

CERTIFICATE AIR TRANSPORTATION LI-ION BATTERIES <300 Wh FOR BATEC USERS

To whom it may concern:

- Batec Mobility hereby certifies that our batteries:

- BATTERY 280 Wh (36 V) LITHIUM ION BATTERY
- BATTERY 216 Wh (36 V) LITHIUM ION BATTERY

has successfully passed the United Nations Manual of Tests and Criteria, Part III, subsection 38.3 test and IEC 62133 test.

- Therefore, Batec Mobility certifies that our batteries:

- BATTERY 280 Wh (36 V) LITHIUM ION BATTERY has a nominal energy of 283.14 Wh
- BATTERY 216 Wh (36 V) LITHIUM ION BATTERY has a nominal energy of 216 Wh

so the battery may be carried-on passenger aircraft without restriction according to IATA 2.3.2.4. limit of 300 Wh for powered mobility aids.

Other information:

I. BATTERY DESCRIPTION

| | | | | |
|-------------------------|----------------------------------|-----------------------|---|--|
| Battery Name | Lithium ion rechargeable battery | Model | BATTERY 280 Wh (36 V) LITHIUM ION BATTERY | |
| Nominal Voltage | 36.3 V | Nominal Energy | 283.14 Wh | |
| Nominal Capacity | 7.8 Ah | Code | 26.01.006 | |

| | | | | |
|-------------------------|----------------------------------|-----------------------|---|--|
| Battery Name | Lithium ion rechargeable battery | Model | BATTERY 216 Wh (36 V) LITHIUM ION BATTERY | |
| Nominal Voltage | 36 V | Nominal Energy | 216 Wh | |
| Nominal Capacity | 6 Ah | Code | 26.01.014 | |

II. FIRST AID MEASURES

If materials from a ruptured or otherwise damaged cell or battery contact skin, flush immediately with water and wash affected area with soap and water. For eye contact, flush with copious amounts of water for 15 minutes and see physician at once. Avoid inhaling any vented gases. If irritation persists, seek medical assistance.

III. REGULATORY INFORMATION

Regulations specifically applicable to the product:

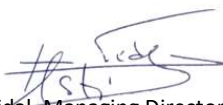
- IATA-DGR (air transportation)
- IMO-IMDG Code (sea transportation)
- US Department of Transportation 49 Code of Federal Regulations [USA]

IV. TRANSPORT INFORMATION

The Batec battery is specifically designed to be removed from the device, as it is not protected against damage by the design of the mobility aid. The user has to follow this specific procedure:

- The battery has to remove from the Batec and carried in the passenger cabin.
- In order to remove the battery properly, turn the key to the OPEN position. Grab the handle of the battery and pull up gently until the battery comes fully of the guide.
- Once the battery is removed, turn the key to the OFF position and take off the key to avoid switching on the battery by mistake. **With the key out of the battery it is impossible to turn on the battery.**
- The battery must be stored in such a way that prevents damage by the movement of the luggage or other cargo.
- The pilot-in-command must be informed of the location of the battery when removed and carried in the cabin.
- According to the *IATA mobility aid guidance 2025* the user is allowed to transport the battery removed from the device and maximum another spare battery, also with the UN 38.3 certificate and no exceeding 300 Wh of capacity.

This certificate does not apply to damaged or defective batteries. This certificate is valid meanwhile the **DGR 65th ed. 2025 IATA regulation** is in force. Due to possible amendments or modifications of the regulation it is crucial to check our website www.batec-mobility.com where information about these modifications will be published when applicable.



Joan Vidat, Managing Director
Batec Mobility S.L.

01/03/2025