

Safety of primary and secondary lithium cells and
batteries during transport

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

See Eesti standard EVS-EN 62281:2017 sisaldab Euroopa standardi EN 62281:2017 ingliskeelset teksti.	This Estonian standard EVS-EN 62281:2017 consists of the English text of the European standard EN 62281:2017.
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English Version

**Safety of primary and secondary lithium cells and batteries
during transport
(IEC 62281:2016)**

Sécurité des piles et des accumulateurs au lithium pendant
le transport
(IEC 62281:2016)

Sicherheit von Primär- und Sekundär-Lithiumbatterien beim
Transport
(IEC 62281:2016)

This European Standard was approved by CENELEC on 2017-01-10. CENELEC members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CENELEC member.

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European Committee for Electrotechnical Standardization
Comité Européen de Normalisation Electrotechnique
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European foreword

The text of document 35/1370/FDIS, future edition 3 of IEC 62281, prepared by IEC/TC 35 "Primary cells and batteries" and SC 21A "Secondary cells and batteries containing alkaline or other non-acid electrolytes" of IEC/TC 21 "Secondary cells and batteries" was submitted to the IEC-CENELEC parallel vote and approved by CENELEC as EN 62281:2017.

The following dates are fixed:

- latest date by which the document has to be (dop) 2017-10-10
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publication of an identical national
standard or by endorsement
- latest date by which the national (dow) 2020-01-10
standards conflicting with the
document have to be withdrawn

This document supersedes EN 62281:2013.

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Endorsement notice

The text of the International Standard IEC 62281:2016 was approved by CENELEC as a European Standard without any modification.

In the official version, for Bibliography, the following notes have to be added for the standards indicated:

IEC 60068-2-6	NOTE	Harmonized as EN 60068-2-6.
IEC 60068-2-27	NOTE	Harmonized as EN 60068-2-27.
IEC 60086-4	NOTE	Harmonized as EN 60086-4.
IEC 62133	NOTE	Harmonized as EN 62133.
IEC 62660-1	NOTE	Harmonized as EN 62660-1.

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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

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