

Lithium Ion Batteries

Lithium Ion (Li-Ion) batteries* can be dangerous under some conditions and can pose a safety hazard as they contain a flammable electrolyte and are also kept pressurized. They are therefore classed as dangerous goods and have certain restrictions on how they are transported.

The GEF currently has two types of equipment that are powered by Li-Ion batteries, Leica GNSS and the Leica HDS6100 Laser scanner. The current legislation on the air transport of these batteries is determined by the size of the battery and how they are packed. The GEF are authorised to ship Li-Ion batteries to our borrowers via the DHL network. **We cannot arrange the return of equipment to us; this is the borrower's responsibility.**

In order for the equipment to be returned to us we suggest that you use a road based courier where there are no current restrictions. The following link gives guidance on sending equipment; see the section Electronic devices sent with Lithium batteries.

<http://www.parcelforce.com/help-and-advice/sending/prohibitions-and-restrictions>

Shipping Equipment Internationally

Leica GNSS

The Leica GNSS systems have two types of Li-Ion battery. The GEB221, used to power the receiver which have a capacity of 33Wh and the GEB212, used to power CS15 controllers which have a capacity of 19Wh. Unless you are authorised to send dangerous goods these **cannot** be shipped with equipment in an aircraft hold. They can however at the moment be removed from the equipment cases and taken aboard in carry-on baggage, provided the terminals are taped. The International Air Transport Association (IATA) has the following guidance for passengers; see the lithium battery passenger pamphlet.

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

Leica HDS6100 Laser Scanner

The HDS6100 is powered by a Li-Ion battery pack that is 140Wh. Due to the size of these batteries there are more restrictions placed on them. These batteries **cannot** be transported in an aircraft hold even if you are authorised to send dangerous goods. They can be removed and carried in cabin baggage but there is a limit of two per person and you must inform your airline that you are carrying them. Again see the guidance on the IATA website.

*All details correct at time of writing. Legislation is constantly being updated, please use the links provided for up to date information. If you are unsure of anything contact the GEF for further information.