

SWE Lithium Ion Battery Pack Air Transport Requirements Notification*



SWE would like to make you aware that there have been global standards changes made by the International Air Transport Association (IATA) in their Dangerous Goods Regulations (DGR) that affect the manner in which any Lithium-ion batteries may be shipped via **AIR TRANSPORT** as of April 1, 2016.

Note:

These shipping changes apply to **AIR TRANSPORT ONLY**. Any lithium-ion battery shipped by SWE via **GROUND TRANSPORT IS NOT AFFECTED** by these new IATA requirements.

Highlights:

As of April 1, 2016:

1. Lithium ion batteries are prohibited from passenger aircraft.
 - a. This does not apply to lithium ion batteries packed with equipment or lithium ion batteries contained in equipment.
2. Lithium ion batteries are required to be shipped at a state of charge of no more than 30% of their rated capacity.

For additional detailed info, please direct your attention here:

http://hazmatship.com/images/stories/pdf2/2016_03_09_lithium-battery-guidance-document-2016-en.pdf

Impact:

In order to comply with the new IATA regulations, **if the customer requires shipment via AIR TRANSPORT**, SWE will ship these Lithium Ion Battery products discharged down to a State of Charge (SOC) of 30% or less. However, the **DEFAULT SHIPPING METHOD** from SWE will be **GROUND/RAIL/SEA**, which will **NOT REQUIRE** the discharge to 30% SOC.

Recommendations:

Upon receipt of your SWE Lithium Ion batteries, SWE recommends that customers immediately charge them using the appropriate charge source to a State of Charge (SoC) not exceeding 80% in order to best prolong their calendar life in storage, prior to use.

See next page for details.

* - Subject to change by IATA

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Details:

The final changes for lithium batteries effective 1 April 2016 are as follows.

Changes to the Provisions for Lithium Batteries Effective 1 April 2016

1. UN 3480, PI 965, Section IA and IB. Lithium ion cells and batteries must be offered for transport at a state of charge (SoC) not exceeding 30% of their rated design capacity. Cells and/or batteries at a SoC of greater than 30% may only be shipped with the approval of the State of Origin and the State of the Operator under the written conditions established by those authorities.

UN 3480, PI 965, Section IA and IB are forbidden for carriage on passenger aircraft. All packages must bear the Cargo Aircraft Only label in addition to the other marks and labels required by the Regulations.

2. UN 3480, PI 965, Section II. Lithium ion cells and batteries must be offered for transport at a state of charge (SoC) not exceeding 30% of their rated design capacity.

All packages prepared in accordance with Section II of PI 965 are forbidden for carriage on passenger aircraft. All packages must bear the Cargo Aircraft Only label in addition to the other marks and labels required by the Regulations.

A shipper is not permitted to offer for transport more than one (1) package prepared according to Section II in any single consignment.

Not more than one (1) package prepared in accordance with Section II of PI 965 may be placed into an overpack. When the package is placed in an overpack, the lithium battery handling label and Cargo Aircraft Only label required by this packing instruction must either be clearly visible or the label must be affixed on the outside of the overpack and the overpack must be marked with the word "Overpack".

3. UN 3090, PI 968, Section II. A shipper is not permitted to present for transport more than one (1) package prepared according to Section II in any single consignment. Not more than one (1) package prepared in accordance with Section II of PI 968 may be placed into an overpack. When the package is placed in an overpack, the lithium battery handling label and Cargo Aircraft Only label required by this packing instruction must either be clearly visible or the label must be affixed on the outside of the overpack and the overpack must be marked with the word "Overpack."

4. Packages prepared according to Section II of PI 965 and PI 968 must be offered to the operator separately from other cargo and must not be loaded into a unit load device (ULD) before being offered to the operator.

You can contact the IATA Dangerous Goods Support team if you have questions or concerns that may not have been addressed in this document at: dangood@iata.org www.iata.org/lithiumbatteries