

# Amendment to UN 38.3: Test Report for Lithium Batteries Becomes Mandatory



January 1<sup>st</sup>, 2020 was an important date for anyone shipping lithium cells or batteries. From that date forward, all shippers must be able to provide a test summary proving the products shipping have passed the UN 38.3 test for the transport of lithium batteries. This regulation applies to all modes of transport and it applies to cells and batteries shipping alone, with equipment, and/or installed in the final product.

## Classified as Dangerous Goods

Lithium cells and batteries have always been classified as dangerous goods. The safety requirements are correspondingly high, including [the UN 38.3 transport test](#). In eight individual tests, the behavior of the cell or battery under extreme temperatures, external short-circuits and overcharging is tested. Transport specific factors such as the reactions to impacts, vibration, altitude changes and crushing are also examined.

Passing this test has always been a prerequisite for shipping batteries and it continues to be so in the future. The changes that took effect in January relate solely to the way this test is documented.

## The New UN 38.3 Test Summary Regulation

Back in 2019, a shipper just needed to provide a simple note verifying the cells or batteries had passed the UN 38.3 test. A short sentence such as “The UN 38.3 test was passed successfully” was enough. This changed at the first of the new year. From now on, every shipper must be able to submit a documented summary that refers to a detailed examination report. [UN Guideline 38.3.5](#) regulates which additional information this test summary must contain. Accordingly, the following points meet the updated requirements:

- The name of the lithium cell/battery or final product manufacturer.
- Contact information of the cell/battery or final product manufacturer, including address, telephone number, e-mail address and website.
- The name of the testing laboratory, including address, telephone number, e-mail address and website.
- A unique test report ID number
- A description of the cell/battery containing the following information:
  - Is it a lithium ion or lithium metal cell/battery
  - Mass
  - Watt-hour rating or lithium content
  - Physical description of the cell/battery
  - Model number
- A list of the tests carried out including the results
- A reference to test requirements for composite batteries, if applicable (i.e. UN 38.3.3 (f) and UN 38.3.3 (g)).
- A reference to the revised edition of the Manual of Tests and Criteria used and any amendments thereto.
- The signature with the name and title of the signatory indicating the validity of the information provided.

The UN 38.3 test itself remains in its current form, only the demands on the documentation of the test have become stricter. This update was already introduced and publicly released on January 1<sup>st</sup>, 2019. Shippers were granted a one-year transition period during which the new regulations were not yet binding. This transitional period has ended on January 1<sup>st</sup>, 2020 and the current transport regulations for road transport (ADR) as well as vessel (IMO/IMDG) and air freight (IATA) already refer to the new UN guideline.

## UN 38.3 Test at Jauch

Jauch Quartz made use of this transition phase and adapted its documentation processes accordingly. All UN 38.3 individual tests are carried out at the in-house test center in the Headquarters in Germany, and their results are recorded in detailed test reports. Customers routinely receive the corresponding test summary. If you rely on Jauch batteries, you are on the safe side to ship your products in 2020.

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