

When carrying the dedicated batteries of the Milite series on board an aircraft

The batteries "BAT-240-050" and "BAT-240-025" for the e-Support electric wheelchair "Milite" series are lithium-ion batteries classified under UN3480 according to the United Nations classification. They are considered hazardous materials according to the IATA Dangerous Goods Regulations.

When traveling by air, please inform the airline in advance that you are using an electric wheelchair and follow the airline's instructions. During this process, inform the following information to the airline regarding the batteries.

Type	Lithium Ion battery	Lithium Ion battery
Model	BAT-240-050	BAT-240-025
Size	190mm x 78mm x 89mm	190mm x 78mm x 70mm
Weight	990g	620g
Voltage	24V	24V
Capacity	5.0Ah	2.5Ah
Wattage	120Wh	60Wh
information	1. These two types of batteries have a capacity of less than 300Wh and comply with the testing requirements outlined in UN Manual of Test and Criteria, Part III, Section 38.3.	
	2. In the IATA Dangerous Goods Regulation 64th Edition, regulations regarding the transportation of lithium-ion batteries for wheelchairs are specified.	
	2.3 "Dangerous Goods Carried by Passengers or Crew"	
	2.3.2 "Items Permitted to be Carried by Passengers Only with Operator's Approval"	
	2.3.2.4 "Wheelchairs/Mobility Aids with Lithium Batteries"	
	3. As long as the passenger and operator comply with the regulations of 2. above, this battery can be transported by aircraft.	

Precautions for handling the wheelchair when carrying it on board or during transportation

- Please remove the battery from the wheelchair.
- The removed battery should be protected from shocks and damage by placing it in a bag or other means. (Note that the battery terminals of the "Milite" series are protected once removed from the wheelchair, so there is no need to attach short-circuit prevention caps.)
- The battery must be carried in the cabin with the passenger and stored safely. The wheelchair itself should be transported as checked baggage.
- Please also follow any instructions provided by the airline.

The airline has the final authority to determine whether or not the aircraft can be loaded.

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