	190	200	225
<input type="checkbox"/> maximum after first hour (thermal cutoff)				
<input type="checkbox"/> arithmetic average during the 2nd hour and during the 72 <sup>nd</sup> hour	150	165	175	200
	150	165	175	200

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## RESULTS

DUT:	RSF650
Test Date	2021-12-07 to 2021-12-08
Test Ambient, C	24.1/24.3
Insulation Class Temperature Limit, C	200
Type of Locked Rotor Protection:	Over Current protection
Dielectric voltage test value, V	N/A
Isolation resistance voltage applied, Vdc	N/A

Sample No.	Test: In Scooter or on Bench	Location of Thermocouples	Maximum Temperature on Windings, C	Ignition of combustibles? Y or N
AA5(Normal)	In Scooter, test with power supply and main control board	Winding	33.2	N
	Dielectric Voltage Breakdown? Y or N		Measured Isolation Resistance, $\Omega$	
--	--		--	
--	--		--	

☒ Temperatures on windings ~~did~~ [did not] exceed the values noted in Table 40.1 for the class of insulation.

☐ There ~~was~~ [was no] sign of ignition of the tissue or cheesecloth at the conclusion of the test.

☐ There ~~was~~ [was no] insulation breakdown during the Dielectric Voltage Withstand Test.

☐ The isolation resistance ~~was~~ [was not] below the 50,000 ohms.

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## RESULTS

DUT:	RSF650
Test Date	2021-12-08 to 2021-12-09
Test Ambient, C	24.3/24.5
Insulation Class Temperature Limit, C	--
Type of Locked Rotor Protection:	--
Dielectric voltage test value, V	N/A
Isolation resistance voltage applied, Vdc	N/A
Abnormal Test	By-pass overcurrent protection

Sample No.	Test: In Scooter or on Bench	Location of Thermocouples	Maximum Temperature on Windings, C	Ignition of combustibles? Y or N
AA5(Abnormal)	In Scooter, test with power supply and main control board	Winding	134.7	N
	Dielectric Voltage Breakdown? Y or N		Measured Isolation Resistance, $\Omega$	
--	--		--	
--	--		--	

☐ Temperatures on windings ~~did~~ ~~did not~~ exceed the values noted in Table 40.1 for the class of insulation.

☒ There ~~was~~ ~~was no~~ sign of ignition of the tissue or cheesecloth at the conclusion of the test.

☐ There ~~was~~ ~~was no~~ insulation breakdown during the Dielectric Voltage Withstand Test.

☐ The isolation resistance ~~was~~ ~~was not~~ below the 50,000 ohms.



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## WATER EXPOSURE TEST UL 2272,42

### METHOD A

A fully charged DUT was subjected to a water exposure test in accordance with the *Standard for degrees of Protection Provided by Enclosures (IP Code)*, IEC 60529.; for protection against water indicated by the second characteristic numeral [4 (IPX4)]

The DUT was not operated during the water exposure.

After the water exposure, the DUT was subjected to a minimum of one discharge/charge cycle at the manufacturer's maximum specified values as noted under GENERAL. Following the cycle, the DUT was subjected to a minimum 48 hour observation period.

After the observation period, DUTs with hazardous voltage circuits were subjected to a dielectric voltage withstand test or isolation resistance test (without humidity conditioning).

At the conclusion of Method A, the DUT was examined for signs of ingress of water that would result in a hazardous condition. In general, if any water had entered, it shall not:

- be sufficient to interfere with the correct operation of the DUT or impair safety;
- deposit on insulation parts where it could lead to tracking along the creepage distances;
- reach live parts or windings not designed to operate when wet.

The tests were conducted with fresh water. During the IP tests the water temperature did not differ by more than 5 K from the temperature of the specimen under test.

Note: During the test, dew which deposited on parts as a result of condensation was not considered evidence of ingress of water.

Table – Total Water Flow Rate Qv Under Ipx4 Test Conditions – Mean Flow Rate Per Hole Qvl = 0.07 L/Min		
Tube Radius <b>R</b> mm	Degree IPX4	
	Number of open holes N1)	Total water flow qv l/min
200	12	0.84
400	25	1.8
600	37	2.6
800	50	3.5
1000	62	4.3
1200	75	5.3
1400	87	6.1
1600	100	7.0
1) Depending on the actual arrangement of the hole centers at the specified distance, the number of open holes N may be increased by 1.		

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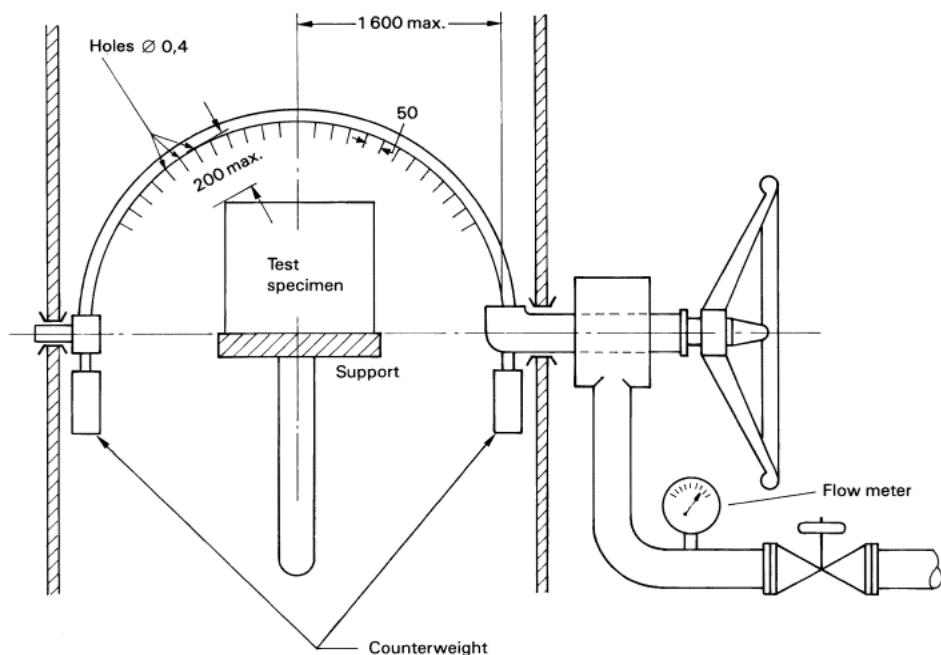
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The test was made using one of the two test devices described in figure 4 and in figure 5.

**a) Conditions when using the test device of figure 4 (oscillating tube):**

The oscillating tube had spray holes over the whole 180° of the semicircle. The total flow rate was adjusted as specified in the above table and was measured with a flow meter. The tube oscillated through an angle of almost 360°, 180° on either side of the vertical, the time for one complete oscillation ( $2 \times 360^\circ$ ) was about 12 s. The duration of the test was 10 min. The support for the DUT was perforated to prevent it from acting as a baffle, and the DUT was sprayed from every direction by oscillating the tube to the limit of its travel in each direction.

**b) Conditions when using the test device as in figure 5 (spray nozzle):** The counterbalanced shield was removed from the spray nozzle and the enclosure was sprayed from all practicable directions. The water pressure was adjusted to give the specified delivery rate. The pressure to achieve this delivery rate was in the range of 50 kPa to 150 kPa, which was kept constant during the test. The test duration was 1 min/m<sup>2</sup> of the calculated surface area of the DUT enclosure (excluding any mounting surface), with a minimum duration of 5 min.



IEC 282/01

Dimensions in millimetres

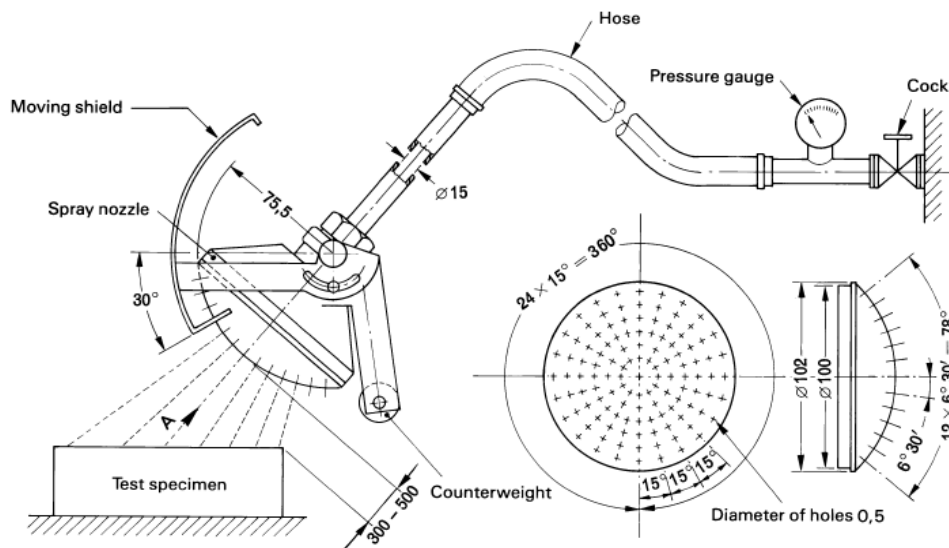
NOTE The range of holes is shown as for second characteristic numeral 3 (see 14.2.3 a)).

**Figure 4 – Test device to verify protection against spraying and splashing water; second characteristic numerals 3 and 4 (oscillating tube)**

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Viewed according to arrow A (with shield removed)

IEC 283/01

Dimensions in millimetres

- 121 holes of  $\varnothing 0,5$ ;
- 1 hole at the centre
- 1 inner circles of 12 holes at  $30^\circ$  pitch
- 4 outer circles of 24 holes at  $15^\circ$  pitch
- Moving shield – Aluminium
- Spray nozzle – Brass

**Figure 5 – Hand-held device to verify protection against spraying and splashing water; second characteristic numerals 3 and 4 (spray nozzle)**

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## RESULTS A

DUT	RSF650
IP Rating:	IPX4
Test Date	2021-12-13
Ambient Temperature, °C	23.8
Water Temperature, °C	20.2
Water Pressure, psi	60
Test Device:	figure 5
Tube Radius, mm	--
Water Flow Rate, l/min	--
Dielectric voltage test value, V	--
Isolation resistance voltage, Vdc	--

Sample No.	OCV at start before immersion, Vdc	OCV at conclusion of test, Vdc	Results
AA4	41.26	41.25	N, O
	Dielectric Voltage Breakdown? Y or N	Measured Isolation Resistance, Ω	
--	--	--	--
--	--	--	--

Results Key	
E – Explosion	L – Electrolyte Leakage (external to enclosure)
F – Fire	S – Electric shock (dielectric breakdown or resistance below isolation resistance limits)
R – Rupture	O – Operational after testing
	N - No evidence of noncompliant results

As a result of the water exposure, the DUT ~~did~~ [did not] catch on fire or explosion. There ~~was~~ [was no] evidence of rupture or external leakage of electrolyte when subjected to cycling after the exposure. There ~~was~~ [was no] evidence of ingress of water into electrical compartments that could result in a hazard.

~~[ ]~~ There ~~was~~ [was no] evidence of dielectric breakdown.

~~[ ]~~ The insulation resistance ~~was~~ [was not] less than 50,000 \_\_\_\_\_.

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## METHOD B

(Partial Immersion)

The DUT immersed in water up to its foot supporting surface while oriented in its operating position as specified by the manufacturer. The water used for the test was a salt water solution (5% by weight NaCl in H<sub>2</sub>O).

The duration of the immersion was 5 min. The DUT was removed from the water and was then subjected for a minimum 48 hour observation period. If the DUT was operational, it was subjected to one charge/discharge cycle. If the DUT was not operational, it was still subjected to an attempt to charge it. The DUT was then subjected to a 1 hour observation period.

After the observation period, DUTs with hazardous voltage circuits were subjected to a dielectric voltage withstand test or isolation resistance test (without humidity conditioning).

The DUT was then examined for signs of ingress of water that would result in a hazardous condition. In general, if any water had entered, it shall not:

- be sufficient to interfere with the correct operation of the DUT or impair safety;
- deposit on insulation parts where it could lead to tracking along the creepage distances;
- reach live parts or windings not designed to operate when wet.

If the DUT's enclosure was provided with drain-holes, the DUT was examined to determine that any water that entered did not accumulate but drained away without creating a hazardous condition as noted above.

Note: During the test, dew which deposited on parts as a result of condensation was not considered evidence of ingress of water.

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## RESULTS B

DUT	RSF650
Test Date	2021-12-10
Ambient Temperature, °C	23.6
Water Temperature, °C	21.1
Water Depth, mm	250mm
Dielectric voltage test value, V	--
Isolation resistance test voltage, Vdc	--

Sample No.	OCV at start before immersion, Vdc	OCV at conclusion of test, Vdc	Results
AA2	41.24	41.24	W, N
	Dielectric Voltage Breakdown? Y or N	Measured Isolation Resistance, Ω	
--	--	--	--
--	--	--	--

Results Key	
E – Explosion	L – Electrolyte Leakage (external to enclosure)
F – Fire	S – Electric shock (dielectric breakdown or resistance below isolation resistance limits)
R – Rupture	O – Operational after testing
W – Water Ingress	N – No evidence of noncompliant results

As a result of the water exposure, the DUT ~~did~~ [did not] catch on fire or explosion. There ~~was~~ [was no] evidence of rupture or electrolyte leakage.

Upon examination of the DUT, there ~~was~~ [was no] wetting of internal live parts that would result in a hazardous condition.

~~[ ] There [was] [was no] evidence of dielectric breakdown.~~

~~[ ] The insulation resistance [was] [was not] less than 50,000.~~

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THERMAL CYCLING TEST UL 2272,43

## METHOD

A fully charged DUT was subjected to a thermal cycling test as noted below.

For the test, the DUT was placed in a chamber with ambient air cycling at the temperature extremes of either  $60 \pm 2^\circ\text{C}$  or  $-20 \pm 2^\circ\text{C}$ . The transition period between exposure temperatures was 15 min or less.

Note: this test may be performed either through the use of a fast-response chamber, or by moving the DUT between two chambers at the two test temperatures.

The DUT remain at each extreme for as long as required for the DUT to reach a uniform temperature ( $\pm 5^\circ\text{C}$ ) of the chamber temperature but no less than 6 h.

A total of five cycles (at the high and low temperature extremes) were performed.

After the thermal cycling, the DUT was allowed to return to room ambient and then subjected to a discharge/charge cycle at the manufacturer's maximum specified values. If not operational, a charge was attempted. This was followed by an 1 h observation period as noted under GENERAL.

At the conclusion of the observation period, the DUT with hazardous voltage circuits was subjected to a dielectric voltage withstand test or isolation resistance test (without humidity conditioning).

The DUT was then examined for any signs of damage from the temperature conditioning that could result in a hazardous condition.

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## RESULTS

DUT:	RSF650
Test Date:	2021-12-07 to 2021-12-10
Ambient Temperature, C	23.2/23.3/23.3/23.1
Dielectric voltage test value, V	--
Isolation resistance voltage, Vdc	--
Test Temperatures, C	High:60 High: -20

	High Temperature Conditioning			Low Temperature Conditioning		
	Average Temp of Chamber, C	Average Temp of Sample, C	Duration at High Temp, h	Average Temp of Chamber, C	Average Temp of Sample, C	Duration at Low Temp, h
Cycle 1	60.2	--	6.2	-20.3	--	6.2
Cycle 2	60.1	--	11.3	-20.2	--	6.2
Cycle 3	60.3	--	6.1	-20.1	--	11.4
Cycle 4	60.4	--	6.2	-20.4	--	6.1
Cycle 5	60.2	--	11.5	-20.2	--	6.3

Sample No.	Date/Time in chamber	Date/Time out of chamber	OCV at start, Vdc	OCV at end, Vdc	Results
AA3	2021-12-07 09:02	2021-12-07 16:03	41.24	41.02	N, O
	Dielectric Breakdown Y or N		Measured Isolation Resistance $\Omega$		
--	--	--	--	--	--
--	--	--	--	--	--

Results Key	
E – Explosion	L – Electrolyte Leakage (external to enclosure)
F - Fire	S – Electric shock (dielectric breakdown or resistance below isolation resistance limits)
R – Rupture	O – Operational after testing
	N - No evidence of noncompliant results

As a result of the thermal cycling, the DUT ~~did~~ [did not] catch on fire or explosion. There ~~was~~ [was no] evidence of electrolyte leakage or rupture of the enclosure.

~~[ ] There [was][was no] dielectric breakdown~~

~~[ ] The isolation resistance [was][was not] less than 50,000  $\Omega$ .~~



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## Enclosures

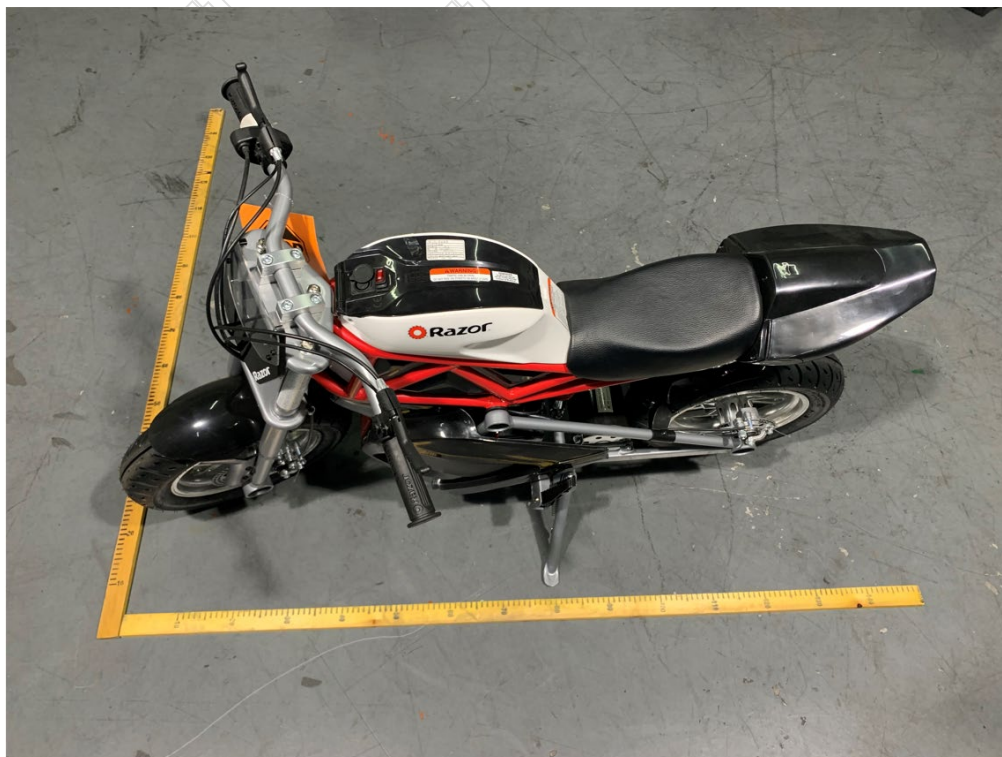
Supplement Id	Description
01	Overview View
02	Internal view
03	Main board and Battery view
04	Motor view
05	Specification
06	Critical components information
07	Schematics for main board
08	Wiring diagram
09	Motor dimension
10	Marking Label

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ID 01

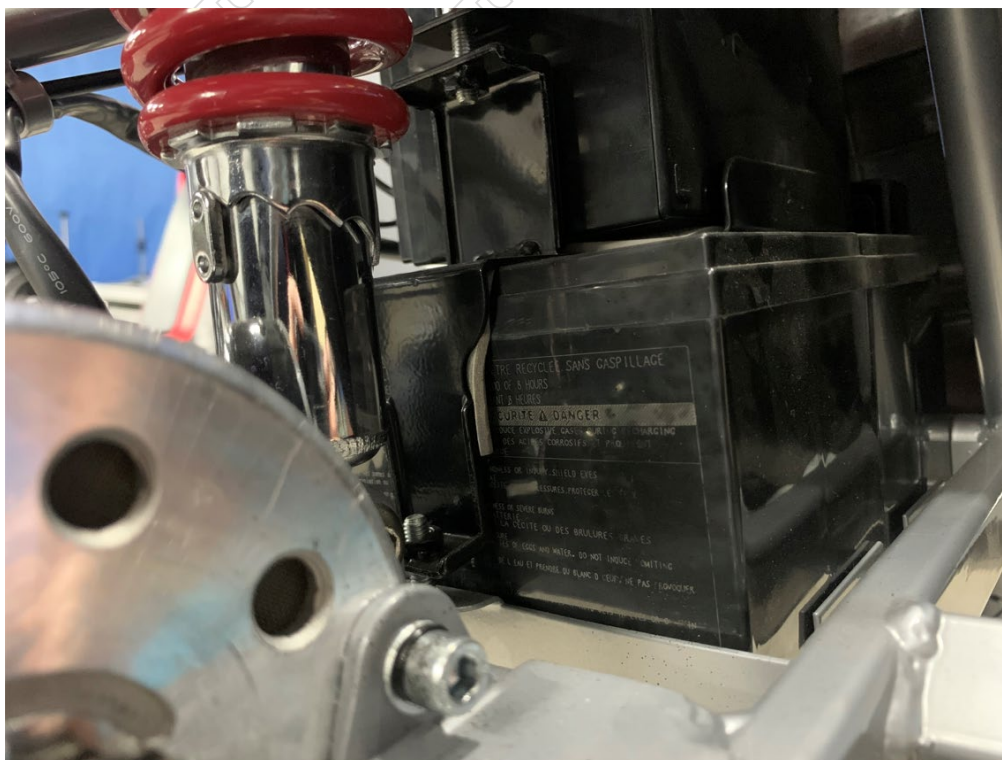


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ID 02

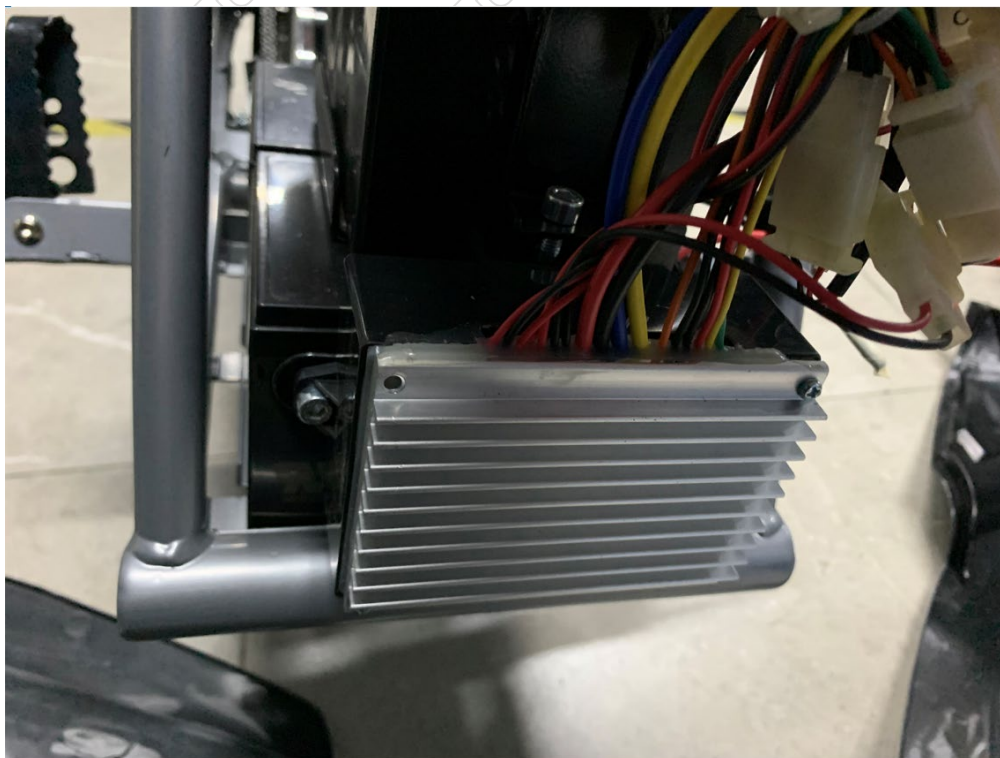


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ID 05

COMPONENT CELL:		BATTERY:	
Manufacturer	--	Manufacturer	ZHEJIANG XIANGRUI SHANYANG NEW ENERGY CO.,LTD.
Model	--	Model	6-DW-12
Type	--	Configuration: XP/YS	3S/1P
Capacity	--	Capacity	12Ah
Voltage Rating	--	Voltage Rating	12*3Vdc
Standard Charging Current	--	Standard Charging Current	1.67A
Standard Full Charging Voltage	--	Standard Full Charging Voltage	13.7*3V
End of Charging Current	--	End of Charging Current	--
Maximum Charging Current	--	Maximum Charging Current	3.6A
Upper Charging Voltage Limit	--	Maximum Charging Voltage	14.8*3Vdc
Standard Discharging Current	--	Standard Discharging Current	--
Discharge End Point Voltage	--	Discharge End Point Voltage	10.5*3Vdc
Maximum Discharge Current	--	Maximum Discharge Current	30A
Charging Temperature Range	--	Charging Temperature Range	0 to 55°C
Discharging Temperature Range	--	Discharging Temperature Range	-15 to 55°C

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CHARGER:		PERSONAL E-MOBILITY DEVICE:	
Model No.	FY-3601670	Type of Device	YOUTH ELECTRIC SPORT BIKE
Manufacturer	Shenzhen Fuyuanlian Power Co.,Ltd	Model No.	RSF650
Input Voltage Rating	100-240Vac, 50/60Hz	Manufacturer	Razor USA LLC
Output Voltage Rating:	36Vdc	Electrical Ratings (volts, current and/or power)	36V, 1.67A
Input Current Rating	2.5A	Weight of device, lbs/kg	46.15kg
Output Current Rating	1.67A	Max Weight Limit, kg	100kg
MOTORS:		Max Speed, mph	27km/h
Model No.	MY1020G-36	IP rating	IPX4
Manufacturer	ZHEJIANG UNITE MOTOR CO.LTD.	Specified maximum angle of operation	--
Motor Type	DC Motor/One	Provided with Handle (s)	2
Insulation Class	Class A	Specified operating ambient range, °C	0~40°C
Specified Voltage	36Vdc	Specified charging ambient range, °C	0~40°C
Specified Current/Wattage	650W	Minimum Rider Age	--
Specified Torque	--		

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Object / part No.	Manufacturer/ trademark	Type / model	Technical data	Standard	Mark(s) of conformity1)
Battery Pack	ZHEJIANG XIANGRUI SHANYANG NEW ENERGY CO.,LTD.	6-DW-12	Rated 12V,12Ah	UL1989	MH62592
Alternative	KAIYING POWER SUPPLY & ELECTRICAL EQUIP CO LTD	6FM12	Rated 12V,12Ah	UL1989	MH46789
Charger	Shenzhen Fuyuandian Power Co.,Ltd	FY-3601670	Rated 36V, 1.67A	UL60950	E350716
PCB	Interchangeable	Interchangeable	Rated V-0 or better, Minimum 130°C	--	Tested with appliance
Motor	ZHEJIANG UNITE MOTOR CO.LTD.	MY1020G-36	Rated 36V, 650W	--	Tested with appliance
Main Board	Tianjin Santroll Electric Technology Co.Ltd	HB3650-TYD6-FS-ROHS	Rated 36V	--	Tested with appliance

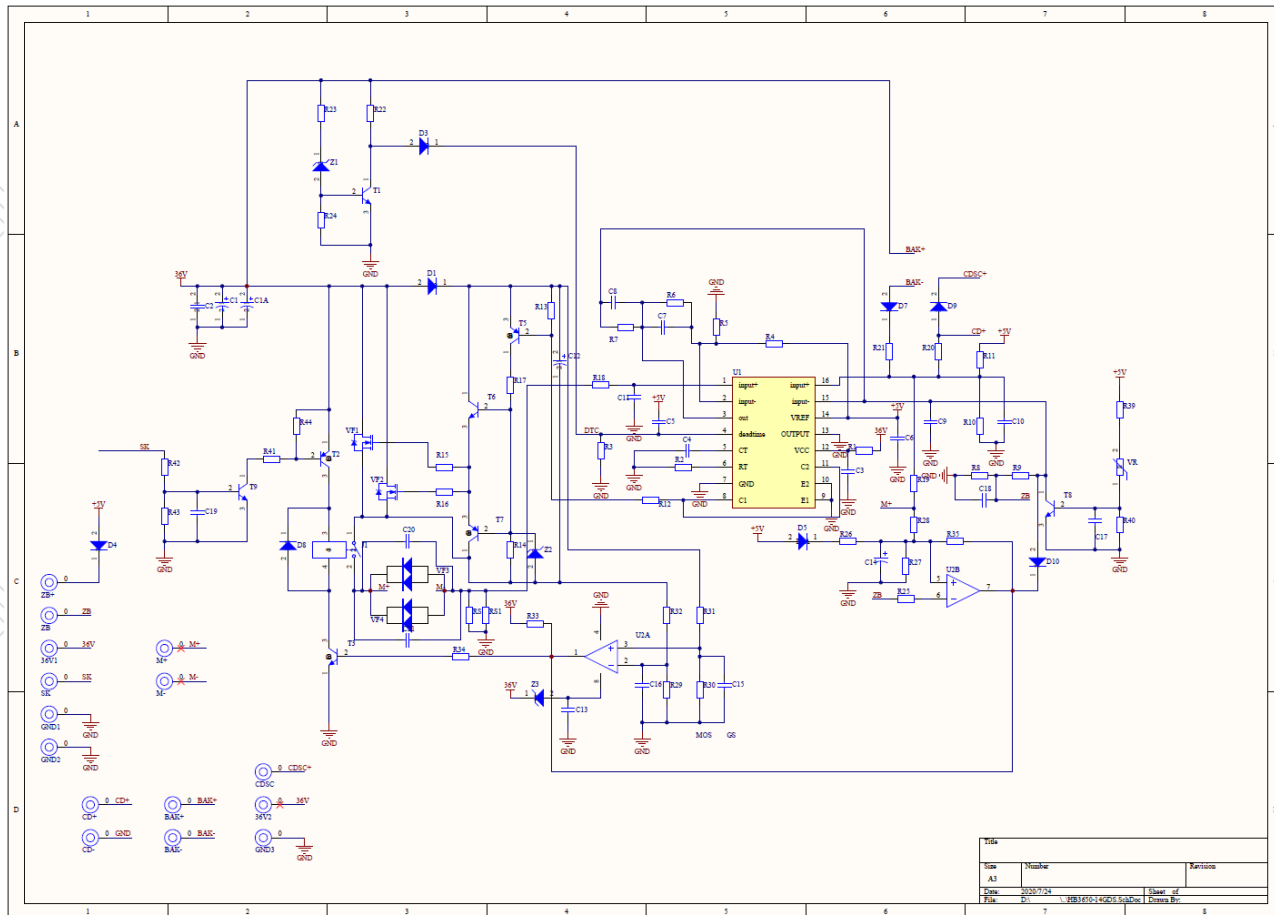


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ID 07

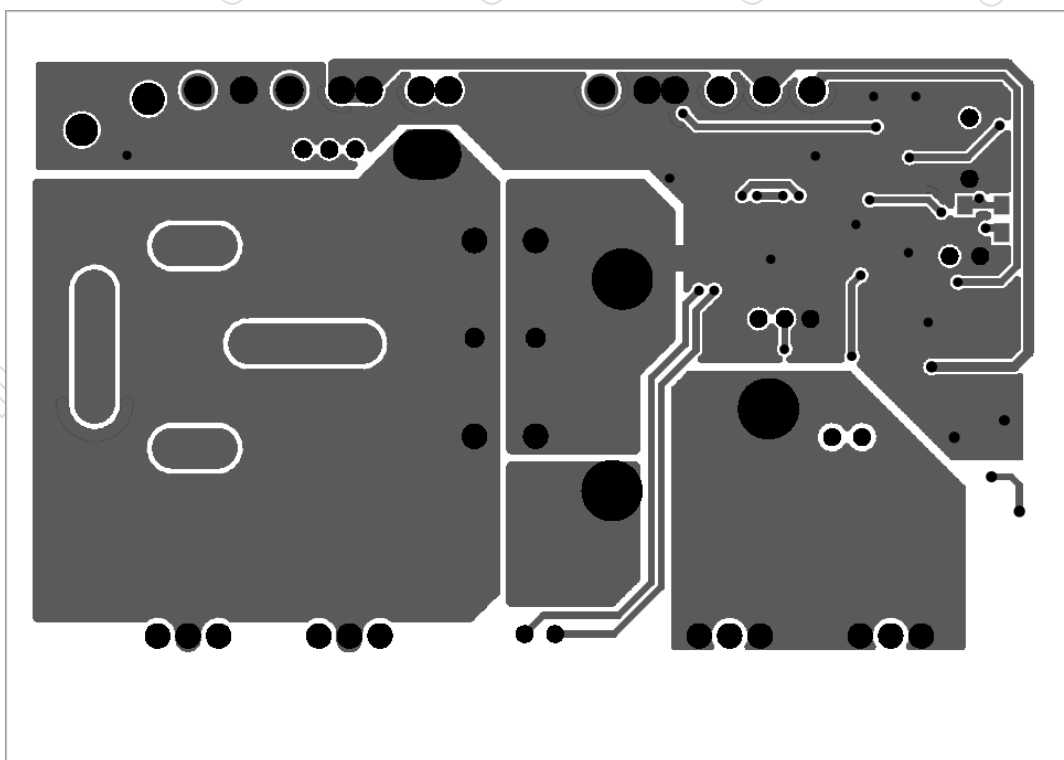
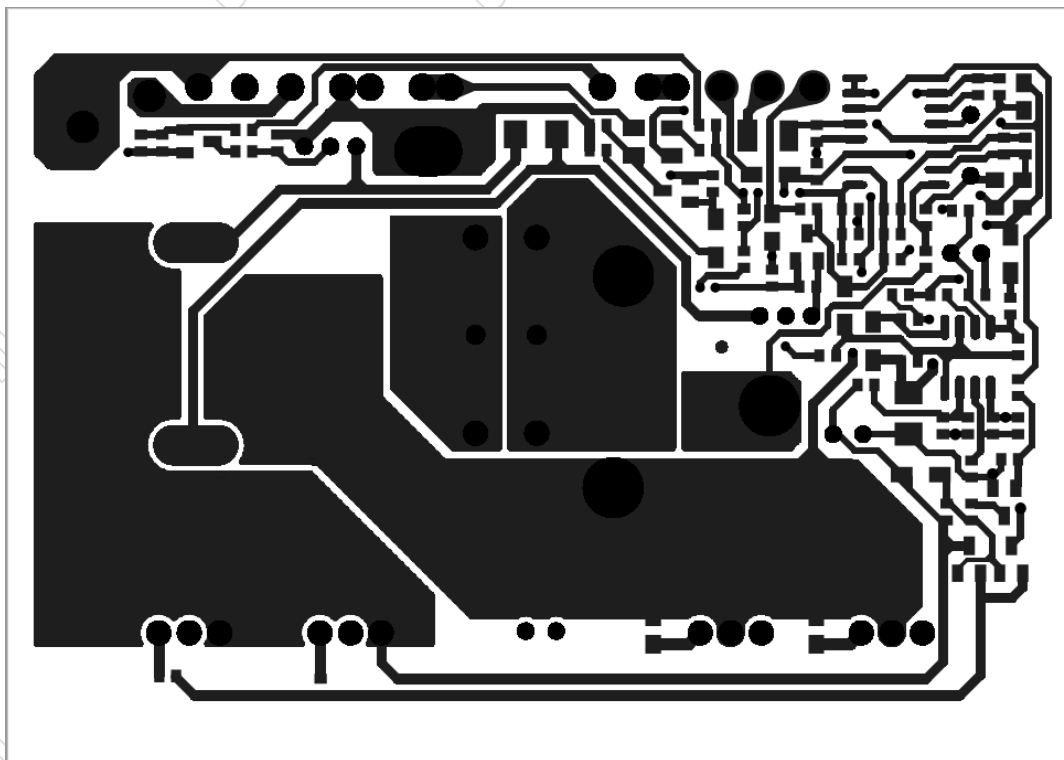


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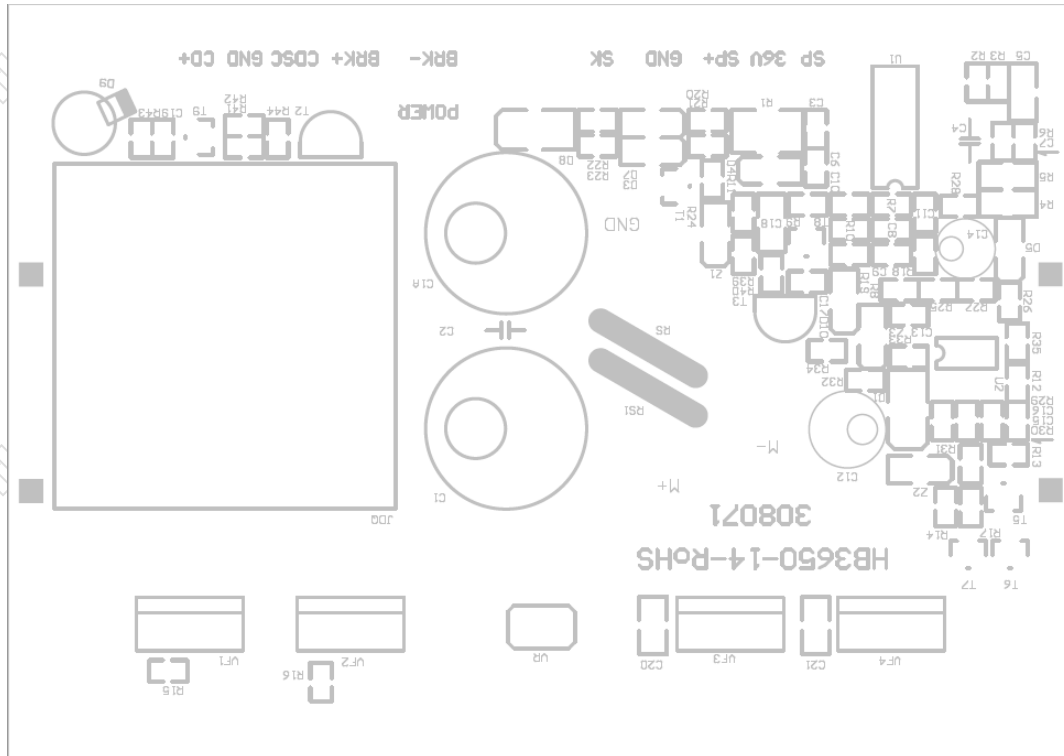
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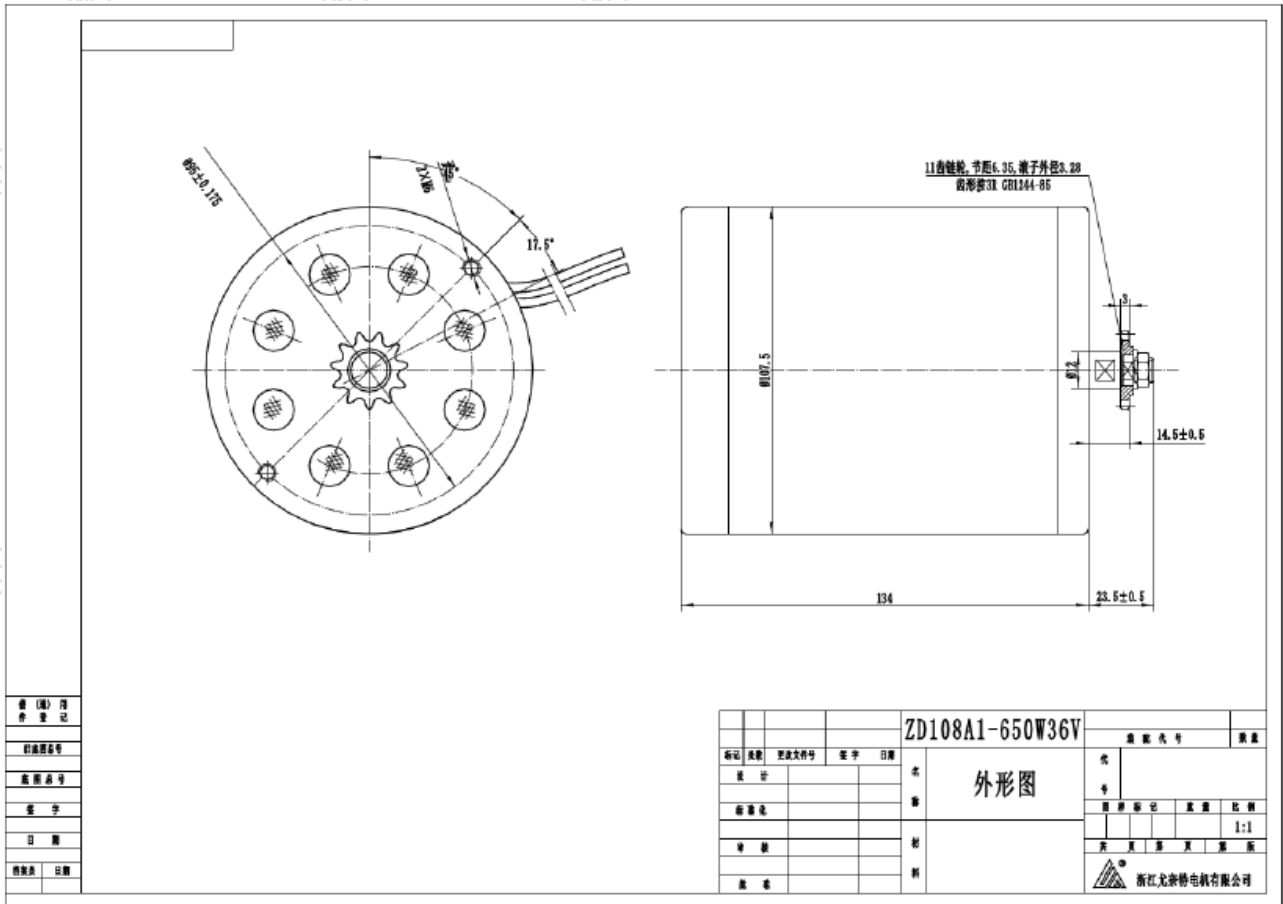


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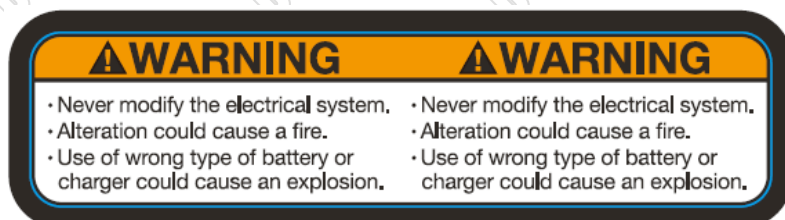
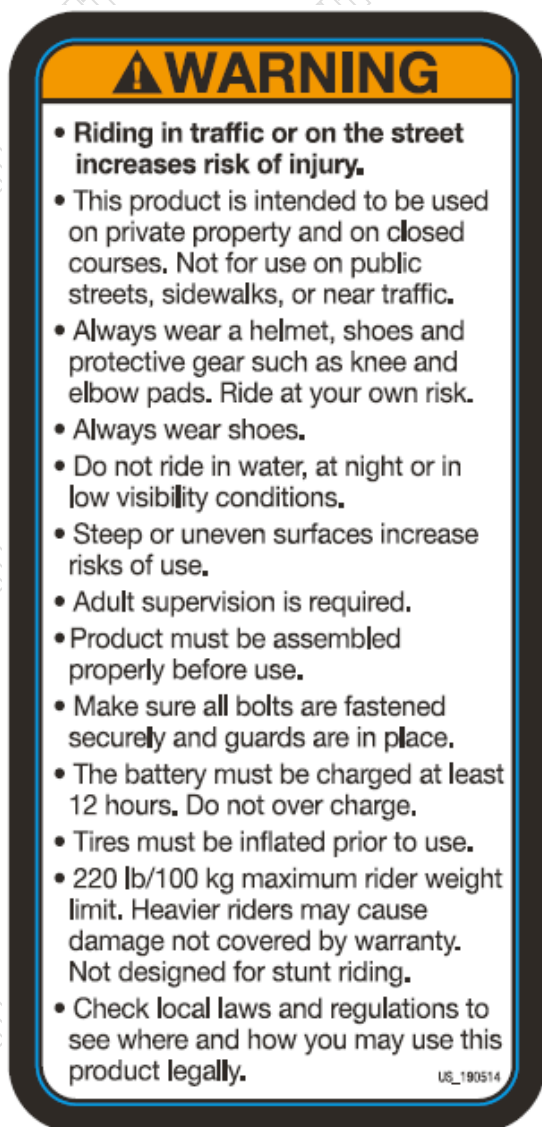


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★☆☆ The test report is invalid without the signature of the approver and the company's seal.  
The test results presented in this report relate only to the samples submitted. Partial reproduction is not allowed without the written approval of the laboratory. ☆☆☆