

# Air travel with Li-Ion Battery for A1

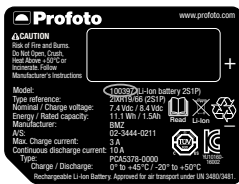


## General information

The general restrictions for travelling by air with batteries is set by IATA dangerous goods regulations (IATA-DGR). The restrictions for passengers carrying a rechargeable Lithium-ion onboard depends on the Watt-hour (Wh) rating of the battery. Different restrictions also apply depending if the battery is installed in

the equipment or brought as spare (extra) battery. A general requirement for allowing a Lithium-ion battery onboard is that it is tested and certified for air transport in accordance with Part III, Sub-section 38.3 of the UN Manual of Tests and Criteria.

## Li-Ion Battery for A1



Type label for Model#: 100397

Profoto Li-Ion Battery for A1 (Model#: 100397) is tested and certified for air transport in accordance with Part III, Sub-section 38.3 of the UN Manual of Tests and Criteria (see separate UN transportation certificate).

The type number of the A1 battery can be found on the battery type label (see example to the left).

The battery is rated less than 100Wh (11.1 Wh).

To the right you will find an extract of the IATA provisions for Li-Ion batteries rated less than 100Wh carried by passenger or crew for personal use.

## Batteries installed in equipment

Approval of the operator is required	No
Permitted in or as checked baggage	Yes
Permitted in or as carry-on baggage	Yes
The pilot-in-command must be informed of the location	No

## Spare batteries

Approval of the operator is required	No
Permitted in or as checked baggage	No
Permitted in or as carry-on baggage	Yes
The pilot-in-command must be informed of the location	No

## Additional notes

If the battery is installed in equipment this must be packaged so it won't accidentally turn on during the flight.

Spare batteries should be packed individually or battery terminals taped to prevent short circuit of batteries during the flight.

## Important notice

### Damaged batteries

Batteries that are damaged or defect or batteries that are suspected to be damaged or defect, are strictly forbidden to transport by air. Such batteries can only be transported by road or sea and only in full compliance with applicable dangerous goods regulations. (Special Provision A154, IATA-DGR & ICAO-TI)

### Links to more information

<http://www.iata.org/whatwedo/cargo/dgr/Pages/dgr-guidance.aspx>

<http://www.iata.org/whatwedo/cargo/dgr/Documents/passengerprovisions-table-23A-en.pdf>

<http://www.iata.org/whatwedo/cargo/dgr/Documents/passengerlithium-battery.pdf>

### UN transportation certificates

Transportation certificate for Model#100397 on page 2 in this document.

**CONFIRMATION UN 38.3 TESTING**

**WE HEREWITH CONFIRM THAT EACH BATTERY OF THIS TYPE IS PROVED TO MEET THE REQUIREMENTS OF EACH APPLICABLE TEST IN THE UN MANUAL OF TESTS AND CRITERIA, PART III, SUB-SECTION 38.3, REV. 5, Amend. 2**

<b>REPORT NO.:</b>	<b>2016-04584-0</b>
<b>Product:</b>	<b>LITHIUM ION BATTERY</b>
<b>Designation:</b>	<b>2S1P US18650VTC3 / (7.4 V/1,6 Ah)</b>
<b>Article Number:</b>	29597-00
<b>Manufacturer:</b>	<b>BMZ</b> Am Sportplatz 28-30 D-6379-Karlstein am Main Germany

<b>PERFORMED TESTS</b>	<b>RESULTS</b>
38.3.4.1 <b>Test 1: Altitude Simulation</b>	<b>passed</b>
38.3.4.2 <b>Test 2: Thermal Test</b>	<b>passed</b>
38.3.4.3 <b>Test 3: Vibration</b>	<b>passed</b>
38.3.4.4 <b>Test 4: Shock</b>	<b>passed</b>
38.3.4.5 <b>Test 5: External Short Circuit</b>	<b>passed</b>
38.3.4.6 <b>Test 6: Impact/Crush</b>	<b>not applicable</b>
38.3.4.7 <b>Test 7: Overcharge</b>	<b>passed</b>
38.3.4.8 <b>Test 8: Forced Discharge</b>	<b>not applicable</b>

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