

Confirmation

Model C

This confirmation is issued in response to potential questions from flight operators regarding the classification, specifications, handling and applicable regulations for ELOFLEX electrical wheelchairs.

Eloflex battery-powered wheelchairs used by passengers whose mobility is restricted due to disability, health or age, or temporary disabilities may be transported on the flight as checked baggage.

Confirmation:

This document confirms that Eloflex wheelchairs comply with all requirements for air transport as set out in the IATA Dangerous Goods Regulations (DGR).

Classification:

Eloflex wheelchairs shall be consigned under UN 3481 (Lithium-ion batteries contained in equipment) and are subject to the regulations and exceptions for mobility aids according to IATA DGR.

Eloflex electrical wheelchairs & batteries:

Transport hazard class	Class 9 (Miscellaneous dangerous good)
UN classification	UN 3481 (in/with equipment), UN 3480 (battery only)
UN 38,3 tested	YES
Battery type	Lithium-ion
Voltage	24 V
Ampere-hour	12 Ah
Watt-hour	288 Wh
Protected against short circuit	YES
Isolated power circuits	YES, according to instructions below
Firmly mounted on equipment	YES, inside a protected battery cage
Battery weight	1,7 kg
Wheelchair weight (excl. battery)	16,3 kg
Wheelchair dimensions (folded)	33 x 58 x 59 cm

Special rules for mobility aids (IATA 2.3.2):

Lithium-ion battery powered wheelchairs or other similar mobility aids for use by passengers whose mobility is restricted by either a disability, their health or age, or a temporary mobility problem (e.g. broken leg), are subject to following conditions (non-exhaustive): The battery(ies) must either

1. remain in the protected battery cage and electrical cables disconnected and the exposed contacts safely covered (rubber caps/tape); or
2. be removed from the mobility aid. Each removed battery must not exceed 300 Wh.

A passenger may carry a maximum of one spare lithium-ion battery up to 300 Wh or two spare batteries each not exceeding 160 Wh.

Passengers are strongly encouraged to make advance arrangements with their airline. For full details, please refer to the original document: IATA Dangerous Goods Regulation.

Notes:

- When the lithium battery(ies) remain installed in the mobility aid, there is no Watt-hour limit.
- IATA specifies no mandatory State of Charge (SOC) limit for mobility aids, but operators may have own recommendations/regulations on removed batteries.

