IEC 62281

Edition 4.0 2019-04

INTERNATIONAL STANDARD

NORME INTERNATIONALE

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Safety of primary and secondary lithium cells and batteries during transport

Sécurité des piles et des accumulateurs au lithium pendant le transport



IEC 62281:2019-04(en-fr)

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INTERNATIONAL
ELECTROTECHNICAL
COMMISSION

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CONTENTS

FOREWORD 4
INTRODUCTION 6
1 Scope 7
2 Normative references 7
3 Terms and definitions 7
4 Requirements for safety 11
4.1 General considerations 11
4.2 Quality plan 11
4.3 Packaging 11
5 Type testing, sampling and re-testing 11
5.1 Type testing 11
5.2 Overcharge protection 12
5.3 Battery assemblies 12
5.3.1 General 12
5.3.2 Small battery assemblies 12
5.3.3 Large battery assemblies 12
5.4 Batteries forming an integral part of equipment 12
5.5 Sampling 12
5.6 Re-testing 13
6 Test methods and requirements 14
6.1 General 14
6.1.1 Cautionary notice 14
6.1.2 Ambient temperature 14
6.1.3 Parameter measurement tolerances 14
6.1.4 Pre-discharge and pre-cycling 14
6.2 Evaluation of test criteria 14
6.2.1 Shifting 14
6.2.2 Distortion 14
6.2.3 Short-circuit 15
6.2.4 Excessive temperature rise 15
6.2.5 Leakage 15
6.2.6 Venting 15
6.2.7 Fire 15
6.2.8 Rupture 15
6.2.9 Explosion 15
6.3 Tests and requirements – Overview 16
6.4 Transport tests 16
6.4.1 Test T-1: Altitude 16
6.4.2 Test T-2: Thermal cycling 16
6.4.3 Test T-3: Vibration 17
6.4.4 Test T-4: Shock 18
6.4.5 Test T-5: External short-circuit 18
6.4.6 Test T-6: Impact/crush 19
6.5 Misuse tests 21
6.5.1 Test T-7: Overcharge 21
6.5.2 Test T-8: Forced discharge 21

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6.6 Packaging test – Test P-1: Drop test 21
6.7 Information to be given in the relevant specification 22
6.8 Test report summary 22
7 Information for safety 23
7.1 Packaging 23
7.2 Handling of battery cartons 23
7.3 Transport 23
7.3.1 General 23
7.3.2 Air transport 23
7.3.3 Sea transport 23
7.3.4 Land transport 23
7.3.5 Classification 23
7.4 Storage 24
8 Instructions for packaging and handling during transport – Quarantine 24
9 Marking 24
9.1 Marking of primary and secondary (rechargeable) cells and batteries 24
9.2 Marking of the packaging and shipping documents 24
Annex A (informative) Shock test – adjustment of acceleration for large batteries 25
A.1 General 25
A.2 Shock energy depends on mass, acceleration, and pulse duration 25
A.3 The constant acceleration approach 26
A.4 The constant energy approach 27
Annex B (informative) Deviations from Chapter 38.3 of the UN Manual 28
B.1 General 28
B.2 Summary table of required tests for primary cells and batteries 28
B.3 Summary table of required tests for rechargeable cells and batteries 29
B.4 Evaluation of a rupture 31
B.5 Evaluation of an explosion 31
Bibliography 32

Figure 1 – Example of a test set-up for the impact test 20
Figure A.1 – Half sine shock for batteries (constant peak acceleration) 26
Figure A.2 – Half sine shock for batteries (constant energy) 27

Table 1 – Number of primary test cells and batteries for type testing 13
Table 2 – Number of secondary test cells and batteries for type testing 13
Table 3 – Number of packages with primary or secondary test cells and batteries 13
Table 4 – Mass loss limits 15
Table 5 – Transport and packaging tests and requirements 16
Table 6 – Vibration profile (sinusoidal) 17
Table 7 – Shock parameters 18
Table B.1 – Summary table of required tests for primary cells and batteries 29
Table B.2 – Summary table of required tests for rechargeable cells and batteries 30

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INTERNATIONAL ELECTROTECHNICAL COMMISSION

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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 fourth edition cancels and replaces the third edition published in 2016. This edition constitutes a technical revision.

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

a) button cell definition revised, moved to coin (cell or battery);
b) addition of provisions for batteries forming an integral part of equipment (5.4);
c) all tests for secondary cells and batteries now also contain a requirement for 25 charge and recharge cycles prior to the test;
d) addition of alternative tables for Table 1 and Table 2 in Annex B;

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e) addition of "forcible" to the rupture criteria;

f) test report 6.8 merged with test certificate 6.9 and replaced with the items listed in [12];

g) addition of an informative Annex B with important deviations from the UN Manual of Tests and Criteria, Chapter 38.3.

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

FDIS	Report on voting
35/1416/FDIS	35/1422/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
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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 document 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 document 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 document the safety testing of packaging used for the transportation of these products.

This document 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).

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1 Numbers in square brackets refer to the Bibliography.

SAFETY OF PRIMARY AND SECONDARY LITHIUM CELLS AND BATTERIES DURING TRANSPORT

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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 document 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]. This document 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 document, 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