

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

### To whom it may concern:

- Batec Mobility hereby certifies that our battery **BATTERY 280 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 battery **BATTERY 280 Wh (36 V) LITHIUM ION BATTERY** has a nominal energy of **283.14 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

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

#### 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:

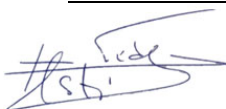
- IATA-DGR (air transportation)
- IMO-IMDG Code (sea transportation)
- US Department of Transportation 49 Code of Federal Regulations [USA]

#### 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 2024* 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 65<sup>th</sup> ed. 2024 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](http://www.batec-mobility.com) where information about these modifications will be published when applicable.



Joan Vidal, Managing Director  
Batec Mobility S.L.

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