Irish Standard
I.S. EN ISO 16495:2022

Version 2.00

Packaging - Transport packaging for dangerous goods - Test methods (ISO 16495:2022)

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National Foreword

I.S. EN ISO 16495:2022 V2.00 is the version of the NSAI adopted European document EN ISO 16495:2022, *Packaging - Transport packaging for dangerous goods - Test methods (ISO 16495:2022),* including any Corrections, Amendments etc. to EN ISO 16495:2022.

This normative document by CEN/CENELEC the elaboration of which includes a public enquiry, followed by a Formal Vote of CEN/CENELEC national members and final ratification. This European Standard is published as an identical national standard and every conflicting national standard will be withdrawn. The content of a European Standard does not conflict with the content of any other EN (and HD for CENELEC).

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I.S. EN ISO 16495:2022 V2.00

EUROPEAN STANDARD

NORME EUROPÉENNE

EUROPÄISCHE NORM

EN ISO 16495

June 2022

ICS 13.300; 55.020

Supersedes EN ISO 16495:2013

English Version

Packaging - Transport packaging for dangerous goods - Test methods (ISO 16495:2022)

Emballages - Emballages de transport pour marchandises dangereuses - Méthodes d'essai (ISO 16495:2022)

Verpackung - Verpackungen zur Beförderung gefährlicher Güter - Prüfverfahren (ISO 16495:2022)

This European Standard was approved by CEN on 25 May 2022.

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This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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COMITÉ EUROPÉEN DE NORMALISATION
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European foreword

This document (EN ISO 16495:2022) has been prepared by Technical Committee ISO/TC 122 "Packaging" in collaboration with Technical Committee CEN/TC 261 “Packaging” the secretariat of which is held by AFNOR.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by December 2022, and conflicting national standards shall be withdrawn at the latest by December 2022.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN ISO 16495:2013.

Any feedback and questions on this document should be directed to the users’ national standards body/national committee. A complete listing of these bodies can be found on the CEN website.

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Endorsement notice

The text of ISO 16495:2022 has been approved by CEN as EN ISO 16495:2022 without any modification.

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 122, *Packaging*, Subcommittee SC 3, *Performance requirements and tests for means of packaging, packages and unit loads (as required by ISO/TC 122),* in collaboration with the European Committee for Standardization (CEN) Technical Committee CEN/TC 261, *Packaging,* in accordance with the Agreement on technical cooperation between ISO and CEN (Vienna Agreement).

This second edition cancels and replaces the first edition (ISO 16495:2013), which has been technically revised.

The main changes are as follows:

— changes to Table B.1, Table B.2, Table B.3, Table C.1, Table D.1, Table D.2 and Table D.3;

— additional requirements in Annex H, "H.2 Preparation" added;

— deletion of Table H.1;

— editorial improvements.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

This document was developed to provide requirements and test procedures to meet the multi-modal United Nations Recommendations on the Transport of Dangerous Goods Model Regulations referred to as “UN Recommendations” throughout this document, and successful passing of the tests may lead to the allocation of an appropriate UN packaging mark. The UN Recommendations have been developed by the United Nations Subcommittee of Experts on the Transport of Dangerous Goods as a ‘model regulation’ in the light of technical progress, the advent of new substances and materials, the exigencies of modern transport systems and, above all, the need to ensure the safety of people, property and the environment. Amongst other aspects, the UN Recommendations cover principles of classification and definition of classes, listing of the principal dangerous goods, general packing requirements, testing procedures, marking, labelling or placarding, and shipping documents. In addition, there are special recommendations related to particular classes of goods.

The UN Recommendations are given legal entity by the provisions of a series of international modal agreements and national legislation for the transport of dangerous goods. The international agreements include the following:

— The European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (covering most of Europe)[4];

— Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) (covering most of Europe, parts of North Africa and the Middle East)[5];

— The International Maritime Dangerous Goods Code (IMDG Code) (worldwide)[6];

— The International Civil Aviation Organization’s Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO TIs) (worldwide)[7].

Application of this document presupposes awareness of the requirements of these international agreements and the relevant national regulations for domestic transport of dangerous goods.

It is important to note that there will be certain modal differences from the UN Recommendations and that the schedule for revision of the recommendations and modal provisions may lead to temporary inconsistencies with this document.

It is noted that success in the tests and the allocation of an official UN mark do not on their own authorize the use of a packaging for any dangerous goods, which are subject to the packing instructions published in the various modal regulations.

This document is based on Revision 21 of the UN Recommendations.

Packaging — Transport packaging for dangerous goods — Test methods

1 Scope

This document specifies the information needed for the design type testing of packaging, intermediate bulk containers (IBCs) and large packaging intended for use in the transport of dangerous goods.

NOTE 1 This document can be used in conjunction with one or more of the international regulations set out in the Bibliography.

NOTE 2 The term “packaging” includes packaging for Class 6.2 infectious substances according to the United Nations.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 2206, *Packaging — Complete, filled transport packages — Identification of parts when testing*

ISO 2248:1985, *Packaging — Complete, filled transport packages — Vertical impact test by dropping*

ISO 2875:2000, *Packaging — Complete, filled transport packages and unit loads — Water-spray test*

ISO/IEC 17025:2017, *General requirements for the competence of testing and calibration laboratories*

United Nations Recommendations on the Transport of Dangerous Goods — Model Regulations

3 Terms and definitions

For the purposes of this document, the terms and definitions given in the UN Recommendations, Chapter 1.2.1, and the following apply.

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

— ISO Online browsing platform: available at https://www.iso.org/obp

— IEC Electropedia: available at https://www.electropedia.org/

3.1
brimful capacity
volume of water in litres held by the packaging, intermediate bulk container (IBC), inner packaging of a combination packaging and/or large packaging, when filled through the designed filling orifice to the point of overflowing in its normal position of filling, and considered for testing purposes as maximum capacity

3.2
nominal capacity
capacity in litres which, by convention, is used to represent a class of packaging of a similar *brimful capacity* (3.1)