Transportation of scooter/wheelchair in an airplane

This scooter/wheelchair from Meyra Ortopedia is originally equipped with sealed batteries labeled MK/Trojan or Excide/Sonnenshein. They are both Air transport approved, see the two following pages for certificates.

Please do not disconnect more than absolutely necessary! Below is instructions of how to disconnect the batteries from all electronics of the wheelchairs/scooters.

**Wheelchairs: Typ Optimus / Clever**

In front of the chair, under the seat there is a main fuse. Pull it straight out and place it backwards. Or somewhere safe where it doesn't get lost. This disconnects the batteries from all electronics.

**Wheelchairs: Typ iChair**

In back of the chair, under the battery cage there is a main fuse. Pull it straight out and place it backwards. Or somewhere safe where it doesn't get lost. This disconnects the batteries from all electronics.

**Scooters:**

Turn the key of and pull it out, lift the seat and then the rear cover upwards. Disconnect the two battery contacts. This disconnects the batteries from all electronics.
July 2, 2010

**Wheelchair Battery Transportation Policy**

MK Battery has all GEL and AGM VRLA products tested to the IATA/DOT transportation test procedures for non-spillable batteries. An independent laboratory certifies all testing.

When an MK Battery is labeled with the wording "ICAO, IMDG, IATA, and DOT Air Transport Approved", this means the product is classified as "non-dangerous" and is not restricted for air transport and is exempt from the hazardous materials regulations.

The three tests required for the above classification are:
1. Pressure Differential Test
2. Vibration Test
3. A67 Special Provision crack case test per IATA air transportation

Passing these tests along with the following additional packaging requirements exclude the batteries from any hazardous material regulations:

1. Battery must be protected against short circuits
2. Battery must be labeled as “Non-Spillable” or “Non-Spillable Battery”
3. Visual inspection shows no obvious defect or damage

If the battery is mounted to a wheelchair, it must be disconnected and the terminals must be insulated to prevent short circuits. The battery must also be securely attached to the wheelchair or mobility aid or must be removed and placed in a strong rigid packaging with the packaging marked with “Non-Spillable” or “Non-Spillable Battery”.

*Note: Every airline has their own policy/requirements – please visit the website of the airline you are traveling with for more information.*
March 21, 2006

Manufacturer's Declaration

We confirm herein, that batteries of our Valve Regulated Lead Acid (VRLA) ranges are exempt from the following Hazardous Material (dangerous goods) Regulations. These regulations cover transport via Air, Water, Road and Rail.

Product Ranges:
- Sonnenschein A200 monoblocks
- Sonnenschein A400 monoblocks
- Sonnenschein A600 monoblocks
- Sonnenschein A700 monoblocks
- Sonnenschein RAIL SRP monoblocks
- Sonnenschein RAIL SRC monoblocks
- Sonnenschein SOLAR monoblocks
- Sonnenschein BLOCK monoblocks
df monoblocks
- Sonnenschein GF-Y monoblocks

- EXIDE Gel monoblocks
- DETA Gel monoblocks
- Sonnenschein A600 cells
- Sonnenschein A600 WE cells
- Sonnenschein A600 SOLAR cells
- Tudor Safety OPTV cells
- Marathon M monoblocks
- Meritron M-FT monoblocks
- Meritron L monoblocks and cells
- Spritier P monoblocks
- Powerfit S500 monoblocks
- Powerfit S300 monoblocks
- Tudor Distribution TD monoblocks
- J-Series JTT monoblocks

Regulations:

International Air Transport Association (IATA)
Packing Instruction # 806 and Special Regulation A-67 are applicable.

International Maritime Dangerous Goods Code (IMDG Code)
Amendment # 32, 2004, Special Regulation # 238, item 2 is applicable

UN2800 Certification conformity ADR / RID for road and railway transport:
(ADR = 17, ADR-amendment of the ordinance 2004, RID = 12, RID-amendment of the ordinance 2004)
If the conditions of Special Regulation # 598 and # 238 are fulfilled, the battery is not subject for other regulations of ADR / RID.

This is to certify that the "Non-Spillable" batteries are capable of withstanding the Vibration and Pressure Differential Tests specified in the above regulations and that at a temperature of 55°C the electrolyte will not flow from a ruptured or cracked case and there is no free liquid to flow. The batteries when packaged have been protected against short-circuiting and plainly marked "Non-Spillable Battery”

Dr. Mark Stevenson
VP Operations - Industrial Energy Division
Exide Technologies

Franz-Josef Detle
VP Logistics - Industrial Energy Division
Exide Technologies

This document is valid until March 31, 2007. The date of this document supersedes all previous releases to this subject.
Transportation of Eternity Technologies Gel and AGM-Batteries

by air not restricted, as per special provision A67

After consultation with the DANGEROUS GOODS OFFICE of the CIVIL AVIATION AUTHORITY, Eternity Technologies Gel and AGM-Batteries meet the requirements of Special provision A-67 and Packaging Instruction no. 872. Therefore these batteries are not subject to the IATA-DGR regulations.

International Maritime Dangerous Goods (IMDG) Amendment 34-08, applicable code, in its' current version. Batteries comply with the requirements of Special Regulation no. 238, items A and B, and test as "NON DG, NON-SPILLABLE BATTERY."

The CLASSIFICATION for this type of battery is UN2800 BATTERIES, NON-SPILLABLE, electric storage.


The conditions of Special Regulation no. 238 A & B are fulfilled. Therefore these batteries are not subject to the regulations of ADR and RID.

Eternity Technologies GmbH

Uwe Saar
Managing Director
Confirmation

Dear Sirs,

herewith we, Hoppecke Batterien GmbH & Co. KG

confirm, that the batteries type

trak.bloc

are not longer dangerous goods for air- and sea - freight.

The batteries of above mentioned type are extensive corresponding, especially in the main characteristic components like plates and container material, with the battery of type OGIV, which has been tested by the laboratories of IABG and passed all test according

GGV-See ADR No. UN 2800, material class 8; chapter 3.3.1; special regulation 238 and IATA special regulation A 67, chapter 4.4

successfully.

With kind regards

HOPPECKE Batterien GmbH & Co. KG

I.V. Heinrich Kesper
(manager product development)

I.V. Ulf Arons
(head CST Stand By)

(computer print - valid without signature)

*The regulations of this code are not valid for sealed batteries, if at a temperature of 56 °C in cases of cracks in the battery container no electrolyte escapes, no free electrolyte, which can escape, exists and all poles of the battery in finished transport boxes are protected against short – circuits.

L & B Medical AB
Besöks och leveransadress:
Box 7107
Tillverkarvägen 8, Arninge Industriområde
S-187 12 TÄBY, Sweden

Telefon: +46(0)8 732 04 80
E-mail: info@lbmedical.se

Box 7107
Tillverkarvägen 8, Arninge Industriområde
S-187 66 TÄBY

Telefax: +46(0)8 732 63 63
www.lbmedical.se

Organisationsnr: 556378-9485