

INTERNATIONAL STANDARD



Safety of primary and secondary lithium cells and batteries during transport



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Safety of primary and secondary lithium cells and batteries during transport

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INTERNATIONAL ELECTROTECHNICAL COMMISSION

**SAFETY OF PRIMARY AND SECONDARY LITHIUM CELLS
AND BATTERIES DURING TRANSPORT**

FOREWORD

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International Standard IEC 62281 has been prepared jointly by IEC technical committee 35: Primary cells and batteries and subcommittee 21A: Secondary cells and batteries containing alkaline or other non-acid electrolytes, of IEC technical committee 21: Secondary cells and batteries.

This third edition cancels and replaces the second edition, published in 2012, and constitutes a technical revision.

This edition includes the following significant technical changes with respect to the previous edition:

- a) Deletion of the wire mesh screen from the evaluation of test criteria for an explosion;
- b) Extension / modification of the shock test parameters so as to achieve constant energy behaviour for large batteries as well as explanations in a new Annex A;
- c) Modification of the external short-circuit method so as to allow the short-circuit to be applied to large batteries after they have been removed from the temperature chamber;
- d) Change of the cell diameter distinguishing between impact and crush test from 20 mm to 18 mm;
- e) Addition of possible content for a transport certificate.

The text of this standard is based on the following documents:

FDIS	Report on voting
35/1370/FDIS	35/1371/RVD

Full information on the voting for the approval of this International Standard can be found in the report on voting indicated in the above table.

This document has been drafted in accordance with the ISO/IEC Directives, Part 2.

The committee has decided that the contents of this document will remain unchanged until the stability date indicated on the IEC website under "<http://webstore.iec.ch>" in the data related to the specific document. At this date, the document will be

- reconfirmed,
- withdrawn,
- replaced by a revised edition, or
- amended.

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INTRODUCTION

Primary lithium cells and batteries were first introduced in military applications in the 1970s. At that time, little commercial interest and no industrial standards existed. Consequently, the United Nations (UN) Committee of Experts on the Transport of Dangerous Goods, although usually referring to industrial standards for testing and criteria, introduced a sub-section in the Manual of tests and criteria concerning safety tests relevant to transport of primary lithium cells and batteries. Meanwhile, commercial interest in primary and secondary (rechargeable) lithium cells and batteries has grown and several industrial standards exist. However, the existing IEC standards are manifold, not completely harmonized, and not necessarily relevant to transport. They are not suitable to be used as a source of reference in the UN Model Regulations. Therefore this group safety standard has been prepared to harmonize the tests and requirements relevant to transport.

This International Standard applies to primary and secondary (rechargeable) lithium cells and batteries containing lithium in any chemical form: lithium metal, lithium alloy or lithium-ion. Lithium-metal and lithium alloy primary electrochemical systems use metallic lithium and lithium alloy, respectively, as the negative electrode. Lithium-ion secondary electrochemical systems use intercalation compounds (intercalated lithium exists in an ionic or quasi-atomic form within the lattice of the electrode material) in the positive and in the negative electrodes.

This International Standard also applies to lithium polymer cells and batteries, which are considered either as primary lithium-metal cells and batteries or as secondary lithium-ion cells and batteries, depending on the nature of the material used in the negative electrode.

The history of transporting primary and secondary lithium cells and batteries is worth noting. Since the 1970s, over ten billion primary lithium cells and batteries have been transported, and since the early 1990s, over one billion secondary (rechargeable) lithium cells and batteries utilizing a lithium-ion system have been transported. As the number of primary and secondary lithium cells and batteries to be transported is increasing, it is appropriate to also include in this standard the safety testing of packaging used for the transportation of these products.

This International Standard specifically addresses the safety of primary and secondary lithium cells and batteries during transport and also the safety of the packaging used.

The UN Manual of Tests and Criteria [12]¹ distinguishes between lithium metal and lithium alloy cells and batteries on the one hand, and lithium ion and lithium polymer cells and batteries on the other hand. While it defines that lithium metal and lithium alloy cells and batteries can be either primary (non-rechargeable) or rechargeable, it always considers lithium ion cells and batteries as rechargeable. However, test methods in the UN Manual of Tests and Criteria are the same for both secondary lithium metal and lithium alloy cells and batteries and lithium ion and lithium polymer cells and batteries. The concept is only needed to distinguish between small and large battery assemblies. Battery assemblies assembled from (primary or secondary) lithium metal and lithium alloy batteries are distinguished by the aggregate lithium content of all anodes (measured in grams), while battery assemblies assembled from lithium ion or lithium polymer batteries are distinguished by their “nominal” energy (measured in Watt-hours).

¹ Numbers in square brackets refer to the Bibliography.

SAFETY OF PRIMARY AND SECONDARY LITHIUM CELLS AND BATTERIES DURING TRANSPORT

1 Scope

This International Standard specifies test methods and requirements for primary and secondary (rechargeable) lithium cells and batteries to ensure their safety during transport other than for recycling or disposal. Requirements specified in this standard do not apply in those cases where special provisions given in the relevant regulations, listed in 7.3, provide exemptions.

NOTE Different standards may apply for lithium-ion traction battery systems used for electrically propelled road vehicles.

2 Normative references

~~The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.~~

~~IEC 61960, Secondary cells and batteries containing alkaline or other non-acid electrolytes – Secondary lithium cells and batteries for portable applications~~

~~IEC 62133, Secondary cells and batteries containing alkaline or other non-acid electrolytes – Safety requirements for portable sealed secondary cells, and for batteries made from them, for use in portable applications~~

~~IEC 62660-1, Secondary lithium-ion cells for the propulsion of electric road vehicles – Part 1: Performance testing~~

There are no normative references in this document.

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <http://www.electropedia.org/>
- ISO Online browsing platform: available at <http://www.iso.org/obp>

3.1

aggregate lithium content

total lithium content of the cells comprising a battery

3.2

battery

one or more cells electrically connected and fitted in a case, with terminals, markings and protective devices etc., as necessary for use

Note 1 to entry: This definition is different from the definition used in the UN Manual of Tests and Criteria [12]. The standard was, however, carefully prepared so that the test set-up for each test is harmonized with the UN Manual.

Note 2 to entry: A cell used in equipment where the equipment is providing the functions of a case, terminals, markings and protective devices etc., as necessary for use in the equipment, is, for the purposes of this standard, considered to be a battery.

[SOURCE: IEC 60050-482:2004 [1], 482-01-04, modified – reference to "electrically connected" has been added]

3.3

battery assembly

battery comprising two or more batteries

3.4

button (cell or battery)

coin (cell or battery)

small round cell or battery where the overall height is less than the diameter, e.g. in the shape of a button or a coin

[SOURCE: IEC 60050-482:2004, 482-02-40, modified – the term "small round cell or battery" replaces the original "cell with a cylindrical shape"]

3.5

cell

basic functional unit, consisting of an assembly of electrodes, electrolyte, container, terminals and, usually, separators that is a source of electric energy obtained by direct conversion of chemical energy

[SOURCE: IEC 60050-482:2004, 482-01-01]

3.6

component cell

cell contained in a battery

3.7

cycle (of a secondary (rechargeable) cell or battery)

set of operations that is carried out on a secondary (rechargeable) cell or battery and is repeated regularly in the same sequence

Note 1 to entry: These operations may consist of a sequence of a discharge followed by a charge or a charge followed by a discharge under specified conditions. This sequence may include rest periods.

[SOURCE: IEC 60050-482:2004, 482-05-28, modified – the words "secondary (rechargeable)" have been added]

3.8

cylindrical (cell or battery)

round cell or battery in which the overall height is equal to or greater than the diameter

[SOURCE: IEC 60050-482:2004, 482-02-39, modified – the words "round cell or battery" replace the original "cell with a cylindrical shape"]

3.9

depth of discharge

DOD

percentage of rated capacity discharged from a battery

3.10**first cycle**

initial cycle of a secondary (rechargeable) cell or battery following completion of all manufacturing, formation and quality control processes

3.11**fully charged**

state of charge of a secondary (rechargeable) cell or battery corresponding to 0 % depth of discharge

3.12**fully discharged**

state of charge of a cell or battery corresponding to 100 % depth of discharge

3.13**large battery**

battery with a gross mass of more than 12 kg

3.14**large cell**

cell with a gross mass of more than 500 g

3.15**lithium cell (primary or secondary (rechargeable))**

cell containing a non-aqueous electrolyte and a negative electrode of lithium or containing lithium

Note 1 to entry: Depending on the design features chosen, a lithium cell may be primary or secondary (rechargeable).

[SOURCE: IEC 60050-482:2004, 482-01-06, modified – the notion of "primary or secondary (rechargeable)" has been added]

3.16**lithium content**

mass of lithium in the negative electrode of a lithium metal or lithium alloy cell or battery in the undischarged or fully charged state

3.17**lithium ion cell or battery**

rechargeable non-aqueous cell or battery in which the positive and negative electrodes are both intercalation compounds constructed with no metallic lithium in either electrode

Note 1 to entry: Intercalated lithium exists in an ionic or quasi-atomic form with the lattice of the electrode material.

Note 2 to entry: A lithium polymer cell or battery that uses lithium ion chemistries, as described herein, is considered as a lithium ion cell or battery.

3.18**nominal energy**

energy value of a cell or battery determined under specified conditions and declared by the manufacturer

Note 1 to entry: The nominal energy is calculated by multiplying the nominal voltage by rated capacity.

Note 2 to entry: The term "rated energy" could be more appropriate.

3.19

nominal voltage

suitable approximate value of the voltage used to designate or identify a cell, a battery or an electrochemical system

[SOURCE: IEC 60050-482:2004, 482-03-31]

3.20

open-circuit voltage

voltage across the terminals of a cell or battery when no external current is flowing

[SOURCE: IEC 60050-482:2004, 482-03-32, modified – "when no external current is flowing" replaces "when the discharge current is zero"]

3.21

primary (cell or battery)

cell or battery that is not designed to be electrically recharged

[SOURCE: IEC 60050-482:2004, 482-01-02, modified – addition of "or battery"]

3.22

prismatic (cell or battery)

cell or battery having rectangular sides and bases

[SOURCE: IEC 60050-482:2004, 482-02-38, modified – omission of "having the shape of a parallelepiped"]

3.23

protective devices

devices such as fuses, diodes or other electric or electronic current limiters designed to interrupt the current flow, block the current flow in one direction or limit the current flow in an electrical circuit

3.24

rated capacity

capacity value of a cell or battery determined under specified conditions and declared by the manufacturer

Note 1 to entry: The following IEC standards provide guidance and methodology for determining the rated capacity: IEC 61960-3 [5], IEC 62133 [6], IEC 62660-1 [7].

[SOURCE: IEC 60050-482:2004, 482-03-15, modified – inclusion of "a cell or battery", addition of Note to entry]

3.25

secondary (rechargeable) cell or battery

cell or battery which is designed to be electrically recharged

[SOURCE: IEC 60050-482:2004, 482-01-03, modified – addition of "rechargeable" and "or battery"]

3.26

small battery

battery with a gross mass of not more than 12 kg

3.27

small cell

cell with a gross mass of not more than 500 g

3.28**type** (for cells or batteries)

particular electrochemical system and physical design of cells or batteries

3.29**undischarged**

state of charge of a primary cell or battery corresponding to 0 % depth of discharge

4 Requirements for safety**4.1 General considerations**

Lithium cells and batteries are categorized by their chemical composition (electrodes, electrolyte) and internal construction (bobbin, spiral). They are available in various shapes. It is necessary to consider all relevant safety aspects at the battery design stage, recognizing the fact that they may differ considerably, depending on the specific lithium system, power output and battery configuration.

The following design concepts for safety are common to all lithium cells and batteries:

- a) To prevent by design an abnormal temperature rise above the critical value defined by the manufacturer ~~shall be prevented by design.~~
- b) To control by design temperature increases in the cell or battery ~~shall be controlled by the design~~ e.g. by limiting the current flow or by adequate thermal management.
- c) To design lithium cells and batteries ~~shall be designed so as~~ to relieve excessive internal pressure or to preclude a violent rupture under conditions of transport.
- d) To design lithium cells and batteries ~~shall be designed~~ so as to prevent a short-circuit under normal conditions of transport and intended use.
- e) To equip primary lithium batteries containing cells or strings of cells connected in parallel ~~shall be equipped~~ with effective means, as may be necessary, to prevent dangerous reverse current flow (e.g. diodes, fuses, etc.).

4.2 Quality plan

The manufacturer shall implement a documented quality plan (i.e. quality reports, inspection records, management structure) defining the procedures for the inspection of materials, components, cells and batteries during the course of manufacture, to be applied to the total process of producing a specific type of battery. Manufacturers should understand their process capabilities and should institute the necessary process controls as they relate to product safety and reliability.

4.3 Packaging

Lithium cells and batteries shall be packaged so as to prevent an external short-circuit under normal transport conditions.

NOTE Additional requirements for packaging of dangerous goods are given in UN Model Regulations: 2011 2015 [13], section 6.1. See also regulations mentioned in 7.3.

5 Type testing, sampling and re-testing**5.1 Type testing**

Lithium metal and lithium ion cells or batteries which differ from a tested type by

- a) for primary cells and batteries, a change of more than 0,1 g or 20 % by mass, whichever is greater, to the electrodes or to the electrolyte, or

- b) for rechargeable cells and batteries, a change in nominal energy (in Wh) of more than 20 % or an increase in nominal voltage of more than 20 %, or
- c) a change that would lead to failure of any of the tests,

shall be considered a different type and shall be subject to the required tests.

NOTE The type of change that might be considered to differ from a tested type, such that it might lead to failure of any of the test results, may include, but is not limited to

- 1) a change in the material of the anode, the cathode, the separator or the electrolyte,
- 2) a change of protective devices, including hardware and software,
- 3) a change of safety design in cells or batteries, such as a venting valve,
- 4) a change in the number of component cells, and
- 5) a change in connecting mode of component cells, and,
- 6) for batteries which are to be tested according to test T-4 with a peak acceleration less than 150 g_p, a change in the mass which could adversely impact the result of the T-4 test and lead to a failure.

5.2 Overcharge protection

5.2.1 ~~Secondary batteries for use in battery assemblies~~

Secondary batteries not equipped with battery overcharge protection that are designed for use only in a battery assembly or in equipment, which affords such protection, are not subject to the requirements of test T-7.

5.3 Battery assemblies

5.3.1 General

Generally, battery assemblies, including battery packs, battery modules, and other units that may be assembled from batteries, are tested like batteries.

5.3.2 Small battery assemblies

When testing a battery assembly in which the aggregate lithium content of all anodes, when fully charged, is not more than 500 g, or in the case of a lithium ion battery, with a nominal energy of not more than 6 200 Wh, assembled from batteries that have passed all applicable tests, one battery assembly in a fully charged state shall be tested under tests T-3, T-4 and T-5, and, in addition, test T-7 in the case of a secondary battery assembly. ~~For a secondary battery assembly, the assembly shall have been cycled for at least 25 cycles.~~

NOTE The term "fully charged" is used in [12] although it applies only to secondary battery assemblies. For primary battery assemblies, the term "undischarged" would be more appropriate.

5.3.3 Large battery assemblies

A battery assembly with an aggregate lithium content of more than 500 g, or in the case of a lithium ion battery, with a nominal energy of more than 6 200 Wh, does not need to be tested if it is of a type that has been verified as preventing:

- ~~a) it is formed by electrically connecting batteries that have passed all applicable tests, and~~
- ~~b) it is equipped with a system capable of~~
 - ~~— monitoring the battery assembly,~~
 - ~~— preventing short-circuits and over-discharge between the batteries in the assembly, and~~
 - ~~— preventing any overheating or overcharge of the battery assembly.~~
- overcharge, and
- short circuits; and
- over discharge between the batteries.

5.4 Sampling

Each different type shall be tested by taking random samples. The number of samples for testing primary cells and batteries is given in Table 1. The number of samples for testing secondary cells and batteries is given in Table 2. The number of samples for testing packages of primary and secondary cells and batteries is given in Table 3.

Table 1 – Number of primary test cells and batteries for type testing

Tests	Discharge state	Cells or single cell batteries ^a	Multi-cell batteries
Tests T-1 to T-5	Undischarged	10	4
	Fully discharged	10	4
Test T-6	Undischarged	5	5 component cells
	Fully discharged	5	5 component cells
Test T-8	Fully discharged	10	10 component cells
Total for all tests		40	8 batteries and 20 component cells

^a Single cell batteries ~~consisting of~~ containing one tested component cells do not require re-testing unless the change could result in a failure of any of the tests.

Table 2 – Number of secondary test cells and batteries for type testing

Tests	Cycles and discharge state	Cells	Single cell batteries ^a		Multi-cell batteries	
			Small	Large	Small	Large
Tests T-1 to T-5	At first cycle, fully charged	10	10	10	4	2
	After 25 cycles, fully charged	N/A ^b	N/A ^b	N/A ^b	N/A ^b	2
	After 50 cycles, fully charged	N/A ^b	N/A ^b	N/A ^b	4	N/A ^b
Test T-6	At first cycle, at 50 % DOD	5	5	5	5 component cells	5 component cells
Test T-7	At first cycle, fully charged	N/A ^b	4 ^c	2 ^c	4 ^c	2 ^c
	After 25 cycles, fully charged	N/A ^b	N/A ^b	2 ^c	N/A ^b	2 ^c
	After 50 cycles, fully charged	N/A ^b	4 ^c	N/A ^b	4 ^c	N/A ^b
Test T-8	At first cycle, fully discharged	10	10	10	10 component cells ^d	10 component cells ^d
	After 50 cycles, fully discharged	10	10	10	10 component cells ^d	10 component cells ^d
Total for all tests		35	43	39	16 batteries and 25 component cells	8 batteries and 25 component cells

^a Single cell batteries ~~consisting of~~ containing one tested component cell ~~s shall be subject to T7 testing only~~ do not require re-testing unless the change could result in a failure of any of the tests, except for test T-7 where only batteries are tested .

^b N/A = not applicable.

~~^c Applies only to batteries equipped with overcharge protection.~~

^c See 5.2.

^d Multicell batteries are considered to be protected against overdischarge of their component cells. Otherwise they would have to be tested as well.

Table 3 – Number of packages with primary or secondary test cells and batteries

Number of samples for test P-1	1 package as supplied for transport
--------------------------------	-------------------------------------

5.5 Re-testing

In the event that a primary or secondary lithium cell or battery type does not meet the test requirements, steps shall be taken to correct the deficiency or deficiencies that caused the failure before such a cell or battery type is re-tested.

6 Test methods and requirements

6.1 General

6.1.1 **Safety** Cautionary notice

WARNING – These tests call for the use of procedures which may result in injury if adequate precautions are not taken.

The execution of these tests shall only be conducted by appropriately qualified and experienced technicians using adequate protection.

6.1.2 Ambient temperature

Unless otherwise specified, the tests shall be carried out in an ambient temperature of $20\text{ }^{\circ}\text{C} \pm 5\text{ }^{\circ}\text{C}$.

6.1.3 Parameter measurement tolerances

The overall accuracy of controlled or measured values, relative to the specified or actual parameters, shall be within the following tolerances:

- a) $\pm 1\%$ for voltage;
- b) $\pm 1\%$ for current;
- c) $\pm 2\text{ }^{\circ}\text{C}$ for temperature;
- d) $\pm 0,1\%$ for time;
- e) $\pm 1\%$ for dimension;
- f) $\pm 1\%$ for capacity.

These tolerances comprise the combined accuracy of the measuring instruments, the measurement techniques used, and all other sources of error in the test procedure.

6.1.4 Pre-discharge and pre-cycling

Where, prior to testing, it is required to discharge primary test cells or test batteries, they shall be discharged to their respective depth of discharge on a resistive load with which the rated capacity is obtained, or at a constant current specified by the manufacturer.

Where, prior to testing, it is required to cycle secondary (rechargeable) test cells or test batteries, they shall be cycled using the charge and discharge conditions specified by the manufacturer for optimum performance and safety.

6.2 Evaluation of test criteria

6.2.1 Shifting

Shifting is considered to have occurred during a test if one or more test cells or batteries are released from the packaging, do not retain their original orientation, or are affected in such a way that the occurrence of an external short-circuit or crushing cannot be excluded.

6.2.2 Distortion

Distortion is considered to have occurred if, ~~during a test~~, a physical dimension changes by more than 10 %.

6.2.3 Short-circuit

A short-circuit is considered to have occurred during a test if the open circuit voltage of the cell or battery directly after the test is less than 90 % of its voltage immediately prior to the test. This requirement is not applicable to test cells and batteries at fully discharged states.

6.2.4 Excessive temperature rise

An excessive temperature rise is considered to have occurred during a test if the external case temperature of the test cell or battery rises above 170 °C.

6.2.5 Leakage

Leakage is considered to have occurred during a test if there is visible escape of electrolyte or other material from the test cell or battery or the loss of material (except battery casing, handling devices or labels) from the test cell or battery such that the mass loss exceeds the limits in Table 4.

In order to quantify mass loss $\Delta m / m$, the following equation is provided:

$$\Delta m / m = \frac{m_1 - m_2}{m_1} \times 100 \%$$

where

m_1 is the mass before a test,

m_2 is the mass after that test.

Table 4 – Mass loss limits

Mass of cell or battery m	Mass loss limit $\Delta m / m$
$m < 1 \text{ g}$	0,5 %
$1 \text{ g} \leq m \leq 75 \text{ g}$	0,2 %
$m > 75 \text{ g}$	0,1 %

6.2.6 Venting

Venting is considered to have occurred during a test if gas has escaped from a cell or battery through a feature designed for this purpose, in order to relieve excessive internal pressure. This gas may include entrapped materials.

6.2.7 Fire

A fire is considered to have occurred if, during a test, flames are emitted from the test cell or battery.

6.2.8 Rupture

A rupture is considered to have occurred if, ~~during a test~~, a cell container or battery case has mechanically failed, resulting in expulsion of gas or spillage of liquids but not ejection of solid materials.

6.2.9 Explosion

An explosion is considered to have occurred if, ~~during a test, solid matter from any part of a cell or battery has penetrated a wire mesh screen (annealed aluminium wire with a diameter of 0,25 mm and a grid density of 6 to 7 wires per cm) placed 25 cm away from the cell or battery~~ a cell container or battery case opens violently and solid components are forcibly expelled.

6.3 Tests and requirements – Overview

Table 5 contains an overview of the tests and requirements for transport, misuse and packaging tests.

Table 5 – Transport and packaging tests and requirements

Test number	Designation	Requirements
Transport tests T-1	Altitude	NL, NV, NC, NR, NE, NF
T-2	Thermal cycling	NL, NV, NC, NR, NE, NF
T-3	Vibration	NL, NV, NC, NR, NE, NF
T-4	Shock	NL, NV, NC, NR, NE, NF
T-5	External short-circuit	NT, NR, NE, NF
T-6	Impact/crush	NT, NE, NF
Misuse tests T-7	Overcharge	NE, NF
T-8	Forced discharge	NE, NF
Packaging tests P-1	Drop	NS, ND, NL, NV, NC, NT, NR, NE, NF
Tests T-1 through T-6 shall be conducted in sequence on the same cell or battery.		
Key NC: No short-circuit ND: No distortion NE: No explosion NF: No fire NL: No leakage NR: No rupture NS: No shifting NT: No excessive temperature rise NV: No venting See 6.2 for a detailed description of the test criteria.		

6.4 Transport tests

6.4.1 Test T-1: Altitude

a) Purpose

This test simulates air transport under low pressure conditions.

b) Test procedure

Test cells and batteries shall be stored at a pressure of 11,6 kPa or less for at least 6 h at ambient temperature.

c) Requirements

There shall be no leakage, no venting, no short-circuit, no rupture, no explosion and no fire during this test.

6.4.2 Test T-2: Thermal cycling

a) Purpose

This test assesses seal integrity of cells and batteries and internal electrical connections. The test is conducted using temperature cycling.

b) Test procedure

Test cells and batteries shall be stored for at least 6 h at a test temperature of 72 °C, followed by storage for at least 6 h at a test temperature of -40 °C. The maximum time for transfer to each temperature shall be 30 min. Each test cell and battery shall undergo this procedure 10 times. This is then followed by storage for at least 24 h at ambient temperature.

For large cells and batteries the duration of exposure to the test temperatures shall be at least 12 h instead of 6 h.

The test shall be conducted using the test cells and batteries previously subjected to the altitude test.

c) Requirements

There shall be no leakage, no venting, no short-circuit, no rupture, no explosion and no fire during this test.

6.4.3 Test T-3: Vibration

a) Purpose

This test simulates vibration during transport.

b) Test procedure

Test cells and batteries shall be firmly secured to the platform of the vibration machine without distorting them in such a manner as to faithfully transmit the vibration. Test cells and batteries shall be subjected to sinusoidal vibration according to Table 6 which shows a different upper acceleration amplitude for large batteries than it shows for cells and small batteries. This cycle shall be repeated 12 times for a total of 3 h for each of three mutually perpendicular mounting positions. One of the directions shall be perpendicular to the terminal face.

The test shall be conducted using the test cells and batteries previously subjected to the thermal cycling test.

Table 6 – Vibration profile (sinusoidal)

Frequency range		Amplitudes	Duration of logarithmic sweep cycle (7 Hz – 200 Hz – 7 Hz)	Axis	Number of cycles
From	To				
$f_1 = 7 \text{ Hz}$	f_2	$a_1 = 1 g_n$	15 min	X	12
f_2	f_3	$s = 0,8 \text{ mm}$		Y	12
f_3	$f_4 = 200 \text{ Hz}$	a_2		Z	12
and back to $f_1 = 7 \text{ Hz}$				Total	36
NOTE 1 Vibration amplitude is the maximum absolute value of displacement or acceleration. For example, a displacement amplitude of 0,8 mm corresponds to a peak-to-peak displacement of 1,6 mm. NOTE 2 $g_n = 9,80665 \text{ m/s}^2$.					
Key f_1, f_4 lower and upper frequency f_2, f_3 cross-over frequencies: $f_2 \approx 17,62 \text{ Hz}$ $f_3 \approx 49,84 \text{ Hz}$ for cells and small batteries $f_3 \approx 24,92 \text{ Hz}$ for large batteries a_1, a_2 acceleration amplitude: $a_2 = 8 g_n$ for cells and small batteries $a_2 = 2 g_n$ for large batteries s displacement amplitude					

c) Requirements

There shall be no leakage, no venting, no short-circuit, no rupture, no explosion and no fire during this test

6.4.4 Test T-4: Shock

a) Purpose

This test simulates rough handling during transport.

b) Test procedure

Test cells and batteries shall be secured to the testing machine by means of a rigid mount which will support all mounting surfaces of each test cell or battery.

Each test cell or single cell battery shall be subjected to a half-sine shock of peak acceleration of $150 g_n$ and pulse duration of 6 ms. Alternatively, large cells may be subjected to a half-sine shock of peak acceleration of $50 g_n$ and pulse duration of 11 ms.

Each multicell battery shall be subjected to a half-sine shock of peak acceleration depending on the mass of the battery. The pulse duration shall be 6 ms for small batteries and 11 ms for large batteries. The formulas in Table 7 are provided to calculate the appropriate minimum peak accelerations.

Each test cell or battery shall be subjected to 3 shocks in each direction of three mutually perpendicular mounting positions of the cell or battery for a total of 18 shocks. ~~For each shock, the parameters given in Table 7 shall be applied:~~

Table 7 – Shock parameters

Test sample	Wave form	Minimum peak acceleration	Pulse duration	Number of shocks per half axis
Small cells or single cell batteries	Half sine	$A_1 = 150 g_n$	6 ms	3
Large cells or single cell batteries	Half sine	$A_2 = 50 g_n$	11 ms	3
Small multicell batteries	Half sine	$A_3 = \min \left(\sqrt{\frac{100\,850\text{ kg}}{m}}; 150 \right) g_n$	6 ms	3
Large multicell batteries	Half sine	$A_4 = \min \left(\sqrt{\frac{30\,000\text{ kg}}{m}}; 50 \right) g_n$	11 ms	3
NOTE 1 For explanations see Annex A.				
NOTE 2 $g_n = 9,80665\text{ m/s}^2$.				
Key				
A_1, A_2, A_3, A_4 minimum peak acceleration				
m test sample mass				

The test shall be conducted using the test cells and batteries previously subjected to the vibration test.

c) Requirements

There shall be no leakage, no venting, no short-circuit, no rupture, no explosion and no fire during this test.

6.4.5 Test T-5: External short-circuit

a) Purpose

This test simulates conditions resulting in an external short-circuit.

b) Test procedure

~~The test cell or battery shall be stabilized at an external case temperature of 55 °C and then subjected to a short circuit condition with a total external resistance of less than 0,1 Ω at 55 °C. This short circuit condition is continued for at least 1 h after the cell or battery external case temperature has returned to 55 °C.~~

~~The test sample shall be observed for a further 6 h.~~

The test cell or battery shall be heated for a period of time necessary to reach a homogeneous stabilized temperature of 57 °C ± 4 °C, measured on the external case. This period of time depends on the size and design of the cell or battery and should be assessed and documented. If this assessment is not feasible, the exposure time shall be at least 6 h for small cells and small batteries, and 12 hours for large cells and large batteries. Then the cell or battery at 57 °C ± 4 °C shall be subjected to a² short circuit condition with a total external resistance of less than 0,1 Ω.

This short circuit condition is continued for at least one hour after the cell or battery external case temperature has returned to 57 °C ± 4 °C, or in the case of large multicell batteries, has decreased by half of the maximum temperature increase observed during the test and remains below that value.

The short circuit and cooling down phases shall be conducted at least at ambient temperature.

The test shall be conducted using the test samples previously subjected to the shock test.

² In [12] the term "one short circuit" is used in order to indicate that each test sample is subjected to only one short-circuit condition. Where the relevant specification indicates that the internal resistance of the test sample is in the order of 0,1 Ω, a lower total external resistance is advisable.

c) Requirements

There shall be no excessive temperature rise, no rupture, no explosion and no fire during this test and within the 6 h of observation.

6.4.6 Test T-6: Impact/crush

a) Purpose

This test simulates mechanical abuse from an impact or crush that may result in an internal short-circuit.

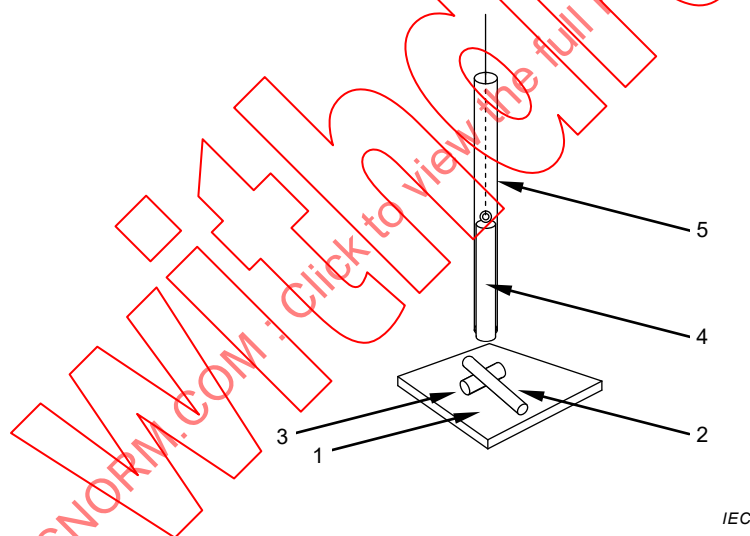
b) Test procedure – Impact

The impact test is applicable to cylindrical cells ~~greater~~ not less than ~~20~~ 18,0 mm in diameter.

NOTE Diameter here refers to the design parameter. **EXAMPLE:** The diameter of 18650 cells is 18,0 mm.

The test cell or component cell is placed on a flat smooth surface. A stainless steel bar (type 316 or equivalent) with a diameter of $15,8 \text{ mm} \pm 0,1 \text{ mm}$ and a length of at least 60 mm or of the longest dimension of the cell, whichever is greater, is placed across the centre of the test sample. A mass of $9,1 \text{ kg} \pm 0,1 \text{ kg}$ is dropped from a height of $61 \text{ cm} \pm 2,5 \text{ cm}$ at the intersection of the bar and the test sample in a controlled manner using a near frictionless, vertical sliding track or channel with minimal drag on the falling mass. The vertical track or channel used to guide the falling mass shall be oriented 90 degrees from the horizontal supporting surface.

The test sample is to be impacted with its longitudinal axis parallel to the flat surface and perpendicular to the longitudinal axis of the stainless steel bar lying across the centre of the test sample (see Figure 1).



NOTE Figure 1 shows a flat smooth surface (1) and a stainless steel bar (2) which is placed across the centre of the test sample (3). A mass (4) is dropped at the intersection in a controlled manner using a vertical sliding channel (5).

Figure 1 – Example of a test set-up for the impact test

Each test cell or component cell shall be subjected to one impact only.

The test sample shall be observed for a further 6 h.

The test shall be conducted using test cells or component cells that have not been previously subjected to other tests.

c) Test procedure – Crush

The crush test is applicable to prismatic, ~~pouch~~ flexible³, coin/button cells and cylindrical cells ~~not more~~ less than ~~20~~ 18,0 mm in diameter.

NOTE Diameter here refers to the design parameter. **EXAMPLE:** The diameter of 18650 cells is 18,0 mm.

A cell or component cell is to be crushed between two flat surfaces. The crushing is to be gradual with a speed of approximately 1,5 cm/s at the first point of contact. The crushing is to be continued until one of the three conditions below is reached:

- 1) the applied force reaches 13 kN ± 0,78 kN;

EXAMPLE The force ~~shall~~ can be applied by a hydraulic ram with a 32 mm diameter piston until a pressure of 17 MPa is reached on the hydraulic ram.

- 2) the voltage of the cell drops by at least 100 mV; or
- 3) the cell is deformed by 50 % or more of its original thickness.

As soon as one of the above conditions has been obtained, the pressure shall be released.

A prismatic or ~~pouch~~ flexible cell shall be crushed by applying the force to the widest side. A button/coin cell shall be crushed by applying the force on its flat surfaces. For cylindrical cells, the crush force shall be applied perpendicular to the longitudinal axis.

Each test cell or component cell is to be subjected to one crush only.

The test sample shall be observed for a further 6 h.

The test shall be conducted using test cells or component cells that have not previously been subjected to other tests.

d) Requirements

There shall be no excessive temperature rise, no explosion and no fire during this test and within the 6 h of observation.

6.5 Misuse tests

6.5.1 Test T-7: Overcharge

a) Purpose

This test evaluates the ability of a secondary (rechargeable) battery to withstand an overcharge condition.

b) Test procedure

The charge current shall be twice the manufacturer's recommended maximum continuous charge current. The minimum voltage of the test shall be as follows:

- 1) when the manufacturer's recommended charge voltage is not more than 18 V, the minimum voltage of the test shall be the lesser of two times the maximum charge voltage of the battery or 22 V;
- 2) when the manufacturer's recommended charge voltage is more than 18 V, the minimum voltage of the test shall be not less than 1,2 times the maximum charge voltage.

The test shall be conducted at ambient temperature. The charging condition shall be maintained for at least 24 h.

The test may be conducted using undamaged test batteries previously used in tests T-1 to T-5 for purposes of testing on cycled batteries.

c) Requirements

There shall be no explosion and no fire during this test and within 7 days after the test.

6.5.2 Test T-8: Forced discharge

a) Purpose

³ The term "flexible cell" is used in this document in place of the term "pouch cell" which was used in Ed.2 of this standard. It is also used in place of the terms "cell with a laminate film case" and "laminate film cell".

This test evaluates the ability of a primary or a secondary (rechargeable) cell to withstand a forced discharge condition.

b) Test procedure

Each cell shall be forced discharged at ambient temperature by connecting it in series with a 12 V direct current power supply at an initial current equal to the maximum continuous discharge current specified by the manufacturer.

The specified discharge current is obtained by connecting a resistive load of appropriate size and rating in series with the test cell and the direct current power supply. Each cell shall be forced discharged for a time interval equal to its rated capacity divided by the initial test current.

The test shall be conducted using test cells or component cells that have not previously been subjected to other tests.

c) Requirements

There shall be no explosion and no fire during this test and within 7 days after the test.

6.6 Packaging test – Test P-1: Drop test

a) Purpose

This test assesses the ability of the packaging to prevent damage during rough handling.

NOTE Additional tests for packaging of dangerous goods are given in UN Model Regulations: 2011 2015 [13], section 6.1.5. See also the regulations mentioned in 7.3.

b) Test procedure

A package (typically the final outer packaging, not palletized loads) filled with cells or batteries as offered for transport shall be dropped from a height of 1,2 m onto a concrete surface in such a manner that any of its corners first touches the ground.

The test shall be conducted using test cells or batteries that have not been previously subjected to a transport test.

c) Requirements

There shall be no shifting, no distortion, no leakage, no venting, no short-circuit, no excessive temperature rise, no rupture, no explosion and no fire of the test cells or batteries during this test.

6.7 Information to be given in the relevant specification

When this standard is referred to in a relevant specification, the following parameters shall be given in so far as they are applicable:

	Clause and/ or subclause
a) (aggregate) lithium content	5.2 6.8 l
b) nominal energy	5.1 5.2
c) Pre-discharge current or resistive load and end-point voltage specified by the manufacturer for primary cells and batteries;	6.1.4
d) Charge and discharge conditions specified by the manufacturer for optimum performance and safety of secondary (rechargeable) cells and batteries;	6.1.4
e) Manufacturer's recommended maximum continuous charge current;	6.5.1
f) Manufacturer's recommended charge voltage;	6.5.1
g) Maximum charge voltage;	6.5.1
h) Maximum continuous discharge current specified by the manufacturer;	6.5.2
i) Rated capacity specified by the manufacturer.	6.5.2

6.8 Evaluation and Test report

The test report should ~~be issued considering~~ include the following ~~list of~~ items:

- a) name and address of the test facility;
- b) name and address of applicant (where appropriate);
- c) a unique test report identification;
- d) the date of the test report;
- e) the manufacturer of the packaging (if available);
- f) a description of the packaging design type (e.g. dimensions, materials, closures, thickness, etc.), including method of manufacture (e.g. blow molding) and which may include drawing(s) and/or photograph(s);
- g) the maximum gross weight of the packaging;
- h) characteristics of the test cells or batteries according to 4.1;
- i) test descriptions and results, including the parameters according to 6.7;
- j) type of the test sample(s): cell, component cell, battery or battery assembly;
- k) weight of the test sample(s);
- l) (aggregate) lithium content or nominal energy of the sample(s);
- m) a signature with name and status of the signatory;
- n) statements that the packaging prepared as for transport was tested in accordance with the appropriate requirements of this standard and that the use of other packaging methods or components may render it invalid.

6.9 Transport certificate

Where a transport certificate is needed, it should contain at least the following items from 6.8: h), j), l) and m) as well as a statement that the cell or battery passed the tests according to this standard.

7 Information for safety

7.1 Packaging

The purpose of the packaging is to avoid mechanical damage during transport, handling and stacking. It is particularly important that the packaging prevents crushing of the cells or batteries during rough handling, as well as the development of unintentional electrical short-circuit and corrosion of the terminals. Crushing or external short-circuit can result in leakage, venting, rupture, explosion or fire.

Whenever lithium cells or batteries are transported, it is recommended for safety reasons to use the original packaging or packaging that complies with the requirements listed in 4.3 and 6.6.

7.2 Handling of battery cartons

Battery cartons should be handled with care. Rough handling ~~may~~ might result in batteries being short-circuited or damaged. This ~~may~~ can cause leakage, rupture, explosion or fire.

7.3 Transport

7.3.1 General

Regulations concerning international transport of lithium batteries are based on the recommendations ~~of on the~~ Transport of Dangerous Goods [13] issued by the United Nations Committee of Experts on the Transport of Dangerous Goods.

Regulations for transport are subject to change. For the transport of lithium batteries, the latest editions of the regulations listed in 7.3.2 to 7.3.5 shall be consulted.

7.3.2 Air transport

Regulations concerning air transport of lithium batteries are specified in the Technical Instructions for the Safe Transport of Dangerous Goods by Air published by the International Civil Aviation Organization (ICAO) and in the Dangerous Goods Regulations published by the International Air Transport Association (IATA) [9].

7.3.3 Sea transport

Regulations concerning sea transport of lithium batteries are specified in the International Maritime Dangerous Goods (IMDG) Code published by the International Maritime Organization (IMO) [11].

7.3.4 Land transport

Regulations concerning road and railroad transport are specified on a national or multilateral basis. While an increasing number of regulators adopt the UN Model Regulations, it is recommended that country-specific transport regulations be consulted before shipping.

7.3.5 Classification

Classification of lithium cells and batteries for transport under the regulations mentioned in 7.3.2 to 7.3.4 is based on the UN Manual of Tests and Criteria, chapter 38.3, basically describing the same tests as this International Standard. Lithium cells and batteries that have not passed all required tests are generally not allowed for transport.

NOTE 1 The UN Model Regulations [13] in 2.9.4.(a) contain requirements regarding retesting of a type after a change of the test methods.

NOTE 2 The UN Model Regulations [13] in 2.9.4.(a) require that multicell batteries be of a type proved to meet the test requirements irrespective of whether the component cells of which they are composed are of a tested type.

7.4 Display and storage

- a) Store batteries in well ventilated, dry and cool conditions

High temperature or high humidity may cause deterioration of the battery performance and/or surface corrosion.

- b) Do not stack battery cartons on top of each other exceeding a height specified by the manufacturer

If too many battery cartons are stacked, batteries in the lowest cartons may be deformed and electrolyte leakage may occur.

- c) Avoid storing or displaying batteries in direct sun or in places where they get exposed to rain

When batteries get wet, their insulation resistance may be impaired and self-discharge and corrosion may occur. Heat may cause deterioration.

- d) Store batteries in their original packing

When batteries are unpacked and mixed they may be short-circuited or damaged.

8 Instructions for packaging and handling during transport – Quarantine

Packages that have been crushed, punctured, torn open to reveal contents, or otherwise damaged shall not be transported. Such packages shall be isolated until the shipper has been consulted, has provided instructions and, if appropriate, has arranged to have the product inspected and repacked.

9 Marking

9.1 Marking of primary and secondary (rechargeable) cells and batteries

The marking of primary lithium cells and batteries should comply with IEC 60086-4 [4]. The marking of secondary (rechargeable) lithium cells and batteries should comply with IEC 61960-3 [5].

9.2 Marking of the packaging and shipping documents

~~Each package as offered for transport unless it has to be transported fully regulated under the relevant dangerous goods regulations shall be marked with the following information:~~

- ~~• that it contains lithium cells or batteries;~~
- ~~• that it shall be handled with care;~~
- ~~• that it shall, if damaged, be quarantined, inspected and repacked;~~
- ~~• a telephone number for information.~~

~~Figure 2 shows an example.~~

~~Documents (e.g. air waybills (AWB), invoices) accompanying each shipment shall include either the shipper's declaration, or a label attached to existing documents indicating:~~

- ~~• that it contains lithium cells or batteries;~~
- ~~• that it shall be handled with care;~~
- ~~• that it shall, if damaged, be quarantined, inspected and repacked;~~
- ~~• a telephone number for information.~~



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NOTE 1—Delete "Metal /" or "/ ion", as appropriate.

NOTE 2—The example is based on ICAO Technical Instructions [8] and IATA Dangerous Goods Regulations [7]. Refer to regulations mentioned in 7.3 for marking requirements in other transport modes.

Figure 2 — Example for the marking of packages with primary or secondary (rechargeable) lithium cells or batteries

Marking of packages and transport documents is regulated. See 7.3

Annex A (informative)

Shock test – adjustment of acceleration for large batteries

A.1 General

The adjustment of shock acceleration to the test sample mass is based on proposals made by the UN Informal Working Group on Testing Large Lithium Batteries [14].

Hybrid vehicle traction batteries typically range between 14 kg and 80 kg with full-electric vehicle batteries often exceeding 100 kg mass. Their capacity typically ranges from 300 Wh to 2500 Wh for hybrid batteries and in excess of 6200 Wh for full-electric vehicle batteries. Plug-In Hybrid Electric Vehicle (PHEV) batteries occupy any capacity and mass in between.

Constant acceleration conditions are inappropriate for these hybrid or electric vehicle (HEV) battery assemblies as well as other large format batteries, and most importantly, the forces required for HEV battery assemblies during the testing are well beyond any forces that would be encountered during transport.

Therefore, the shock conditions were changed from constant acceleration to constant energy for lithium batteries exceeding a specified mass.

A.2 Shock energy depends on mass, acceleration, and pulse duration

Half-sine shocks are usually specified by a peak acceleration and a duration, for example a half-sine shock with a peak acceleration $A = 50 g_n$ and a duration of $D = 11$ ms. There is a frequency associated with this duration since it is half of one period of a sine wave with frequency $f = 1 / (2D)$.

$$a(t) = A \sin(2\pi ft), \quad \text{where } f = \frac{1}{2D} \quad (\text{A.1})$$

The velocity change during the half sine pulse is very important. Assume zero initial velocity and integrate over the half cycle to get the final velocity, which is the velocity change [3].

$$\Delta V = \frac{A}{\pi f} = \frac{2}{\pi} AD \quad (\text{A.2})$$

The energy that acts upon the test sample during such a half-sine shock equals

$$E = \frac{1}{2} m (\Delta V)^2 = 2m(AD)^2 / \pi^2 \quad (\text{A.3})$$

where

E is the energy acting upon the test sample during a half-sine shock;

m is the mass of the test sample;

V is the velocity change during the half-sine shock pulse;

A is the peak acceleration; and

D is the duration of the half-sine shock pulse.

EXAMPLE If we consider a test sample with a mass m just above 12 kg, then the energy acting upon this sample during a half-sine shock of peak acceleration $A = 50 g_n$ and duration $D = 11$ ms is $E = 2 \times 12 \text{ kg} \times (50 g_n \times 11 \text{ ms})^2 / \pi^2 = 70,7421 \text{ J}$ with $g_n = 9,80665 \text{ m} / \text{s}^2$.

In this case, the peak acceleration can also be expressed as $A = \sqrt{\frac{E\pi^2}{2mD^2}} = \sqrt{\frac{30000 \text{ kg}}{m}} g_n$

It may be easier to get a feeling for these figures if the shock energy is expressed in terms of drop height h .

$$E = m \times g_n \times h \quad (\text{A.4})$$

Therefore, a test sample with a mass slightly above 12 kg would have to be dropped from a height of approximately 0,6 m in order to generate during 11 ms a shock energy corresponding to a half sine shock of peak acceleration $A = 50 g_n$.

A.3 The constant acceleration approach

The test method described in Edition 2 (2012) of this standard was a constant acceleration approach. A large cell with more than 500 g gross mass and a large battery with more than 12 kg gross mass were both shock tested with a half sine shock of peak acceleration $A = 50 g_n$ and duration $D = 11 \text{ ms}$ while small ones were tested with a peak acceleration $A = 150 g_n$ and duration $D = 6 \text{ ms}$. Figure A.1 shows the peak acceleration A on the left ordinate of the chart and the energy E on its right ordinate over the battery mass. A similar chart would be valid for cells.

NOTE The UN Manual of Tests and Criteria [12] uses a different definition for battery. With this definition, the shock test method for a cell would also apply to a single cell battery. The battery definition is currently under discussion in the UN Informal Working Group on testing large lithium batteries.

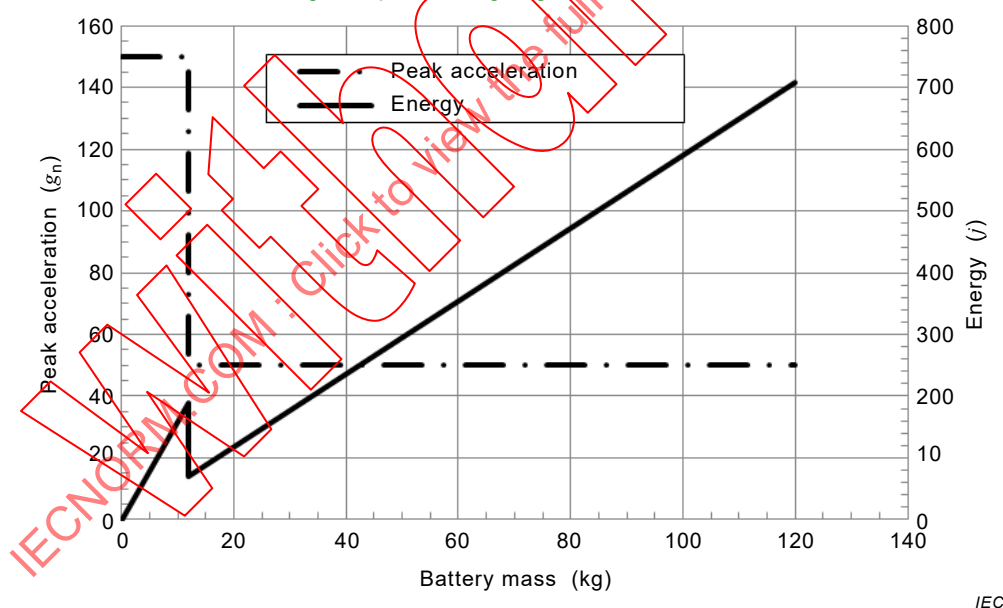


Figure A.1 – Half sine shock for batteries (constant peak acceleration)

A.4 The constant energy approach

The test method described in this standard is an approach where the shock energy for (multicell, see NOTE in A.3) batteries rises from zero to the value corresponding to a $50 g_n$, 11 ms shock pulse. For a battery mass exceeding 12 kg, the shock energy remains constant. Figure A.2 shows the peak acceleration A on the left ordinate of the chart and the energy E on its right ordinate over the battery mass. The shock test method for cells (and single cell batteries, see NOTE in A.3) remains as it was before.

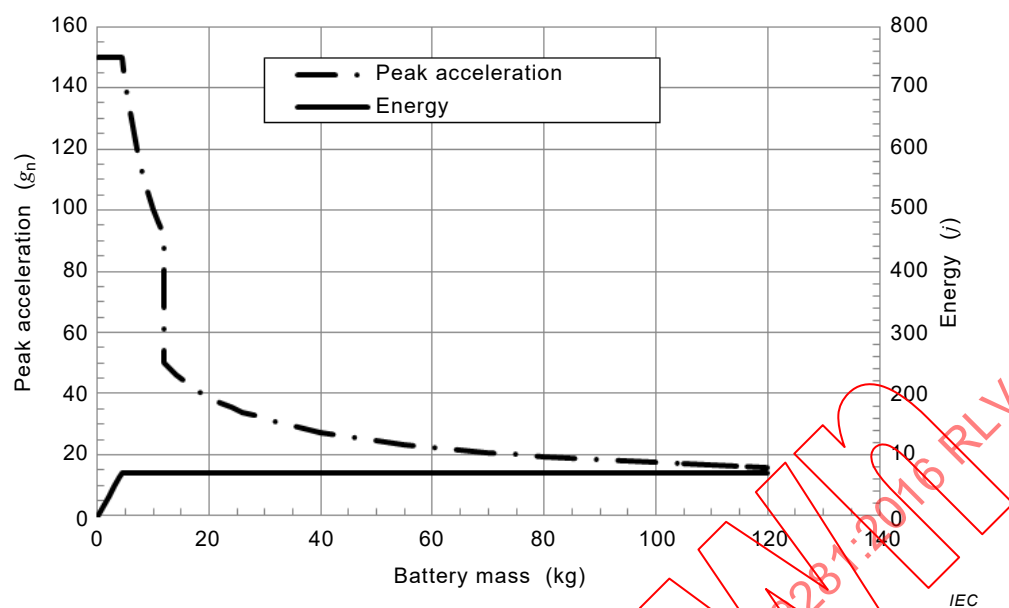


Figure A.2 – Half sine shock for batteries (constant energy)

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- [2] IEC 60068-2-6, *Environmental testing – Part 2-6: Tests – Test Fc: Vibration (sinusoidal)*
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- [4] IEC 60086-4, *Primary batteries – Part 4: Safety of lithium batteries*
- [5] IEC 61960-3, *Secondary cells and batteries containing alkaline or other non-acid electrolytes – Secondary lithium cells and batteries for portable applications⁴*
- [6] IEC 62133, *Secondary cells and batteries containing alkaline or other non-acid electrolytes – Safety requirements for portable sealed secondary cells, and for batteries made from them, for use in portable applications*
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- [10] ICAO, International Civil Aviation Organisation, Montreal: *Technical Instructions for the Safe Transport of Dangerous Goods by Air*
- [11] IMO, International Maritime Organization, London: *International Maritime Dangerous Goods (IMDG) Code*
- [12] United Nations: *Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria, ~~Fifth~~ Sixth revised edition, ~~Amendment 1 (2011)~~, Section 38.3: Lithium Batteries (2015)*
- [13] United Nations: *2012, Recommendations on the Transport of Dangerous Goods, Model Regulations, ~~Seventeenth~~ Nineteenth revised edition (2015)*
- [14] UN/SCETDG/46/INF.11, UN Sub-Committee of Experts on the Transport of Dangerous Goods, Forty-sixth session, Geneva, 1 – 9 December 2014, *Report on the third meeting of the informal working group on testing large lithium batteries*

⁴ Under preparation. Stage at the time of publication: IEC ADIS 61960-3:2016.

INTERNATIONAL STANDARD

NORME INTERNATIONALE

Safety of primary and secondary lithium cells and batteries during transport

Sécurité des piles et des accumulateurs au lithium pendant le transport

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INTERNATIONAL ELECTROTECHNICAL COMMISSION

SAFETY OF PRIMARY AND SECONDARY LITHIUM CELLS AND BATTERIES DURING TRANSPORT

FOREWORD

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International Standard IEC 62281 has been prepared jointly by IEC technical committee 35: Primary cells and batteries and subcommittee 21A: Secondary cells and batteries containing alkaline or other non-acid electrolytes, of IEC technical committee 21: Secondary cells and batteries.

This third edition cancels and replaces the second edition, published in 2012, and constitutes a technical revision.

This edition includes the following significant technical changes with respect to the previous edition:

- a) Deletion of the wire mesh screen from the evaluation of test criteria for an explosion;
- b) Extension / modification of the shock test parameters so as to achieve constant energy behaviour for large batteries as well as explanations in a new Annex A;
- c) Modification of the external short-circuit method so as to allow the short-circuit to be applied to large batteries after they have been removed from the temperature chamber;

- d) Change of the cell diameter distinguishing between impact and crush test from 20 mm to 18 mm;
- e) Addition of possible content for a transport certificate.

The text of this standard is based on the following documents:

FDIS	Report on voting
35/1370/FDIS	35/1371/RVD

Full information on the voting for the approval of this International Standard can be found in the report on voting indicated in the above table.

This document has been drafted in accordance with the ISO/IEC Directives, Part 2.

The committee has decided that the contents of this document will remain unchanged until the stability date indicated on the IEC website under "<http://webstore.iec.ch>" in the data related to the specific document. At this date, the document will be

- reconfirmed,
- withdrawn,
- replaced by a revised edition, or
- amended.

INTRODUCTION

Primary lithium cells and batteries were first introduced in military applications in the 1970s. At that time, little commercial interest and no industrial standards existed. Consequently, the United Nations (UN) Committee of Experts on the Transport of Dangerous Goods, although usually referring to industrial standards for testing and criteria, introduced a sub-section in the Manual of tests and criteria concerning safety tests relevant to transport of primary lithium cells and batteries. Meanwhile, commercial interest in primary and secondary (rechargeable) lithium cells and batteries has grown and several industrial standards exist. However, the existing IEC standards are manifold, not completely harmonized, and not necessarily relevant to transport. They are not suitable to be used as a source of reference in the UN Model Regulations. Therefore this group safety standard has been prepared to harmonize the tests and requirements relevant to transport.

This International Standard applies to primary and secondary (rechargeable) lithium cells and batteries containing lithium in any chemical form: lithium metal, lithium alloy or lithium-ion. Lithium-metal and lithium alloy primary electrochemical systems use metallic lithium and lithium alloy, respectively, as the negative electrode. Lithium-ion secondary electrochemical systems use intercalation compounds (intercalated lithium exists in an ionic or quasi-atomic form within the lattice of the electrode material) in the positive and in the negative electrodes.

This International Standard also applies to lithium polymer cells and batteries, which are considered either as primary lithium-metal cells and batteries or as secondary lithium-ion cells and batteries, depending on the nature of the material used in the negative electrode.

The history of transporting primary and secondary lithium cells and batteries is worth noting. Since the 1970s, over ten billion primary lithium cells and batteries have been transported, and since the early 1990s, over one billion secondary (rechargeable) lithium cells and batteries utilizing a lithium-ion system have been transported. As the number of primary and secondary lithium cells and batteries to be transported is increasing, it is appropriate to also include in this standard the safety testing of packaging used for the transportation of these products.

This International Standard specifically addresses the safety of primary and secondary lithium cells and batteries during transport and also the safety of the packaging used.

The UN Manual of Tests and Criteria [12]¹ distinguishes between lithium metal and lithium alloy cells and batteries on the one hand, and lithium ion and lithium polymer cells and batteries on the other hand. While it defines that lithium metal and lithium alloy cells and batteries can be either primary (non-rechargeable) or rechargeable, it always considers lithium ion cells and batteries as rechargeable. However, test methods in the UN Manual of Tests and Criteria are the same for both secondary lithium metal and lithium alloy cells and batteries and lithium ion and lithium polymer cells and batteries. The concept is only needed to distinguish between small and large battery assemblies. Battery assemblies assembled from (primary or secondary) lithium metal and lithium alloy batteries are distinguished by the aggregate lithium content of all anodes (measured in grams), while battery assemblies assembled from lithium ion or lithium polymer batteries are distinguished by their “nominal” energy (measured in Watt-hours).

¹ Numbers in square brackets refer to the Bibliography.

SAFETY OF PRIMARY AND SECONDARY LITHIUM CELLS AND BATTERIES DURING TRANSPORT

1 Scope

This International Standard specifies test methods and requirements for primary and secondary (rechargeable) lithium cells and batteries to ensure their safety during transport other than for recycling or disposal. Requirements specified in this standard do not apply in those cases where special provisions given in the relevant regulations, listed in 7.3, provide exemptions.

NOTE Different standards may apply for lithium-ion traction battery systems used for electrically propelled road vehicles.

2 Normative references

There are no normative references in this document.

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <http://www.electropedia.org/>
- ISO Online browsing platform: available at <http://www.iso.org/obp>

3.1

aggregate lithium content

total lithium content of the cells comprising a battery

3.2

battery

one or more cells electrically connected and fitted in a case, with terminals, markings and protective devices etc., as necessary for use

Note 1 to entry: This definition is different from the definition used in the UN Manual of Tests and Criteria [12]. The standard was, however, carefully prepared so that the test set-up for each test is harmonized with the UN Manual.

Note 2 to entry: A cell used in equipment where the equipment is providing the functions of a case, terminals, markings and protective devices etc., as necessary for use in the equipment, is, for the purposes of this standard, considered to be a battery.

[SOURCE: IEC 60050-482:2004 [1], 482-01-04, modified – reference to "electrically connected" has been added]

3.3

battery assembly

battery comprising two or more batteries

3.4

button (cell or battery)

coin (cell or battery)

small round cell or battery where the overall height is less than the diameter, e.g. in the shape of a button or a coin

[SOURCE: IEC 60050-482:2004, 482-02-40, modified – the term "small round cell or battery" replaces the original "cell with a cylindrical shape"]

3.5

cell

basic functional unit, consisting of an assembly of electrodes, electrolyte, container, terminals and, usually, separators that is a source of electric energy obtained by direct conversion of chemical energy

[SOURCE: IEC 60050-482:2004, 482-01-01]

3.6

component cell

cell contained in a battery

3.7

cycle (of a secondary (rechargeable) cell or battery)

set of operations that is carried out on a secondary (rechargeable) cell or battery and is repeated regularly in the same sequence

Note 1 to entry: These operations may consist of a sequence of a discharge followed by a charge or a charge followed by a discharge under specified conditions. This sequence may include rest periods.

[SOURCE: IEC 60050-482:2004, 482-05-28, modified – the words "secondary (rechargeable)" have been added]

3.8

cylindrical (cell or battery)

round cell or battery in which the overall height is equal to or greater than the diameter

[SOURCE: IEC 60050-482:2004, 482-02-39, modified – the words "round cell or battery" replace the original "cell with a cylindrical shape"]

3.9

depth of discharge

DOD

percentage of rated capacity discharged from a battery

3.10

first cycle

initial cycle of a secondary (rechargeable) cell or battery following completion of all manufacturing, formation and quality control processes

3.11

fully charged

state of charge of a secondary (rechargeable) cell or battery corresponding to 0 % depth of discharge

3.12

fully discharged

state of charge of a cell or battery corresponding to 100 % depth of discharge

3.13**large battery**

battery with a gross mass of more than 12 kg

3.14**large cell**

cell with a gross mass of more than 500 g

3.15**lithium cell (primary or secondary (rechargeable))**

cell containing a non-aqueous electrolyte and a negative electrode of lithium or containing lithium

Note 1 to entry: Depending on the design features chosen, a lithium cell may be primary or secondary (rechargeable).

[SOURCE: IEC 60050-482:2004, 482-01-06, modified – the notion of "primary or secondary (rechargeable)" has been added]

3.16**lithium content**

mass of lithium in the negative electrode of a lithium metal or lithium alloy cell or battery in the undischarged or fully charged state

3.17**lithium ion cell or battery**

rechargeable non-aqueous cell or battery in which the positive and negative electrodes are both intercalation compounds constructed with no metallic lithium in either electrode

Note 1 to entry: Intercalated lithium exists in an ionic or quasi-atomic form with the lattice of the electrode material.

Note 2 to entry: A lithium polymer cell or battery that uses lithium ion chemistries, as described herein, is considered as a lithium ion cell or battery.

3.18**nominal energy**

energy value of a cell or battery determined under specified conditions and declared by the manufacturer

Note 1 to entry: The nominal energy is calculated by multiplying the nominal voltage by rated capacity.

Note 2 to entry: The term "rated energy" could be more appropriate.

3.19**nominal voltage**

suitable approximate value of the voltage used to designate or identify a cell, a battery or an electrochemical system

[SOURCE: IEC 60050-482:2004, 482-03-31]

3.20**open-circuit voltage**

voltage across the terminals of a cell or battery when no external current is flowing

[SOURCE: IEC 60050-482:2004, 482-03-32, modified – "when no external current is flowing" replaces "when the discharge current is zero"]

3.21**primary (cell or battery)**

cell or battery that is not designed to be electrically recharged

[SOURCE: IEC 60050-482:2004, 482-01-02, modified – addition of "or battery"]

3.22

prismatic (cell or battery)

cell or battery having rectangular sides and bases

[SOURCE: IEC 60050-482:2004, 482-02-38, modified – omission of "having the shape of a parallelepiped"]

3.23

protective devices

devices such as fuses, diodes or other electric or electronic current limiters designed to interrupt the current flow, block the current flow in one direction or limit the current flow in an electrical circuit

3.24

rated capacity

capacity value of a cell or battery determined under specified conditions and declared by the manufacturer

Note 1 to entry: The following IEC standards provide guidance and methodology for determining the rated capacity: IEC 61960-3 [5], IEC 62133 [6], IEC 62660-1 [7].

[SOURCE: IEC 60050-482:2004, 482-03-15, modified – inclusion of "a cell or battery", addition of Note to entry]

3.25

secondary (rechargeable) cell or battery

cell or battery which is designed to be electrically recharged

[SOURCE: IEC 60050-482:2004, 482-01-03, modified – addition of "rechargeable" and "or battery"]

3.26

small battery

battery with a gross mass of not more than 12 kg

3.27

small cell

cell with a gross mass of not more than 500 g

3.28

type (for cells or batteries)

particular electrochemical system and physical design of cells or batteries

3.29

undischarged

state of charge of a primary cell or battery corresponding to 0 % depth of discharge

4 Requirements for safety

4.1 General considerations

Lithium cells and batteries are categorized by their chemical composition (electrodes, electrolyte) and internal construction (bobbin, spiral). They are available in various shapes. It is necessary to consider all relevant safety aspects at the battery design stage, recognizing the fact that they may differ considerably, depending on the specific lithium system, power output and battery configuration.

The following design concepts for safety are common to all lithium cells and batteries:

- a) To prevent by design an abnormal temperature rise above the critical value defined by the manufacturer.
- b) To control by design temperature increases in the cell or battery e.g. by limiting the current flow or by adequate thermal management.
- c) To design lithium cells and batteries so as to relieve excessive internal pressure or to preclude a violent rupture under conditions of transport.
- d) To design lithium cells and batteries so as to prevent a short-circuit under normal conditions of transport and intended use.
- e) To equip primary lithium batteries containing cells or strings of cells connected in parallel with effective means, as may be necessary, to prevent dangerous reverse current flow (e.g. diodes, fuses, etc.).

4.2 Quality plan

The manufacturer shall implement a documented quality plan (i.e. quality reports, inspection records, management structure) defining the procedures for the inspection of materials, components, cells and batteries during the course of manufacture, to be applied to the total process of producing a specific type of battery. Manufacturers should understand their process capabilities and should institute the necessary process controls as they relate to product safety and reliability.

4.3 Packaging

Lithium cells and batteries shall be packaged so as to prevent an external short-circuit under normal transport conditions.

NOTE Additional requirements for packaging of dangerous goods are given in UN Model Regulations:2015 [13], section 6.1. See also regulations mentioned in 7.3.

5 Type testing, sampling and re-testing

5.1 Type testing

Lithium metal and lithium ion cells or batteries which differ from a tested type by

- a) for primary cells and batteries, a change of more than 0,1 g or 20 % by mass, whichever is greater, to the electrodes or to the electrolyte, or
- b) for rechargeable cells and batteries, a change in nominal energy (in Wh) of more than 20 % or an increase in nominal voltage of more than 20 %, or
- c) a change that would lead to failure of any of the tests,

shall be considered a different type and shall be subject to the required tests.

NOTE The type of change that might be considered to differ from a tested type, such that it might lead to failure of any of the test results, may include, but is not limited to

- 1) a change in the material of the anode, the cathode, the separator or the electrolyte,
- 2) a change of protective devices, including hardware and software,
- 3) a change of safety design in cells or batteries, such as a venting valve,
- 4) a change in the number of component cells, and
- 5) a change in connecting mode of component cells, and,
- 6) for batteries which are to be tested according to test T-4 with a peak acceleration less than 150 g_n , a change in the mass which could adversely impact the result of the T-4 test and lead to a failure.

5.2 Overcharge protection

Secondary batteries not equipped with battery overcharge protection that are designed for use only in a battery assembly or in equipment, which affords such protection, are not subject to the requirements of test T-7.

5.3 Battery assemblies

5.3.1 General

Generally, battery assemblies, including battery packs, battery modules, and other units that may be assembled from batteries, are tested like batteries.

5.3.2 Small battery assemblies

When testing a battery assembly in which the aggregate lithium content of all anodes, when fully charged, is not more than 500 g, or in the case of a lithium ion battery, with a nominal energy of not more than 6 200 Wh, assembled from batteries that have passed all applicable tests, one battery assembly in a fully charged state shall be tested under tests T-3, T-4 and T-5, and, in addition, test T-7 in the case of a secondary battery assembly.

NOTE The term “fully charged” is used in [12] although it applies only to secondary battery assemblies. For primary battery assemblies, the term “undischarged” would be more appropriate.

5.3.3 Large battery assemblies

A battery assembly with an aggregate lithium content of more than 500 g, or in the case of a lithium ion battery, with a nominal energy of more than 6 200 Wh, does not need to be tested if it is of a type that has been verified as preventing:

- overcharge, and
- short circuits; and
- over discharge between the batteries.

5.4 Sampling

Each different type shall be tested by taking random samples. The number of samples for testing primary cells and batteries is given in Table 1. The number of samples for testing secondary cells and batteries is given in Table 2. The number of samples for testing packages of primary and secondary cells and batteries is given in Table 3.

Table 1 – Number of primary test cells and batteries for type testing

Tests	Discharge state	Cells or single cell batteries ^a	Multi-cell batteries
Tests T-1 to T-5	Undischarged	10	4
	Fully discharged	10	4
Test T-6	Undischarged	5	5 component cells
	Fully discharged	5	5 component cells
Test T-8	Fully discharged	10	10 component cells
Total for all tests		40	8 batteries and 20 component cells
^a Single cell batteries containing one tested component cell do not require re-testing unless the change could result in a failure of any of the tests.			

Table 2 – Number of secondary test cells and batteries for type testing

Tests	Cycles and discharge state	Cells	Single cell batteries ^a		Multi-cell batteries	
			Small	Large	Small	Large
Tests T-1 to T-5	At first cycle, fully charged	10	10	10	4	2
	After 25 cycles, fully charged	N/A ^b	N/A ^b	N/A ^b	N/A ^b	2
	After 50 cycles, fully charged	N/A ^b	N/A ^b	N/A ^b	4	N/A ^b
Test T-6	At first cycle, at 50 % DOD	5	5	5	5 component cells	5 component cells
Test T-7	At first cycle, fully charged	N/A ^b	4 ^c	2 ^c	4 ^c	2 ^c
	After 25 cycles, fully charged	N/A ^b	N/A ^b	2 ^c	N/A ^b	2 ^c
	After 50 cycles, fully charged	N/A ^b	4 ^c	N/A ^b	4 ^c	N/A ^b
Test T-8	At first cycle, fully discharged	10	10	10	10 component cells ^d	10 component cells ^d
	After 50 cycles, fully discharged	10	10	10	10 component cells ^d	10 component cells ^d
Total for all tests		35	43	39	16 batteries and 25 component cells	8 batteries and 25 component cells
^a Single cell batteries containing one tested component cell do not require re-testing unless the change could result in a failure of any of the tests, except for test T-7 where only batteries are tested. ^b N/A = not applicable. ^c See 5.2. ^d Multicell batteries are considered to be protected against overdischarge of their component cells. Otherwise they would have to be tested as well.						

Table 3 – Number of packages with primary or secondary test cells and batteries

Number of samples for test P-1	1 package as supplied for transport
--------------------------------	-------------------------------------

5.5 Re-testing

In the event that a primary or secondary lithium cell or battery type does not meet the test requirements, steps shall be taken to correct the deficiency or deficiencies that caused the failure before such a cell or battery type is re-tested.

6 Test methods and requirements

6.1 General

6.1.1 Cautionary notice

WARNING – These tests call for the use of procedures which may result in injury if adequate precautions are not taken.

The execution of these tests shall only be conducted by appropriately qualified and experienced technicians using adequate protection.

6.1.2 Ambient temperature

Unless otherwise specified, the tests shall be carried out in an ambient temperature of $20\text{ °C} \pm 5\text{ °C}$.

6.1.3 Parameter measurement tolerances

The overall accuracy of controlled or measured values, relative to the specified or actual parameters, shall be within the following tolerances:

- a) $\pm 1\%$ for voltage;
- b) $\pm 1\%$ for current;
- c) $\pm 2\text{ °C}$ for temperature;
- d) $\pm 0,1\%$ for time;
- e) $\pm 1\%$ for dimension;
- f) $\pm 1\%$ for capacity.

These tolerances comprise the combined accuracy of the measuring instruments, the measurement techniques used, and all other sources of error in the test procedure.

6.1.4 Pre-discharge and pre-cycling

Where, prior to testing, it is required to discharge primary test cells or test batteries, they shall be discharged to their respective depth of discharge on a resistive load with which the rated capacity is obtained, or at a constant current specified by the manufacturer.

Where, prior to testing, it is required to cycle secondary (rechargeable) test cells or test batteries, they shall be cycled using the charge and discharge conditions specified by the manufacturer for optimum performance and safety.

6.2 Evaluation of test criteria

6.2.1 Shifting

Shifting is considered to have occurred during a test if one or more test cells or batteries are released from the packaging, do not retain their original orientation, or are affected in such a way that the occurrence of an external short-circuit or crushing cannot be excluded.

6.2.2 Distortion

Distortion is considered to have occurred if a physical dimension changes by more than 10 %.

6.2.3 Short-circuit

A short-circuit is considered to have occurred during a test if the open circuit voltage of the cell or battery directly after the test is less than 90 % of its voltage immediately prior to the test. This requirement is not applicable to test cells and batteries at fully discharged states.

6.2.4 Excessive temperature rise

An excessive temperature rise is considered to have occurred during a test if the external case temperature of the test cell or battery rises above 170 °C .

6.2.5 Leakage

Leakage is considered to have occurred during a test if there is visible escape of electrolyte or other material from the test cell or battery or the loss of material (except battery casing,

handling devices or labels) from the test cell or battery such that the mass loss exceeds the limits in Table 4.

In order to quantify mass loss $\Delta m / m$, the following equation is provided:

$$\Delta m / m = \frac{m_1 - m_2}{m_1} \times 100 \%$$

where

m_1 is the mass before a test;

m_2 is the mass after that test.

Table 4 – Mass loss limits

Mass of cell or battery m	Mass loss limit $\Delta m / m$
$m < 1 \text{ g}$	0,5 %
$1 \text{ g} \leq m \leq 75 \text{ g}$	0,2 %
$m > 75 \text{ g}$	0,1 %

6.2.6 Venting

Venting is considered to have occurred during a test if gas has escaped from a cell or battery through a feature designed for this purpose, in order to relieve excessive internal pressure. This gas may include entrapped materials.

6.2.7 Fire

A fire is considered to have occurred if, during a test, flames are emitted from the test cell or battery.

6.2.8 Rupture

A rupture is considered to have occurred if a cell container or battery case has mechanically failed, resulting in expulsion of gas or spillage of liquids but not ejection of solid materials.

6.2.9 Explosion

An explosion is considered to have occurred if a cell container or battery case opens violently and solid components are forcibly expelled.

6.3 Tests and requirements – Overview

Table 5 contains an overview of the tests and requirements for transport, misuse and packaging tests.

Table 5 – Transport and packaging tests and requirements

Test number	Designation	Requirements
Transport tests T-1	Altitude	NL, NV, NC, NR, NE, NF
T-2	Thermal cycling	NL, NV, NC, NR, NE, NF
T-3	Vibration	NL, NV, NC, NR, NE, NF
T-4	Shock	NL, NV, NC, NR, NE, NF
T-5	External short-circuit	NT, NR, NE, NF
T-6	Impact/crush	NT, NE, NF
Misuse tests T-7	Overcharge	NE, NF
T-8	Forced discharge	NE, NF
Packaging tests P-1	Drop	NS, ND, NL, NV, NC, NT, NR, NE, NF
Tests T-1 through T-5 shall be conducted in sequence on the same cell or battery.		
Key NC: No short-circuit ND: No distortion NE: No explosion NF: No fire NL: No leakage NR: No rupture NS: No shifting NT: No excessive temperature rise NV: No venting See 6.2 for a detailed description of the test criteria.		

6.4 Transport tests

6.4.1 Test T-1: Altitude

a) Purpose

This test simulates air transport under low pressure conditions.

b) Test procedure

Test cells and batteries shall be stored at a pressure of 11,6 kPa or less for at least 6 h at ambient temperature.

c) Requirements

There shall be no leakage, no venting, no short-circuit, no rupture, no explosion and no fire during this test.

6.4.2 Test T-2: Thermal cycling

a) Purpose

This test assesses seal integrity of cells and batteries and internal electrical connections. The test is conducted using temperature cycling.

b) Test procedure

Test cells and batteries shall be stored for at least 6 h at a test temperature of 72 °C, followed by storage for at least 6 h at a test temperature of –40 °C. The maximum time for transfer to each temperature shall be 30 min. Each test cell and battery shall undergo this procedure 10 times. This is then followed by storage for at least 24 h at ambient temperature.

For large cells and batteries the duration of exposure to the test temperatures shall be at least 12 h instead of 6 h.

The test shall be conducted using the test cells and batteries previously subjected to the altitude test.

c) Requirements

There shall be no leakage, no venting, no short-circuit, no rupture, no explosion and no fire during this test.

6.4.3 Test T-3: Vibration

a) Purpose

This test simulates vibration during transport.

b) Test procedure

Test cells and batteries shall be firmly secured to the platform of the vibration machine without distorting them in such a manner as to faithfully transmit the vibration. Test cells and batteries shall be subjected to sinusoidal vibration according to Table 6 which shows a different upper acceleration amplitude for large batteries than it shows for cells and small batteries. This cycle shall be repeated 12 times for a total of 3 h for each of three mutually perpendicular mounting positions. One of the directions shall be perpendicular to the terminal face.

The test shall be conducted using the test cells and batteries previously subjected to the thermal cycling test.

Table 6 – Vibration profile (sinusoidal)

Frequency range		Amplitudes	Duration of logarithmic sweep cycle (7 Hz – 200 Hz – 7 Hz)	Axis	Number of cycles
From	To				
$f_1 = 7 \text{ Hz}$	f_2	$a_1 = 8 g_n$	15 min	X	12
f_2	f_3	$s = 0,8 \text{ mm}$		Y	12
f_3	$f_4 = 200 \text{ Hz}$	a_2		Z	12
and back to $f_1 = 7 \text{ Hz}$				Total	36
NOTE 1 Vibration amplitude is the maximum absolute value of displacement or acceleration. For example, a displacement amplitude of 0,8 mm corresponds to a peak-to-peak displacement of 1,6 mm.					
NOTE 2 $g_n = 9,80665 \text{ m/s}^2$.					
Key					
f_1, f_4	lower and upper frequency				
f_2, f_3	cross-over frequencies:				
$f_2 \approx$	17,62 Hz				
$f_3 \approx$	49,84 Hz for cells and small batteries				
$f_3 \approx$	24,92 Hz for large batteries				
a_1, a_2	acceleration amplitude:				
$a_2 =$	8 g_n for cells and small batteries				
$a_2 =$	2 g_n for large batteries				
s	displacement amplitude				

c) Requirements

There shall be no leakage, no venting, no short-circuit, no rupture, no explosion and no fire during this test.

6.4.4 Test T-4: Shock

a) Purpose

This test simulates rough handling during transport.

b) Test procedure

Test cells and batteries shall be secured to the testing machine by means of a rigid mount which will support all mounting surfaces of each test cell or battery.

Each test cell or single cell battery shall be subjected to a half-sine shock of peak acceleration of $150 g_n$ and pulse duration of 6 ms. Alternatively, large cells may be subjected to a half-sine shock of peak acceleration of $50 g_n$ and pulse duration of 11 ms.

Each multicell battery shall be subjected to a half-sine shock of peak acceleration depending on the mass of the battery. The pulse duration shall be 6 ms for small batteries and 11 ms for large batteries. The formulas in Table 7 are provided to calculate the appropriate minimum peak accelerations.

Each test cell or battery shall be subjected to 3 shocks in each direction of three mutually perpendicular mounting positions of the cell or battery for a total of 18 shocks.

Table 7 – Shock parameters

Test sample	Wave form	Minimum peak acceleration	Pulse duration	Number of shocks per half axis
Small cells or single cell batteries	Half sine	$A_1 = 150 g_n$	6 ms	3
Large cells or single cell batteries	Half sine	$A_2 = 50 g_n$	11 ms	3
Small multicell batteries	Half sine	$A_3 = \min \left(\sqrt{\frac{100\,850\text{ kg}}{m}} ; 150 \right) g_n$	6 ms	3
Large multicell batteries	Half sine	$A_4 = \min \left(\sqrt{\frac{30\,000\text{ kg}}{m}} ; 50 \right) g_n$	11 ms	3
NOTE 1 For explanations see Annex A.				
NOTE 2 $g_n = 9,80665 \text{ m} / \text{s}^2$.				
Key A_1, A_2, A_3, A_4 minimum peak acceleration m test sample mass				

The test shall be conducted using the test cells and batteries previously subjected to the vibration test.

c) Requirements

There shall be no leakage, no venting, no short-circuit, no rupture, no explosion and no fire during this test.

6.4.5 Test T-5: External short-circuit

a) Purpose

This test simulates conditions resulting in an external short-circuit.

b) Test procedure

The test cell or battery shall be heated for a period of time necessary to reach a homogeneous stabilized temperature of $57^\circ\text{C} \pm 4^\circ\text{C}$, measured on the external case. This period of time depends on the size and design of the cell or battery and should be assessed and documented. If this assessment is not feasible, the exposure time shall be at least 6 h for small cells and small batteries, and 12 hours for large cells and large batteries.

batteries. Then the cell or battery at $57\text{ °C} \pm 4\text{ °C}$ shall be subjected to a² short circuit condition with a total external resistance of less than $0,1\ \Omega$.

This short circuit condition is continued for at least one hour after the cell or battery external case temperature has returned to $57\text{ °C} \pm 4\text{ °C}$, or in the case of large multicell batteries, has decreased by half of the maximum temperature increase observed during the test and remains below that value.

The short circuit and cooling down phases shall be conducted at least at ambient temperature.

The test shall be conducted using the test samples previously subjected to the shock test.

c) Requirements

There shall be no excessive temperature rise, no rupture, no explosion and no fire during this test and within the 6 h of observation.

6.4.6 Test T-6: Impact/crush

a) Purpose

This test simulates mechanical abuse from an impact or crush that may result in an internal short-circuit.

b) Test procedure – Impact

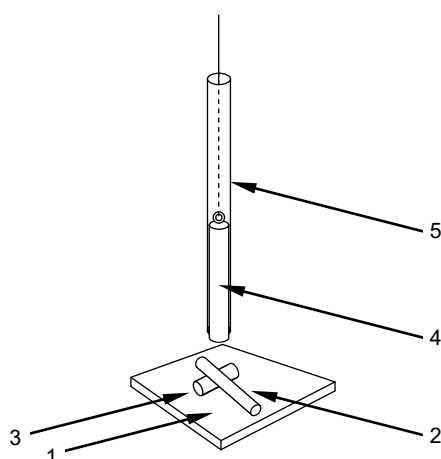
The impact test is applicable to cylindrical cells not less than 18,0 mm in diameter.

NOTE Diameter here refers to the design parameter. EXAMPLE: The diameter of 18650 cells is 18.0 mm.

The test cell or component cell is placed on a flat smooth surface. A stainless steel bar (type 316 or equivalent) with a diameter of $15,8\text{ mm} \pm 0,1\text{ mm}$ and a length of at least 60 mm or of the longest dimension of the cell, whichever is greater, is placed across the centre of the test sample. A mass of $9,1\text{ kg} \pm 0,1\text{ kg}$ is dropped from a height of $61\text{ cm} \pm 2,5\text{ cm}$ at the intersection of the bar and the test sample in a controlled manner using a near frictionless, vertical sliding track or channel with minimal drag on the falling mass. The vertical track or channel used to guide the falling mass shall be oriented 90 degrees from the horizontal supporting surface.

The test sample is to be impacted with its longitudinal axis parallel to the flat surface and perpendicular to the longitudinal axis of the stainless steel bar lying across the centre of the test sample (see Figure 1).

² In [12] the term “one short circuit” is used in order to indicate that each test sample is subjected to only one short-circuit condition. Where the relevant specification indicates that the internal resistance of the test sample is in the order of $0,1\ \Omega$, a lower total external resistance is advisable.



NOTE Figure 1 shows a flat smooth surface (1) and a stainless steel bar (2) which is placed across the centre of the test sample (3). A mass (4) is dropped at the intersection in a controlled manner using a vertical sliding channel (5).

Figure 1 – Example of a test set-up for the impact test

Each test cell or component cell shall be subjected to one impact only.

The test sample shall be observed for a further 6 h.

The test shall be conducted using test cells or component cells that have not been previously subjected to other tests.

c) Test procedure – Crush

The crush test is applicable to prismatic, flexible³, coin/button cells and cylindrical cells less than 18,0 mm in diameter.

NOTE Diameter here refers to the design parameter. EXAMPLE: The diameter of 18650 cells is 18,0 mm.

A cell or component cell is to be crushed between two flat surfaces. The crushing is to be gradual with a speed of approximately 1,5 cm/s at the first point of contact. The crushing is to be continued until one of the three conditions below is reached:

- 1) the applied force reaches $13 \text{ kN} \pm 0,78 \text{ kN}$;

EXAMPLE The force can be applied by a hydraulic ram with a 32 mm diameter piston until a pressure of 17 MPa is reached on the hydraulic ram.

- 2) the voltage of the cell drops by at least 100 mV; or

- 3) the cell is deformed by 50 % or more of its original thickness.

As soon as one of the above conditions has been obtained, the pressure shall be released.

A prismatic or flexible cell shall be crushed by applying the force to the widest side. A button/coin cell shall be crushed by applying the force on its flat surfaces. For cylindrical cells, the crush force shall be applied perpendicular to the longitudinal axis.

Each test cell or component cell is to be subjected to one crush only.

The test sample shall be observed for a further 6 h.

The test shall be conducted using test cells or component cells that have not previously been subjected to other tests.

d) Requirements

³ The term "flexible cell" is used in this document in place of the term "pouch cell" which was used in Ed.2 of this standard. It is also used in place of the terms "cell with a laminate film case" and "laminate film cell".

There shall be no excessive temperature rise, no explosion and no fire during this test and within the 6 h of observation.

6.5 Misuse tests

6.5.1 Test T-7: Overcharge

a) Purpose

This test evaluates the ability of a secondary (rechargeable) battery to withstand an overcharge condition.

b) Test procedure

The charge current shall be twice the manufacturer's recommended maximum continuous charge current. The minimum voltage of the test shall be as follows:

- 1) when the manufacturer's recommended charge voltage is not more than 18 V, the minimum voltage of the test shall be the lesser of two times the maximum charge voltage of the battery or 22 V;
- 2) when the manufacturer's recommended charge voltage is more than 18 V, the minimum voltage of the test shall be not less than 1,2 times the maximum charge voltage.

The test shall be conducted at ambient temperature. The charging condition shall be maintained for at least 24 h.

The test may be conducted using undamaged test batteries previously used in tests T-1 to T-5 for purposes of testing on cycled batteries.

c) Requirements

There shall be no explosion and no fire during this test and within 7 days after the test.

6.5.2 Test T-8: Forced discharge

a) Purpose

This test evaluates the ability of a primary or a secondary (rechargeable) cell to withstand a forced discharge condition.

b) Test procedure

Each cell shall be forced discharged at ambient temperature by connecting it in series with a 12 V direct current power supply at an initial current equal to the maximum continuous discharge current specified by the manufacturer.

The specified discharge current is obtained by connecting a resistive load of appropriate size and rating in series with the test cell and the direct current power supply. Each cell shall be forced discharged for a time interval equal to its rated capacity divided by the initial test current.

The test shall be conducted using test cells or component cells that have not previously been subjected to other tests.

c) Requirements

There shall be no explosion and no fire during this test and within 7 days after the test.

6.6 Packaging test – Test P-1: Drop test

a) Purpose

This test assesses the ability of the packaging to prevent damage during rough handling.

NOTE Additional tests for packaging of dangerous goods are given in UN Model Regulations:2015 [13], section 6.1.5. See also the regulations mentioned in 7.3.

b) Test procedure

A package (typically the final outer packaging, not palletized loads) filled with cells or batteries as offered for transport shall be dropped from a height of 1,2 m onto a concrete surface in such a manner that any of its corners first touches the ground.

The test shall be conducted using test cells or batteries that have not been previously subjected to a transport test.

c) Requirements

There shall be no shifting, no distortion, no leakage, no venting, no short-circuit, no excessive temperature rise, no rupture, no explosion and no fire of the test cells or batteries during this test.

6.7 Information to be given in the relevant specification

When this standard is referred to in a relevant specification, the following parameters shall be given in so far as they are applicable:

	Clause and/ or subclause
a) (aggregate) lithium content	5.2 6.8.1
b) nominal energy	5.1 5.2
c) Pre-discharge current or resistive load and end-point voltage specified by the manufacturer for primary cells and batteries;	6.1.4
d) Charge and discharge conditions specified by the manufacturer for optimum performance and safety of secondary (rechargeable) cells and batteries;	6.1.4
e) Manufacturer's recommended maximum continuous charge current;	6.5.1
f) Manufacturer's recommended charge voltage;	6.5.1
g) Maximum charge voltage;	6.5.1
h) Maximum continuous discharge current specified by the manufacturer;	6.5.2
i) Rated capacity specified by the manufacturer.	6.5.2

6.8 Test report

The test report should include the following items:

- name and address of the test facility;
- name and address of applicant (where appropriate);
- a unique test report identification;
- the date of the test report;
- the manufacturer of the packaging (if available);
- a description of the packaging design type (e.g. dimensions, materials, closures, thickness, etc.), including method of manufacture (e.g. blow molding) and which may include drawing(s) and/or photograph(s);
- the maximum gross weight of the packaging;
- characteristics of the test cells or batteries according to 4.1;
- test descriptions and results, including the parameters according to 6.7;
- type of the test sample(s): cell, component cell, battery or battery assembly;
- weight of the test sample(s);
- (aggregate) lithium content or nominal energy of the sample(s);
- a signature with name and status of the signatory;
- statements that the packaging prepared as for transport was tested in accordance with the appropriate requirements of this standard and that the use of other packaging methods or components may render it invalid.

6.9 Transport certificate

Where a transport certificate is needed, it should contain at least the following items from 6.8: h), j), l) and m) as well as a statement that the cell or battery passed the tests according to this standard.

7 Information for safety

7.1 Packaging

The purpose of the packaging is to avoid mechanical damage during transport, handling and stacking. It is particularly important that the packaging prevents crushing of the cells or batteries during rough handling, as well as the development of unintentional electrical short-circuit and corrosion of the terminals. Crushing or external short-circuit can result in leakage, venting, rupture, explosion or fire.

Whenever lithium cells or batteries are transported, it is recommended for safety reasons to use the original packaging or packaging that complies with the requirements listed in 4.3 and 6.6.

7.2 Handling of battery cartons

Battery cartons should be handled with care. Rough handling might result in batteries being short-circuited or damaged. This can cause leakage, rupture, explosion or fire.

7.3 Transport

7.3.1 General

Regulations concerning international transport of lithium batteries are based on the recommendations on the Transport of Dangerous Good [13] issued by the United Nations Committee of Experts on the Transport of Dangerous Goods.

Regulations for transport are subject to change. For the transport of lithium batteries, the latest editions of the regulations listed in 7.3.2 to 7.3.5 shall be consulted.

7.3.2 Air transport

Regulations concerning air transport of lithium batteries are specified in the Technical Instructions for the Safe Transport of Dangerous Goods by Air published by the International Civil Aviation Organization (ICAO) and in the Dangerous Goods Regulations published by the International Air Transport Association (IATA) [9].

7.3.3 Sea transport

Regulations concerning sea transport of lithium batteries are specified in the International Maritime Dangerous Goods (IMDG) Code published by the International Maritime Organization (IMO) [11].

7.3.4 Land transport

Regulations concerning road and railroad transport are specified on a national or multilateral basis. While an increasing number of regulators adopt the UN Model Regulations, it is recommended that country-specific transport regulations be consulted before shipping.

7.3.5 Classification

Classification of lithium cells and batteries for transport under the regulations mentioned in 7.3.2 to 7.3.4 is based on the UN Manual of Tests and Criteria, chapter 38.3, basically

describing the same tests as this International Standard. Lithium cells and batteries that have not passed all required tests are generally not allowed for transport.

NOTE 1 The UN Model Regulations [13] in 2.9.4.(a) contain requirements regarding retesting of a type after a change of the test methods.

NOTE 2 The UN Model Regulations [13] in 2.9.4.(a) require that multicell batteries be of a type proved to meet the test requirements irrespective of whether the component cells of which they are composed are of a tested type.

7.4 Display and storage

a) Store batteries in well ventilated, dry and cool conditions

High temperature or high humidity may cause deterioration of the battery performance and/or surface corrosion.

b) Do not stack battery cartons on top of each other exceeding a height specified by the manufacturer

If too many battery cartons are stacked, batteries in the lowest cartons may be deformed and electrolyte leakage may occur.

c) Avoid storing or displaying batteries in direct sun or in places where they get exposed to rain

When batteries get wet, their insulation resistance may be impaired and self-discharge and corrosion may occur. Heat may cause deterioration.

d) Store batteries in their original packing

When batteries are unpacked and mixed they may be short-circuited or damaged.

8 Instructions for packaging and handling during transport – Quarantine

Packages that have been crushed, punctured, torn open to reveal contents, or otherwise damaged shall not be transported. Such packages shall be isolated until the shipper has been consulted, has provided instructions and, if appropriate, has arranged to have the product inspected and repacked.

9 Marking

9.1 Marking of primary and secondary (rechargeable) cells and batteries

The marking of primary lithium cells and batteries should comply with IEC 60086-4 [4]. The marking of secondary (rechargeable) lithium cells and batteries should comply with IEC 61960-3 [5].

9.2 Marking of the packaging and shipping documents

Marking of packages and transport documents is regulated. See 7.3

Annex A (informative)

Shock test – adjustment of acceleration for large batteries

A.1 General

The adjustment of shock acceleration to the test sample mass is based on proposals made by the UN Informal Working Group on Testing Large Lithium Batteries [14].

Hybrid vehicle traction batteries typically range between 14 kg and 80 kg with full-electric vehicle batteries often exceeding 100 kg mass. Their capacity typically ranges from 300 Wh to 2500 Wh for hybrid batteries and in excess of 6200 Wh for full-electric vehicle batteries. Plug-In Hybrid Electric Vehicle (PHEV) batteries occupy any capacity and mass in between.

Constant acceleration conditions are inappropriate for these hybrid or electric vehicle (HEV) battery assemblies as well as other large format batteries, and most importantly, the forces required for HEV battery assemblies during the testing are well beyond any forces that would be encountered during transport.

Therefore, the shock conditions were changed from constant acceleration to constant energy for lithium batteries exceeding a specified mass.

A.2 Shock energy depends on mass, acceleration, and pulse duration

Half-sine shocks are usually specified by a peak acceleration and a duration, for example a half-sine shock with a peak acceleration $A = 50 g_n$ and a duration of $D = 11$ ms. There is a frequency associated with this duration since it is half of one period of a sine wave with frequency $f = 1 / (2D)$.

$$a(t) = A \sin(2\pi ft), \quad \text{where } f = \frac{1}{2D} \quad (\text{A.1})$$

The velocity change during the half sine pulse is very important. Assume zero initial velocity and integrate over the half cycle to get the final velocity, which is the velocity change [3].

$$\Delta V = \frac{A}{\pi f} = \frac{2}{\pi} AD \quad (\text{A.2})$$

The energy that acts upon the test sample during such a half-sine shock equals

$$E = \frac{1}{2} m (\Delta V)^2 = 2m(AD)^2 / \pi^2 \quad (\text{A.3})$$

where

E is the energy acting upon the test sample during a half-sine shock;

m is the mass of the test sample;

V is the velocity change during the half-sine shock pulse;

A is the peak acceleration; and

D is the duration of the half-sine shock pulse.

EXAMPLE If we consider a test sample with a mass m just above 12 kg, then the energy acting upon this sample during a half-sine shock of peak acceleration $A = 50 g_n$ and duration $D = 11$ ms is $E = 2 \times 12 \text{ kg} \times (50 g_n \times 11 \text{ ms})^2 / \pi^2 = 70,7421 \text{ J}$ with $g_n = 9,80665 \text{ m} / \text{s}^2$.

In this case, the peak acceleration can also be expressed as $A = \sqrt{\frac{E\pi^2}{2mD^2}} = \sqrt{\frac{30000 \text{ kg}}{m}} g_n$

It may be easier to get a feeling for these figures if the shock energy is expressed in terms of drop height h .

$$E = m \times g_n \times h \quad (\text{A.4})$$

Therefore, a test sample with a mass slightly above 12 kg would have to be dropped from a height of approximately 0,6 m in order to generate during 11 ms a shock energy corresponding to a half sine shock of peak acceleration $A = 50 g_n$.

A.3 The constant acceleration approach

The test method described in Edition 2 (2012) of this standard was a constant acceleration approach. A large cell with more than 500 g gross mass and a large battery with more than 12 kg gross mass were both shock tested with a half sine shock of peak acceleration $A = 50 g_n$ and duration $D = 11 \text{ ms}$ while small ones were tested with a peak acceleration $A = 150 g_n$ and duration $D = 6 \text{ ms}$. Figure A.1 shows the peak acceleration A on the left ordinate of the chart and the energy E on its right ordinate over the battery mass. A similar chart would be valid for cells.

NOTE The UN Manual of Tests and Criteria [12] uses a different definition for battery. With this definition, the shock test method for a cell would also apply to a single cell battery. The battery definition is currently under discussion in the UN Informal Working Group on testing large lithium batteries.

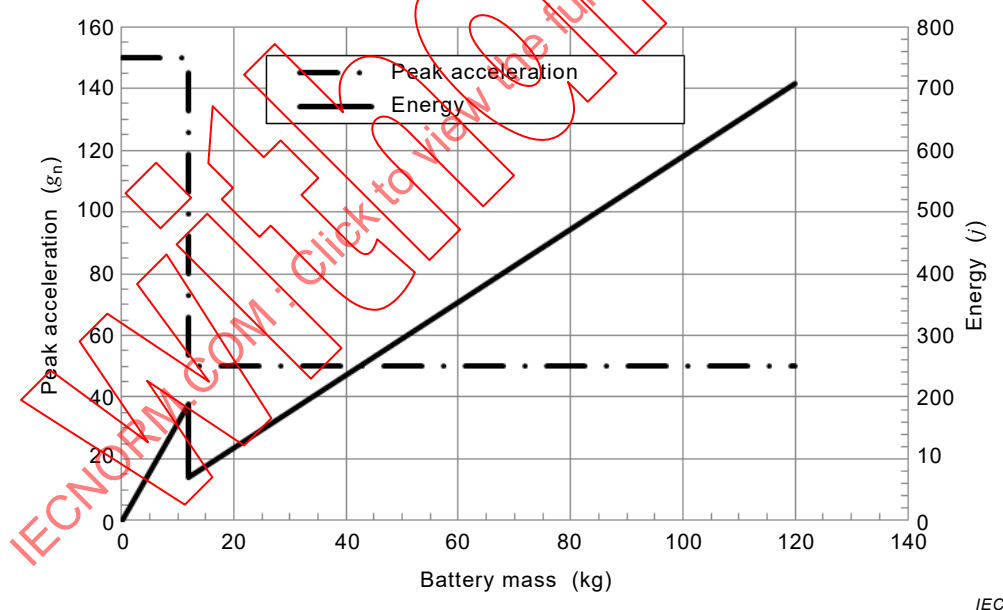


Figure A.1 – Half sine shock for batteries (constant peak acceleration)

A.4 The constant energy approach

The test method described in this standard is an approach where the shock energy for (multicell, see NOTE in A.3) batteries rises from zero to the value corresponding to a $50 g_n$, 11 ms shock pulse. For a battery mass exceeding 12 kg, the shock energy remains constant. Figure A.2 shows the peak acceleration A on the left ordinate of the chart and the energy E on its right ordinate over the battery mass. The shock test method for cells (and single cell batteries, see NOTE in A.3) remains as it was before.

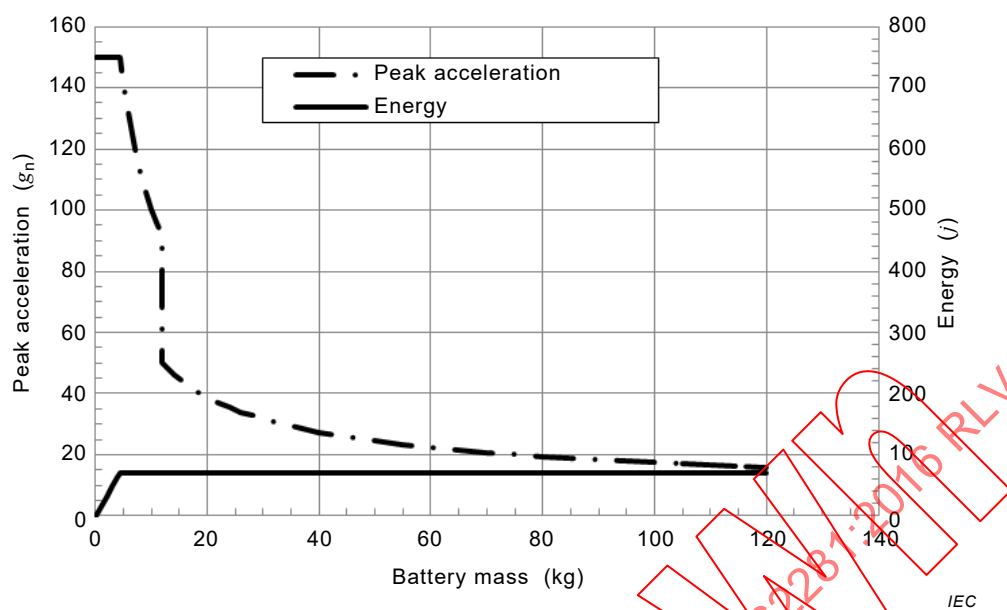


Figure A.2 – Half sine shock for batteries (constant energy)

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⁴ Under preparation. Stage at the time of publication: IEC ADIS 61960-3:2016.

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COMMISSION ÉLECTROTECHNIQUE INTERNATIONALE

**SÉCURITÉ DES PILES ET DES ACCUMULATEURS
AU LITHIUM PENDANT LE TRANSPORT**

AVANT-PROPOS

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La Norme internationale IEC 62281 a été établie conjointement par le comité d'études 35 de l'IEC: Piles, et le sous-comité 21A: Accumulateurs alcalins et autres accumulateurs à électrolyte non acide, du comité d'études 21 de l'IEC: Accumulateurs.

Cette troisième édition annule et remplace la deuxième édition parue en 2012. Cette édition constitue une révision technique.

Cette édition inclut les modifications techniques majeures suivantes par rapport à l'édition précédente:

- a) Suppression des treillis métalliques dans l'évaluation des critères d'essai pour une explosion;
- b) Extension / modification des paramètres de l'essai de chocs, de façon à obtenir un comportement constant d'énergie pour les grandes batteries, ainsi que des explications dans la nouvelle Annexe A;

- c) Modification de la méthode de court-circuit externe, de façon à pouvoir appliquer le court-circuit à de grandes batteries après leur retrait de la chambre thermique;
- d) Diminution du diamètre d'élément de 20 mm à 18 mm, en faisant la distinction entre l'essai d'impact et l'essai d'écrasement;
- e) Ajout de contenu possible de certificat de transport.

Le texte de cette norme est issu des documents suivants:

FDIS	Rapport de vote
35/1370/FDIS	35/1371/RVD

Le rapport de vote indiqué dans le tableau ci-dessus donne toute information sur le vote ayant abouti à l'approbation de cette norme.

Ce document a été rédigé selon les Directives ISO/IEC, Partie 2.

Le comité a décidé que le contenu de ce document ne sera pas modifié avant la date de stabilité indiquée sur le site web de l'IEC sous "<http://webstore.iec.ch>" dans les données relatives au document recherché. A cette date, le document sera

- reconduit,
- supprimé,
- remplacé par une édition révisée, ou
- amendé.

INTRODUCTION

Les piles au lithium ont d'abord été introduites dans les applications militaires dans les années 1970. À cette époque, elles présentaient peu d'intérêt commercial et il n'existait aucune norme industrielle. En conséquence, le Comité d'Experts du Transport des Marchandises Dangereuses de l'Organisation des Nations Unies, bien que se référant habituellement aux normes industrielles pour les essais et les critères d'acceptation, a introduit un sous-paragraphe dans le Manuel d'épreuves et de critères, traitant des essais de sécurité relatifs aux transports des piles au lithium. Pendant ce temps, l'intérêt commercial des piles et des accumulateurs au lithium s'est développé et plusieurs normes industrielles ont vu le jour. Bien que les normes IEC existantes soient nombreuses, elles ne sont pas complètement harmonisées et ne traitent pas nécessairement du transport. Elles ne sont pas appropriées pour être utilisées comme source de référence dans le Règlement type des Nations Unies. En conséquence, la présente norme groupée de sécurité a été établie afin d'harmoniser les essais et les exigences concernant le transport.

La présente Norme internationale s'applique aux piles et aux accumulateurs contenant du lithium sous quelque forme que ce soit: lithium-métal, alliage de lithium ou ion-lithium. Les piles utilisent des systèmes électrochimiques à base de lithium-métal et d'alliage de lithium comme électrode négative. Les accumulateurs utilisent les systèmes électrochimiques ion-lithium mettant en œuvre des composés d'intercalation (le lithium intercalé existant sous forme ionique ou quasi atomique dans la trame du matériau de l'électrode) dans les électrodes positives et négatives.

La présente Norme internationale s'applique également aux éléments et aux batteries de piles et d'accumulateurs au lithium polymère, qui sont définis soit comme des piles au lithium-métal, soit comme des accumulateurs ion-lithium selon la nature du matériau utilisé dans l'électrode négative.

L'histoire du transport des éléments et des batteries de piles et d'accumulateurs au lithium mérite d'être notée. Depuis les années 1970, plus de 10 milliards de piles au lithium ont été transportées, et depuis le début des années 1990 plus de 1 milliard d'accumulateurs au lithium utilisant le système ion-lithium ont été transportés. Le nombre de piles et d'accumulateurs à transporter étant en augmentation, il est également souhaitable d'inclure, dans la présente norme, les essais de sécurité des emballages utilisés pour le transport de ces produits.

La présente Norme internationale concerne spécifiquement la sécurité des piles et des accumulateurs au lithium pendant le transport ainsi que la sécurité des emballages utilisés.

Le Manuel d'épreuves et de critères [12]¹ de l'Organisation des Nations Unies fait la distinction entre les éléments et les batteries au lithium-métal et à l'alliage de lithium d'une part, et les éléments et les batteries ion-lithium et au lithium polymère, d'autre part. Tout en définissant que les éléments et les batteries au lithium-métal et à l'alliage de lithium peuvent constituer des piles ou des accumulateurs, il définit toujours les éléments et les batteries ion-lithium comme des accumulateurs. Cependant, les méthodes d'essai spécifiées dans le Manuel d'épreuves et de critères de l'ONU sont identiques tant pour les éléments et les batteries d'accumulateurs au lithium-métal et à l'alliage de lithium que pour les éléments et les batteries d'accumulateurs ion-lithium et au lithium polymère. Ce concept n'est nécessaire que pour différencier les assemblages de petites batteries des assemblages de grandes batteries. Les assemblages de batteries constitués à partir de batteries (piles ou accumulateurs) au lithium-métal et à l'alliage de lithium sont différenciés par le contenu total de lithium de toutes les anodes (mesuré en grammes). Les assemblages de batteries constitués à partir de batteries ion-lithium ou au lithium polymère sont différenciés par leur énergie «nominale» (mesurée en wattheure).

¹ Les chiffres entre crochets se réfèrent à la Bibliographie.

SÉCURITÉ DES PILES ET DES ACCUMULATEURS AU LITHIUM PENDANT LE TRANSPORT

1 Domaine d'application

La présente Norme internationale spécifie les méthodes d'essai et les exigences pour les éléments et les batteries de piles et d'accumulateurs au lithium afin de s'assurer de leur sécurité pendant les opérations de transport autres que celles relatives à leur recyclage ou leur mise au rebut. Les exigences spécifiées dans la présente norme ne s'appliquent pas aux cas pour lesquels des dispositions spéciales prévues dans les réglementations applicables, énumérées en 7.3, accordent des exemptions.

NOTE Différentes normes peuvent s'appliquer aux systèmes de batteries de traction non-lithium utilisés pour les véhicules routiers électriques.

2 Références normatives

Le présent document ne contient aucune référence normative.

3 Termes et définitions

Pour les besoins du présent document, les termes et définitions suivants s'appliquent.

L'ISO et l'IEC tiennent à jour des bases de données terminologiques destinées à être utilisées en normalisation, consultables aux adresses suivantes:

- IEC Electropedia: disponible à l'adresse <http://www.electropedia.org/>
- ISO Online browsing platform: disponible à l'adresse <http://www.iso.org/obp>

3.1

contenu total de lithium

contenu total en lithium des éléments constituant une batterie

3.2

batterie

un ou plusieurs éléments connectés électriquement et équipés d'un boîtier, de bornes, de marquage et de dispositifs de protection, etc., selon les besoins de l'utilisation

Note 1 à l'article: Cette définition diffère de celle spécifiée dans le Manuel d'épreuves et de critères [12] de l'ONU. La norme a cependant été établie avec soin de manière à harmoniser le montage d'essai utilisé pour chaque essai avec les spécifications du Manuel de l'ONU.

Note 2 à l'article: Pour les besoins de la présente Norme, un élément utilisé dans le matériel et qui assure les fonctions d'un boîtier, de bornes, de marquage et de dispositifs de protection, etc., selon les besoins de l'utilisation dans le matériel, est considéré comme une batterie.

[SOURCE: IEC 60050-482:2004 [1], 482-01-04, modifiée – la référence à "connectés électriquement" a été ajoutée]

3.3

assemblage de batteries

batterie comportant deux batteries ou plus

3.4

(élément ou batterie) bouton

(élément ou batterie) pièce de monnaie

petit élément ou petite batterie de forme ronde dont la hauteur totale est inférieure au diamètre, par exemple en forme de bouton ou de pièce de monnaie

[SOURCE: IEC 60050-482:2004, 482-02-40, modifiée – l'expression "petit élément ou petite batterie de forme ronde" remplace l'expression originale "élément de forme cylindrique"]

3.5

élément

unité fonctionnelle de base, consistant en un assemblage d'électrodes, d'électrolyte, de conteneur, de bornes et généralement de séparateurs, qui est une source d'énergie électrique obtenue par transformation directe d'énergie chimique

[SOURCE: IEC 60050-482:2004, 482-01-01]

3.6

élément composant

élément contenu dans une batterie

3.7

cycle (d'un accumulateur ou d'une batterie d'accumulateurs)

ensemble d'opérations qui est conduit sur un accumulateur ou une batterie d'accumulateurs et est répété régulièrement selon la même séquence

Note 1 à l'article: Ces opérations consistent en un ensemble d'une décharge suivie d'une charge ou d'une charge suivie d'une décharge dans des conditions spécifiées. Cette séquence peut comprendre des périodes de repos.

[SOURCE: IEC 60050-482:2004, 482-05-28, modifiée – le terme «batterie d'accumulateurs» a été ajouté]

3.8

(élément ou batterie) cylindrique

élément ou batterie de forme ronde dans laquelle la hauteur totale est supérieure ou égale au diamètre

[SOURCE: IEC 60050-482:2004, 482-02-39, modifiée – l'expression "élément ou batterie de forme ronde" remplace l'expression originale "élément de forme cylindrique"]

3.9

profondeur de décharge DOD

pourcentage de la capacité assignée déchargée d'une batterie

Note 1 à l'article: L'abréviation «DOD» est dérivée du terme anglais développé correspondant «depth of discharge».

3.10

premier cycle

cycle initial d'un accumulateur effectué après l'achèvement de toutes les opérations de fabrication, formation et contrôle de qualité

3.11

complètement chargé(e)

état de charge d'un élément ou d'une batterie d'accumulateurs correspondant à 0 % de profondeur de décharge

3.12**complètement déchargé(e)**

état de charge d'un élément ou d'une batterie correspondant à 100 % de profondeur de décharge

3.13**grande batterie**

batterie de masse brute supérieure à 12 kg

3.14**grand élément**

élément de masse brute supérieure à 500 g

3.15**élément (de pile ou d'accumulateur) au lithium**

élément contenant un électrolyte non aqueux et dont l'électrode négative est constituée de lithium ou en contient

Note 1 à l'article: Selon les caractéristiques de conception choisies, un élément au lithium peut constituer une pile ou un accumulateur.

[SOURCE: IEC 60050-482:2004, 482-01-06, modifiée – l'expression de «pile ou d'accumulateur» a été ajoutée]

3.16**contenu de lithium**

masse de lithium contenue dans l'électrode négative d'un élément ou d'une batterie au lithium-métal ou alliage de lithium, à l'état non déchargé ou complètement chargé

3.17**élément ou batterie ion-lithium**

élément ou batterie d'accumulateurs non aqueux comprenant des électrodes positive et négative dans lesquelles sont intercalés des composés ne contenant pas de lithium métallique

Note 1 à l'article: Le lithium intercale existe sous forme ionique ou quasi atomique dans la trame du matériau de l'électrode.

Note 2 à l'article: Un élément ou une batterie au lithium polymère qui utilise des composés chimiques ion-lithium, comme décrit dans le présent document, est considéré comme élément ou batterie ion-lithium.

3.18**énergie nominale**

valeur de l'énergie d'un élément ou d'une batterie, déterminée dans des conditions spécifiées et déclarée par le fabricant

Note 1 à l'article: L'énergie nominale est calculée en multipliant la tension nominale par la capacité assignée.

Note 2 à l'article: Le terme "énergie assignée" peut être plus approprié.

3.19**tension nominale**

valeur approchée appropriée d'une tension, utilisée pour désigner ou identifier un élément, une batterie ou un système électrochimique

[SOURCE: IEC 60050-482:2004, 482-03-31]

3.20**tension en circuit ouvert**

tension électrique aux bornes d'un élément ou d'une batterie quand aucun courant externe ne circule

[SOURCE: IEC 60050-482:2004, 482-03-32, modifiée – l'expression "quand aucun courant externe ne circule" remplace "quand le courant de décharge est nul"]

3.21

(élément ou batterie) de pile

élément ou batterie qui n'est pas conçu pour être rechargé électriquement

[SOURCE: IEC 60050-482:2004, 482-01-02, modifiée – ajout de "ou batterie"]

3.22

(élément ou batterie) parallélépipédique

élément ou batterie dont les faces et la base sont rectangulaires

[SOURCE: IEC 60050-482:2004, 482-02-38, modifiée – omission de "ayant la forme d'un parallélépipède"]

3.23

dispositifs de protection

dispositifs tels que fusibles, diodes ou autre limiteur de courant, électrique ou électronique, conçus pour interrompre le courant, bloquer le courant dans une direction ou limiter le courant dans un circuit électrique

3.24

capacité assignée

valeur de la capacité d'un élément ou d'une batterie, déterminée dans des conditions spécifiées et déclarée par le fabricant

Note 1 à l'article: Les normes IEC suivantes fournissent des guides et une méthodologie pour la détermination de la capacité assignée: IEC 61960-3 [5], IEC 62133 [6], IEC 62660-1 [7].

[SOURCE: IEC 60050-482:2004, 482-03-15, modifiée – inclusion de "d'un élément ou d'une batterie", ajout de la Note à l'article]

3.25

accumulateur ou batterie (d'accumulateurs)

élément ou batterie qui est conçu pour être rechargé électriquement

[SOURCE: IEC 60050-482:2004, 482-01-03, modifiée – ajout de «d'accumulateurs» et de «ou batterie»]

3.26

petite batterie

batterie dont la masse brute ne dépasse pas 12 kg

3.27

petit élément

élément dont la masse brute ne dépasse pas 500 g

3.28

type (pour éléments ou batteries)

système électrochimique particulier et conception physique d'éléments ou de batteries

3.29

non déchargé(e)

état de charge d'un élément ou d'une batterie de piles correspondant à une profondeur de décharge de 0 %

4 Exigences de sécurité

4.1 Considérations générales

Les éléments et les batteries au lithium sont classés en fonction de leur composition chimique (électrodes, électrolyte) et de leur construction interne (bobine, spirale). Ils sont disponibles sous différentes formes. Il est nécessaire de prendre en compte tous les aspects relatifs à la sécurité au moment de la conception de la batterie, sachant qu'ils peuvent varier fortement, en fonction des spécificités du système lithium, de la puissance de sortie et de la configuration de la batterie.

Les concepts de sécurité suivants sont communs à tous les éléments et à toutes les batteries au lithium:

- a) Pour éviter, par la conception, une élévation anormale de température au-delà d'un seuil critique défini par le fabricant.
- b) Pour contrôler, par la conception, l'élévation de température dans les éléments ou dans les batteries, par exemple en limitant le courant ou par une gestion thermique adaptée.
- c) Pour concevoir les éléments et les batteries au lithium de façon à libérer une pression interne excessive ou à éviter un éclatement violent pendant le transport.
- d) Pour concevoir les éléments et les batteries au lithium de façon à éviter un court-circuit pendant les conditions normales de transport et d'utilisation prévue.
- e) Pour équiper les piles au lithium contenant des éléments ou des séries d'éléments connectés en parallèle, chaque fois que cela est nécessaire, de moyens efficaces, permettant d'éviter un courant inverse dangereux (par exemple diodes, fusibles, etc.).

4.2 Plan qualité

Le fabricant doit mettre en œuvre un plan qualité documenté (c'est-à-dire, des rapports sur la qualité, des enregistrements d'examen, une structure de gestion) définissant les procédures relatives à l'examen des matériaux, des composants, des éléments et des batteries au cours de la fabrication, à appliquer à l'ensemble du processus de fabrication d'un type spécifique de batterie. Il convient que les fabricants aient une bonne compréhension de leurs capacités en termes de processus et prennent les mesures de maîtrise des processus nécessaires lorsqu'il s'agit de la sécurité et de la fiabilité des produits.

4.3 Emballage

Les éléments et les batteries au lithium doivent être emballés de manière à éviter un court-circuit externe dans les conditions normales de transport.

NOTE Des exigences supplémentaires pour l'emballage des marchandises dangereuses sont données dans le Règlement type des Nations Unies 2015 [13], section 6.1. Voir aussi les réglementations mentionnées en 7.3.

5 Essais de type, échantillonnage et contre-essai

5.1 Essais de type

Les éléments ou les batteries au lithium-métal et ion-lithium qui diffèrent d'un type, déjà soumis à l'essai de type, par

- a) une variation de plus de 0,1 g ou 20 % (prendre la plus grande valeur) de la masse des électrodes ou de l'électrolyte, pour les éléments et les batteries de piles, ou
- b) une variation de l'énergie nominale (en Wh) de plus de 20 % ou une augmentation de la tension nominale de plus de 20 %, pour les éléments et les batteries d'accumulateurs, ou
- c) une variation susceptible de conduire à l'échec de l'un quelconque des essais,

doivent être considérés comme d'un type différent et doivent être soumis aux essais exigés.

NOTE Le type de variation pouvant être considéré comme différent d'un type déjà soumis à l'essai de type et tel qu'il peut affecter l'un quelconque des résultats d'essai, peut correspondre à l'un des cas suivants, la liste n'étant pas exhaustive:

- 1) une modification dans le matériau de l'anode, de la cathode, du séparateur ou de l'électrolyte,
- 2) une modification des dispositifs de protection, y compris matériels et logiciels,
- 3) une modification de la conception de sécurité dans les éléments ou les batteries, par exemple une soupape de dégazage,
- 4) une modification du nombre d'éléments composants, et
- 5) une modification du mode de connexion des éléments composants, et,
- 6) pour les batteries qui doivent être soumises à l'essai selon l'essai T-4 avec une accélération maximale inférieure à $150 g_n$, une variation de masse qui peut avoir un effet négatif sur le résultat de l'essai T-4 et provoquer un échec.

5.2 Protection contre la surcharge

Les batteries d'accumulateurs non équipées d'une protection contre la surcharge de batterie et qui sont conçues pour n'être utilisées que dans un assemblage de batteries ou dans le matériel, qui assure ce type de protection, ne sont pas soumises aux exigences de l'essai T-7.

5.3 Assemblages de batteries

5.3.1 Généralités

De façon générale, les assemblages de batteries, y compris les blocs de batterie, les modules de batteries et autres unités qui peuvent être constituées de batteries, sont soumis à l'essai comme des batteries.

5.3.2 Assemblages de petites batteries

Pour ce qui concerne les essais d'un assemblage de batteries dont le contenu total de lithium de toutes les anodes, à l'état complètement chargé, n'est pas supérieur à 500 g, ou dans le cas d'une batterie ion-lithium avec une énergie nominale ne dépassant pas 6 200 Wh, qui est constitué de batteries ayant satisfait à tous les essais applicables, un assemblage de batteries à l'état complètement chargé doit être soumis aux essais T-3, T-4 et T-5, et, en outre, à l'essai T-7 dans le cas d'un assemblage de batteries d'accumulateurs.

NOTE Le terme "complètement chargé" est utilisé en [12] bien qu'il ne s'applique qu'aux assemblages de batteries d'accumulateurs. Pour les assemblages de batteries de piles, le terme "non déchargé" est plus adapté.

5.3.3 Assemblages de grandes batteries

Un assemblage de batteries avec un contenu total de lithium supérieur à 500 g, ou dans le cas d'une batterie ion-lithium avec une énergie nominale supérieure à 6 200 Wh, n'a pas besoin d'être soumis(e) à l'essai s'il s'agit d'un type reconnu, par vérification, comme étant capable d'éviter:

- la surcharge, et
- les courts-circuits; et
- les surdécharges entre les batteries.

5.4 Échantillonnage

Chaque type différent doit être soumis à l'essai sur des échantillons prélevés au hasard. Le Tableau 1 donne le nombre d'échantillons pour les essais des éléments et des batteries de piles. Le Tableau 2 donne le nombre d'échantillons pour les essais des éléments et des batteries d'accumulateurs. Le Tableau 3 donne le nombre d'échantillons pour les essais des emballages des éléments et batteries de piles ou d'accumulateurs.

Tableau 1 – Nombre d'éléments et de batteries de piles d'essai pour les essais de type

Essais	État de décharge	Éléments ou batteries à un seul élément ^a	Batteries à plusieurs éléments
Essais T-1 à T-5	Non déchargé	10	4
	Complètement déchargé	10	4
Essai T-6	Non déchargé	5	5 éléments composants
	Complètement déchargé	5	5 éléments composants
Essai T-8	Complètement déchargé	10	10 éléments composants
Total pour tous les essais		40	8 batteries et 20 éléments composants

^a Les batteries à un seul élément contenant un élément composant soumis à l'essai n'ont pas besoin d'un contre-essai à moins que la variation ne puisse provoquer l'échec d'un des essais.

Tableau 2 – Nombre d'éléments et de batteries d'accumulateurs d'essai pour les essais de type

Essais	Cycles et état de décharge	Éléments	Batteries à un seul élément ^a		Batteries à plusieurs éléments	
			Petites	Grandes	Petites	Grandes
Essais T-1 à T-5	Au premier cycle, complètement chargé	10	10	10	4	2
	Après 25 cycles, complètement chargé	n/a ^b	n/a ^b	n/a ^b	n/a ^b	2
	Après 50 cycles, complètement chargé	n/a ^b	n/a ^b	n/a ^b	4	n/a ^b
Essai T-6	Au premier cycle, à 50 % DOD	5	5	5	5 éléments composants	5 éléments composants
Essai T-7	Au premier cycle, complètement chargé	n/a ^b	4 ^c	2 ^c	4 ^c	2 ^c
	Après 25 cycles, complètement chargé	n/a ^b	n/a ^b	2 ^c	n/a ^b	2 ^c
	Après 50 cycles, complètement chargé	n/a ^b	4 ^c	n/a ^b	4 ^c	n/a ^b
Essai T-8	Au premier cycle, complètement déchargé	10	10	10	10 éléments composants ^d	10 éléments composants ^d
	Après 50 cycles, complètement déchargé	10	10	10	10 éléments composants ^d	10 éléments composants ^d
Total pour tous les essais		35	43	39	16 batteries et 25 éléments composants	8 batteries et 25 éléments composants

^a Les batteries à un seul élément contenant un élément composant soumis à l'essai n'ont pas besoin d'un contre-essai à moins que la variation ne puisse provoquer l'échec d'un des essais, sauf pour l'essai T-7 au cours duquel seules les batteries sont soumises à l'essai.

^b n/a = non applicable.

^c Voir 5.2.

^d Les batteries à plusieurs éléments sont considérées comme protégées contre la surdécharge de leurs éléments composants. Sinon, elles doivent également être soumises à l'essai.