

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 aproved, see the two following pages for certificates.

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

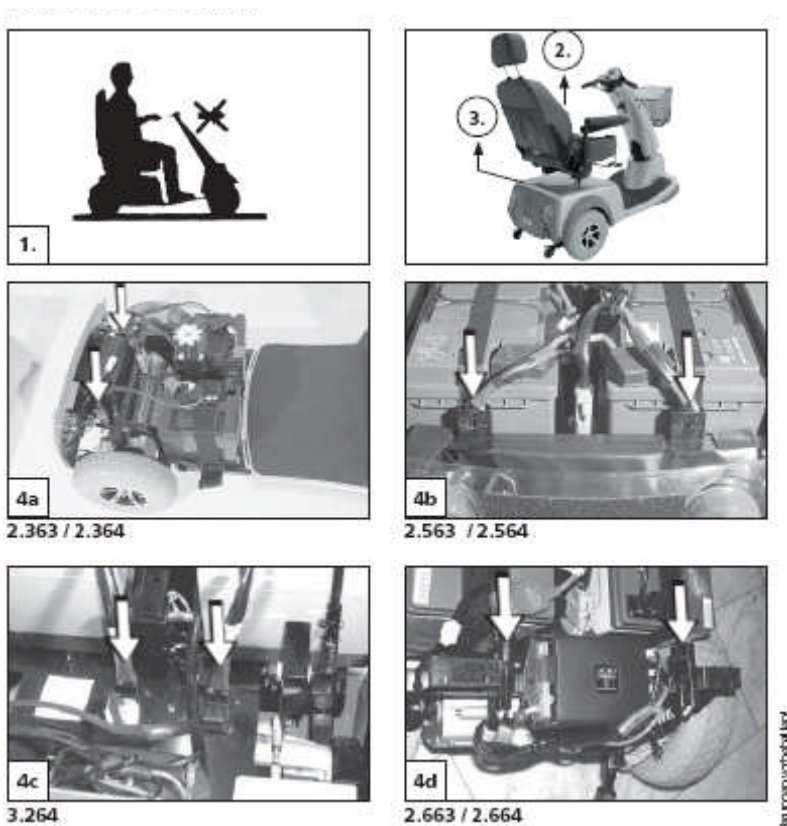
Wheelchairs:

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 dosnt 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.

1631 South Sinclair Street
Anaheim, CA 92806
800-372-9253



Deutsche EXIDE GmbH
Im Thiergarten
63654 Büdingen - Germany
Telefon: +49 (0) 60 42 / 81 0

www.exide.com

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 | - EXIDE Gel monoblocks |
| - Sonnenschein A400 monoblocks | - DETA Gel monoblocks |
| - Sonnenschein A400 FT monoblocks | - Sonnenschein A600 cells |
| - Sonnenschein A500 monoblocks | - Sonnenschein A600 WE cells |
| - Sonnenschein A500 C monoblocks | - Sonnenschein A600 SOLAR cells |
| - Sonnenschein A700 monoblocks | - Tudor Safety OPzV cells |
| - Sonnenschein RAIL SRP monoblocks | - Marathon M monoblocks |
| - Sonnenschein RAIL SRC monoblocks | - Merthon M-FT monoblocks |
| - Sonnenschein RAIL SRL monoblocks | - Merthon L monoblocks and cells |
| - Sonnenschein SOLAR monoblocks | - Sprinter P monoblocks |
| - Sonnenschein SOLAR BLOCK monoblocks | - Powerfit S500 monoblocks |
| - df monoblocks | - Powerfit S300 monoblocks |
| - Sonnenschein GF-V monoblocks | - Tudor Distribution TD monoblocks |
| - Sonnenschein GF-Y monoblocks | - J-Series JTT monoblocks |


Regulations:

International Air Transport Association (IATA)
Dangerous Goods Regulations 47th Edition, 2006
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 Dette
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.

Corporate Domicile: Im Thiergarten, 63654 Büdingen - Germany
Chairman of the Supervisory Board: Dr. Albrecht Leuschner
Managing Directors: Jörg E. Wenzel (Chairman), Franz-Josef Dette, Brad S. Kulter, Stefan Stübing
Lower District Court of Friedberg (Hessen) HRB 3613

February 21, 2013

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.

European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). Regulations concerning the International Carriage of Dangerous Goods by Rail (RID). Dangerous Goods Regulations in their latest versions.

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

Eternity Technologies GmbH Gutenbergring 21A, 22848 Norderstedt (Germany)
t: +49 (0) 40 / 897 08 51 -25, info@eternity-technologies.de, www.eternity-technologies.de

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 Arens
(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 55 °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.