

**Committee of Experts on the Transport of Dangerous Goods  
and on the Globally Harmonized System of Classification  
and Labelling of Chemicals**

27 November 2018

**Sub-Committee of Experts on the  
Transport of Dangerous Goods**

**Fifty-fourth session**

Geneva, 26 November-4 December 2018

Item 2 (d) of the provisional agenda

**Recommendations made by the Sub-Committee on its fifty-  
first, fifty-second and fifty-third sessions and pending  
issues: electric storage systems**

**Sodium-Nickel chloride (Na-NiCl<sub>2</sub>)**

**Transmitted by the expert from Switzerland**

**Introduction**

1. In response to some remarks received after the document ST/SG/AC.10/C.3/2018/110 has been published we complete the proposal with the standards which guarantee the safety of the Sodium/Nickel Chloride battery as follows:

**Proposal**

2. Based on the mentioned long experience, the characteristics of the cold battery described above and the test done in the recent past it is proposed to review the current classification of Sodium - Metal Chloride battery (UN3292, last discussed document: ST/SG/AC.10/C.3/2010/30) in order to apply less restrictive transportation conditions than those required by the current classification.

3. Add the following sentence at the end of special provision 239:

“Cells and batteries containing sodium tetrachloroaluminate when carried in cold state below 98°C are not subject to these Regulations, provided they meet the following standards:

<i>n°</i>	<i>Test</i>	<i>Standard</i>
<u>1</u>	<u><i>Crash Barrier Penetration</i></u>	<u>HORIBA - MIRA Motor Industry Research Association - UK</u>
<u>2</u>	<u><i>Fire extinguishing on a Damaged Battery</i></u>	<u>HORIBA - MIRA Motor Industry Research Association - UK</u>
<u>3</u>	<u><i>Drop Test (10m)</i></u>	<u>HORIBA - MIRA Motor Industry Research Association - UK</u>
<u>4</u>	<u><i>Petrol Fire Test</i></u>	<u>HORIBA - MIRA Motor Industry Research Association - UK</u>
<u>5</u>	<u><i>Immersion Test</i></u>	<u>HORIBA - MIRA Motor Industry Research Association - UK</u>
<u>6</u>	<u><i>Vibration Test</i></u>	<u>Cape Environmental</u>
<u>7</u>	<u><i>Crash test</i></u>	<u>Euro NCAP test protocol 64 ± 1 km/h,</u>
<u>8</u>	<u><i>Vibration Test</i></u>	<u>UL1973</u>
<u>9</u>	<u><i>Shock Test</i></u>	<u>UL1973</u>
<u>10</u>	<u><i>Crush test UL 1973 section 8.3</i></u>	<u>UL1973</u>
<u>11</u>	<u><i>Impact Test UL 1973 section 8.4</i></u>	<u>UL1973</u>
<u>12</u>	<u><i>Vibration test UL 1973 section 8.1</i></u>	<u>UL1973</u>
<u>13</u>	<u><i>Vibration Test</i></u>	<u>ECE R100-2 Annex 8A</u>
<u>14</u>	<u><i>Mechanical Shock</i></u>	<u>ECE R100-2 Annex 8C</u>
<u>15</u>	<u><i>Mechanical Integrity</i></u>	<u>ECE R100-2 Annex 8D</u>
<u>16</u>	<u><i>Fire Resistance</i></u>	<u>ECE R100-2 Annex 8E</u>
<u>17</u>	<u><i>Immersion Test</i></u>	<u>-</u>

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