



Transportation certificate

We herewith confirm, that our leakproof lead-gel batteries used in the following products

c-max	(C1414, C1415, C1611, C1612, C1613, C3001)
CR23	(CR2302, CR2303, CR2304, CR2311, CR2313, CR2314)
s-max	(D1352, D1353, D1354, D1601, D1603, D1604, D1611, D1613, D1626)
escalino	(G1201, G1202)
movilino	(P1202)
Camilino	(P1203)
v-max (+)	(P1602, P1603, P1604, P1605, P3001)
max-e	(Q1602, Q1604)
SERVO	(R1602)
SOLO (+)	(T1601, T2001)
CargoMaster	(A1421, A3501, C1412, C1413, C1712, C1713, C1714, C1715, C4001, CC1602, CC1609, CC1612, CC1619, CC2002, CC2009, CC2012, CC2019)

completely comply with the requirements of the following dangerous goods regulation law by

IATA chapter 2.3.2.2

Provided to the following conditions, the battery may be carried without restriction as checked baggage in passenger aircraft:

- The battery must be removed from the device
- The poles must be protected to avoid a short circuit
- The battery must be boxed in a strong, solid package and stored in the cargo bay
- The pilot in charge must be informed, where the battery being stored in the cabin

We recommend, that the passengers inform the respective airlines and discuss potential special requirements the airlines might have.

This certificate does not apply to damaged or broken lead-gel batteries.

Due to regulations changing on an annual basis, this certificate is valid until 31 December 2021.

Albstadt, Dec. / 15 /, 2020
AAT Alber Antriebstechnik GmbH

Martin Kober
CEO



Transportation certificate

We herewith confirm, that the lithium ion batteries used in the following products

SERVO (R1602)
SOLO (T1601), SOLO+ (T2001)
V-MAX² (P1605)

completely comply with the requirements of the dangerous goods regulation law by

IATA DGR chapter 2.3.2.4 and 2.3.5.8.4 (a – d)

Provided to the following conditions, (according to IATA DGR Table 2.3.A) the battery must be carried as hand luggage in passenger aircraft without restrictions:

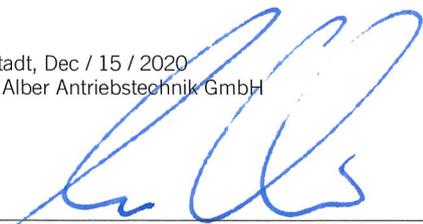
- The battery must be removed from the device
- The battery must be set to "flight mode", as this turns one battery into 8 individual batteries with 56.7 Wh per battery.
(see user manual SERVO, SOLO/SOLO+ respectively v-max² chapter "Transportation")
- The poles must be protected to avoid a short circuit
- The battery must be transported in the passenger cabin
- The battery must be protected from damage (e.g. in a sheltering storage bag)
- The pilot in charge must be informed, where the battery being stored in the cabin.

We recommend that the passengers inform the respective airlines and discuss potential special requirements the airlines might have.

This certificate does not apply to damaged or broken lithium ion batteries.

Due to regulations changing on an annual basis, this certificate is valid until 31 December 2021.

Albstadt, Dec / 15 / 2020
AAT Alber Antriebstechnik GmbH



Martin Kober
CEO



Luftfahrt-Bundesamt

Bundesoberbehörde im Geschäftsbereich des Bundesministeriums
für Verkehr und digitale Infrastruktur (BMVI)

LBA-Außenstelle Frankfurt • Kelsterbacher Str. 23 • 65479 Raunheim

Gefahrgutbüro Schmauder
Herr Kay Schmauder
Weinbirnenstr. 37
88048 Friedrichshafen

Ihr Zeichen: Herr Schmauder
Ihre Nachricht vom: 30.01.2019
Unser Zeichen: B323F/30704/438.2.1/2019
Unsere Nachricht vom:
Auskunft erteilt: Herr Closhen
Telefon: 0531 2355-3351
Telefax: 0531 2355-3398
E-Mail: georg.closhen@lba.de
Datum: 07. Februar 2019

Lithium-Ionen-Batterien der Fa. AAT GmbH Hier: Servo (R1602), Solo (T1601) und Solo+ (T2001)

Sehr geehrter Herr Schmauder,

gemäß den Empfehlungen für die Beförderung gefährlicher Güter, Handbuch über Prüfungen und Kriterien, sechsten überarbeitete Ausgabe (ST/SG/AC.10/11/Rev.6) ist eine Lithiumbatterie beschrieben als aus zwei oder mehreren Zellen bestehend, die elektrisch miteinander verbunden und mit für deren Gebrauch notwendigen Vorrichtungen ausgerüstet sind, wie Gehäuse, Anschlüsse, Kennzeichnungen und Schutzvorrichtungen. Die von Ihnen als Akku Servo und Solo bezeichneten Lithiumbatterien erfüllen u. E. diese Anforderungen.

Wir gehen davon aus, dass die von Ihnen als Akkupacks bezeichneten Lithiumbatterien einem geprüften Typ zugeordnet sind.

Werden die acht Akkupacks, wie in Ihrem Fall, nicht elektrisch miteinander verbunden, kann das „Gehäuse“ als eine Art Zwischenverpackung angesehen werden. Es handelt sich dann nicht um einen neuen Typ einer Lithiumbatterie und die Akkupacks sind wie einzelne Batterien (<100 Wh) zu betrachten.

Unter Einhaltung der in Ihrer Transportbescheinigung (Stand 17.12.2018) beschriebenen Vorgehensweise zum Flugmodus, können wir Ihnen bestätigen, dass die von Ihnen konstruierte Lithium-Ionen-Batterie, bestehend aus acht Zellblöcken (Batterien) mit je 56,7 Wh, nur im Handgepäck mitgeführt werden darf, da sowohl eine elektrische als auch eine mechanische Trennung der acht Zellblöcke (Batterien) während des Transports gewährleistet ist.

Wir empfehlen Ihren Kunden, vor Reiseantritt Vorabsprachen mit den Luftverkehrsgesellschaften zu treffen, um Unannehmlichkeiten am Abflugort zu vermeiden.

Mit freundlichen Grüßen
im Auftrag

G. Closhen
(Sachgebiet Gefahrgut)



The following text has been translated by AAT in all conscience from the original letter of confirmation of Mr. Closhen, LBA (Federal Aviation Office / Branch Office Frankfurt) with the File-No. B323F/30704/438.2.1/2019 to our dangerous goods representative Mr. Kay Schmauder from Feb/07/2019.

The LBA's original letter of confirmation and this translation will remain valid until an amendment of the IATA regulations (chapter 2.3.2.4 Wheelchairs / Transport vehicles with lithium batteries) invalidates the procedure described in our Certificate of Transport.

- Translation Start: -

Lithium-Ion-Batteries of AAT GmbH
Here: Servo (R1602), Solo (T1601) und Solo+ (T2001)

Dear Mr. Schmauder,

according to the Recommendations for the Transport of Dangerous Goods, Manual of Tests and Criteria, Sixth Revised Edition (ST/SG/AC.10/11/Rev.6), a lithium battery is described as consisting of two or more cells electrically interconnected and equipped with devices necessary for their use, such as casings, connections, markings and guards. The lithium batteries you refer to as batterie Servo and Solo meet these requirements from our point of view.

We assume that the lithium batteries you refer to as battery packs are assigned to a tested type.

If the eight battery packs are not electrically connected, as in your case, the "housing" can be regarded as a kind of intermediate packaging. It is not a new type of lithium battery and the battery packs are to be considered as single batteries (<100 Wh).

In adherence of the flight mode procedure described in your "Certificate of Transportation" (Status Dec/17/2018), we can confirm that the lithium-ion battery constructed by you, consisting of eight cell blocks (batteries) of 56.7 Wh each, may only be carried in hand luggage, as both electrical and mechanical separation of the eight cell blocks (batteries) is guaranteed during transport.

We recommend your customers to make prior arrangements with the airlines before travelling to avoid inconvenience at the point of departure.

Best regards,
On behalf of

G. Closhen
(section dangerous goods)

- Translation End -

Update Dec/11/2020:

Annex to expand the LBA-confirmation valid from Jan/01/2020:

Due to our new product "v-max² (P1605)" is powered with exactly the same battery, the confirmation of LBA from Feb/07/2019 and the translation of the LBA from Feb/13/2019 also applies to v-max² (P1605).