

Export requirements for solar container lithium battery packs





Overview

What are the new packaging requirements for lithium ion batteries?

Revised Packing Instructions: More stringent requirements for UN-certified packaging, capable of withstanding specific drop tests. State of Charge (SoC) Emphasis: Increased scrutiny on the SoC for standalone lithium-ion battery shipments, with a general requirement not to exceed 30% of rated capacity.

What are the classification and shipping requirements for lithium-ion batteries?

The classification and shipping requirements for lithium-ion batteries depend on their size and energy capacity (Watt-hours). For standalone batteries. Strict UN-certified packaging. IUMI strongly supports the SoC limit of 30% for air freight and advocates similar principles for maritime transport.

How is international lithium battery transport regulated?

International lithium battery transportation is governed by a hierarchy of regulatory bodies: UN Recommendations on the Transport of Dangerous Goods: This foundational framework assigns lithium-ion batteries (UN3480, UN3481) and lithium-metal batteries (UN3090, UN3091) specific UN numbers. It also mandates UN38.3 testing, which includes:.

What are the requirements for lithium battery transportation?

In the U.S., lithium battery transportation falls under the jurisdiction of: The U.S. uses the 49 CFR (Code of Federal Regulations), which harmonizes with UN, ICAO, and IMDG standards but includes specific requirements: Key U.S. Provisions: Lithium-ion batteries shipped standalone (UN3480) by air must be at 30% state of charge (SOC) or less.



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Export procedure

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