

Solar container battery shipping standards





Overview

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.

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.

Should EV batteries be shipped at a low SoC?

State of Charge (SoC): Strongly advocates for shipping batteries at a low SoC (ideally 30%-50%) to reduce energy available for a thermal event. The growing EV market has necessitated a dedicated regulatory framework and industry best practices. Vehicles must be securely stowed to prevent movement.

How to secure a lithium battery container?

Segregation: It is recommended to segregate lithium battery containers from those containing other dangerous goods, particularly flammables, by at least one container bay (6 meters). Securing: All cargo must be secured within its container and on the vessel in accordance with the CTU Code and the vessel's Cargo Securing Manual.



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[Battery Shipping: Classification, Best Practices, and more](#)

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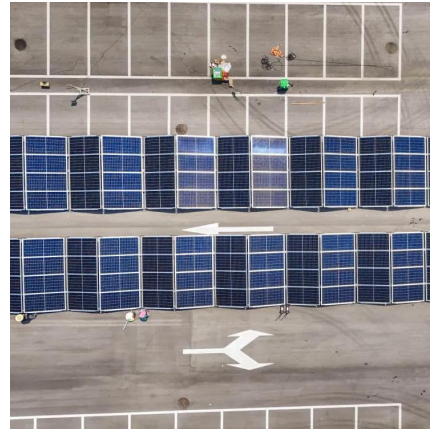
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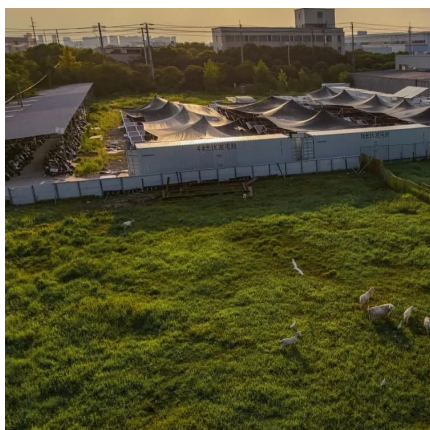


Shipping Lithium Ion Batteries in Containers: What You Need ...

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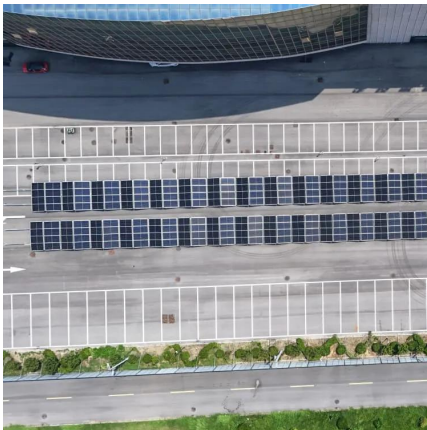
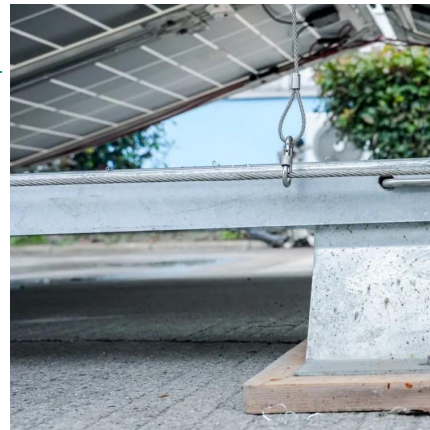
[Standards for energy storage battery containers](#)

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