



Uw Zinger en Joy Rider voldoen aan alle specificaties om hem mee te mogen nemen met het vliegtuig.

Let op bij het boeken altijd melden dat u een elektrische opvouwbare rolstoel mee wilt nemen.

Bij het inchecken goed verpakken en duidelijk aan de buitenzijde van de verpakking aangeven dat het om een rolstoel gaat. Dit voorkomt dat hij tussen de andere bagage terechtkomt.

LET OP VRAAG ALTIJD BIJ DE MAATSCHAPPIJ WAARMEE U VLIEGT DE PRECIESE EISEN

Er is een speciale reistas bij ons verkrijgbaar. www.zingerdealer.nl/reistas-zinger/

www.zingerdealer.nl/reistas-joyrider/

Hieronder de originele tekst met regelgeving.

Airline Travel IATA, USDOT and FAA regulations allow up to one Li-ion battery of up to 300 Wh (Watt Hours) for "passengers whose mobility is restricted by either disability, their health or age, or a temporary mobility problem (e.g. broken leg)". The Zinger battery is 240 Wh and marked with a label on the outside of the case stating this. To bring a collapsible mobility chair with a removable Lilon battery on a plane:

- You must notify the airlines in advance that you will be bringing a Lithium Ion battery for a mobility device. They are then required to notify your pilot of the location of the battery in the aircraft. Thus you should notify your flight attendant of it's location before takeoff.
- You may check the chair without the battery in it. HINT: Most airlines allow you to check the chair for free. Depending on your airline, they may allow you to ride the chair onto the aircraft being pushed by an assistant. Check with your airlines in advance.
- You must tape over the openings in the battery case that lead to the terminals inside. Always tell the baggage screener that you are carrying on a Lithium Ion battery for a mobility device. And although not required because it is already in a case, it is a good idea to put the battery in a zip-lock bag to prevent any potential delays at baggage screening. The following is taken directly form the IATA (International Air Transportation Association) handbook 54th Edition section 2.3.2.4 subsection (d): where a battery-powered wheelchair or other similar mobility aid is specifically designed to allow its battery(ies) to be removed by the user (e.g. collapsible):
 1. The battery(ies) must be removed. The wheelchair/mobility aid may then be carried as checked baggage without restriction;
 2. The battery(ies) must be protected from short circuit by insulating the terminals (e.g. by taping over exposed terminals);
 3. The removed battery(ies) must be protected from damage (e.g.) by placing each battery in a protective pouch.
 4. The battery(ies) must be carried in the passenger cabin;
 5. Removal of the battery from the device must be performed by following the instructions of the manufacturer or device owner;
 6. The battery must not exceed 300 Wh; a maximum of one spare battery not exceeding 300 Wh or two spares each not exceeding 160 Wh may be carried. NOTE: It's a good idea to Zip-Tie the frame shut if you're going to check it on the plane. Don't forget your Battery Lock Key and Charger when you travel !!!

2.3.0.2 Notwithstanding any additional restrictions that may be implemented by States in the interests of aviation security, except for the incident reporting requirements of 9.6.1 and 9.6.2, the provisions of these Regulations do not apply to 2.3.2 to 2.3.5 when carried by passengers or crew members or in baggage which has been separated from its owner during transit (e.g. lost baggage or improperly routed baggage) or in excess baggage carried as cargo as permitted by 1.2.7.1(g).

Notes:

1. See Subsection 2.2 for a listing of Hidden Dangerous Goods which may not be obvious to passengers and crew and which may be inadvertently contained in baggage.

2. The following provisions are tabulated in Table 2.3.A.

2.3.0.3 Paragraphs 2.3.2 to 2.3.4 address dangerous goods that are permitted in passenger and crew baggage only when the operator(s) concerned approve such carriage. It is recommended that operators have documented procedures that identify the approval process and any company specific requirements that may apply to items that are approved for carriage. More detail on the recommended practice is set out in 1.4.2.2.

2.3.0.4 Dangerous goods permitted in 2.3.2.2, 2.3.2.3, 2.3.2.4, 2.3.3.1 and 2.3.4.1 require that the operator advise the pilot-in-command when these dangerous goods are carried. Operators should follow the recommended practice as shown in 1.4.2.2(f) to advise the pilot-in-command.

2.3.1 Forbidden Goods

2.3.1.1 Attaché Cases, Cash Boxes/Bags
Except as permitted in 2.3.2.6 below security-type equipment such as attaché cases, cash boxes, cash bags, etc. incorporating dangerous goods, such as lithium batteries and/or pyrotechnic material, are totally forbidden. See entry in Subsection 4.2, List of Dangerous Goods.

2.3.1.2 Disabling Devices

Disabling devices such as mace, pepper spray, etc. containing an irritant or incapacitating substance are forbidden on the person, in checked and carry-on baggage.

2.3.1.3 Liquid Oxygen Devices

Personal medical oxygen devices that utilize liquid oxygen are forbidden on the person, in checked and carry-on baggage.

2.3.1.4 Electro Shock Weapons

Electro shock weapons (e.g. Tasers) containing dangerous goods such as explosives, compressed gases, lithium batteries, etc. are forbidden in carry-on baggage or checked baggage or on the person.

2.3.2 Goods Acceptable with Operator Approval, as Checked Baggage Only

The following dangerous goods, as listed in 2.3.2.1 through 2.3.2.6, are permitted on aircraft as checked baggage only and with the approval of the operator(s).

2.3.2.1 Ammunition

STATE VARIATIONS: AEG-09, SGG-02

OPERATOR VARIATIONS: GA-12, FJ-02, KL-01

Securely packaged ammunition (cartridges for weapons, small arms in Division 1.4S (UN 0012 or UN 0014 only), in quantities not exceeding 5 kg (11 lb) gross weight per person for that person's own use, excluding ammunition with explosive or incendiary projectiles. Allowances for more than one person must not be combined into one or more packages.

2.3.2.2 Wheelchairs/Mobility Aids with Non-spillable Wet Batteries or with Batteries which Comply with Special Provision A123 or A199

Battery-powered wheelchairs or other similar mobility aids for use by passengers whose mobility is restricted by either a disability, their health or age, or a temporary mobility problem (e.g. broken leg), with non-spillable wet batteries or with Batteries which Comply with Special Provision A123 or A199:

(a) non-spillable batteries must comply with Special Provision A67 or the vibration and pressure differential tests of Packing Instruction 872;

(b) the operator must verify:

- the battery terminals are protected from short circuits, e.g. by being enclosed within a battery container;
- the battery is securely attached to the wheelchair or mobility aid (see 9.3.14.5 and Figure 9.3.C);
- electrical circuits have been inhibited.

(c) the wheelchair/battery-powered mobility aid must be secured against movement in the cargo compartment and must be carried in a manner so that they are protected from being damaged by the movement of baggage, mail, or cargo;

(d) where a battery-powered or other similar mobility aid is specifically designed to allow its battery(ies) to be removed by the user (e.g. collapsible):

- the battery(ies) must be removed. The wheelchair/mobility aid may then be carried as checked baggage without restriction;
 - the removed battery(ies) must be carried in strong, rigid packagings which must be carried in the cargo compartment (see 9.3.14.5 and Figure 9.3.C);
 - the battery(ies) must be protected from short circuit; and
 - the pilot-in-command must be informed of the location of the packed battery.
- (e) it is recommended that passengers make advance arrangements with each operator.

2.3.2.3 Wheelchairs/Mobility Aids with Spillable Batteries

OPERATOR VARIATIONS: 2K-01, AR-04, AV-01, BT-05, EG-05, G3-08, GF-13, GS-08, HQ-02, IP-05, JP-04, JU-10, LR-01, OU-03, QT-01, RO-07, SV-10, TD-01, TA-01, UU-04

2.3.2.3.1 Battery-powered wheelchairs or other similar mobility aids for use by passengers whose mobility is restricted by either a disability, their health or age, or a temporary mobility problem (e.g. broken leg), with spillable batteries:

(a) provided that the wheelchair or mobility aid can be loaded, stowed, secured and unloaded always in an upright position then the battery may remain installed in the wheelchair. The operator must verify that:

- the battery terminals are protected from short circuits, e.g. by being enclosed within a battery container;
- the battery is securely attached to the wheelchair or mobility aid (see 9.3.14.5 and Figure 9.3.C);
- electrical circuits have been inhibited;
- the wheelchair/battery-powered mobility aid must be secured against movement in the cargo compartment and must be carried in a manner so that it is protected from being damaged by the movement of baggage, mail, or cargo.

(b) if the wheelchair or mobility aid cannot be loaded, stowed, secured and unloaded always in an upright position, the battery must be removed. The wheelchair or mobility aid may then be carried as checked baggage without restriction;

(c) the removed battery must be carried in strong, rigid packagings as follows:

- packagings must be leak-tight, impervious to battery fluid and be protected against upset by securing to pallets or by securing them in cargo compartments using appropriate means of securement (other than by bracing with freight or baggage) such as by use of restraining straps, brackets or holders;
- batteries must be protected against short circuits, secured upright in these packagings and surrounded by compatible absorbent material sufficient to absorb their total liquid contents; and
- these packagings must be marked "BATTERY, WET, WITH WHEELCHAIR" or "BATTERY, WET, WITH MOBILITY AID" and be labelled with the "Corrosive" label (see Figure 7.3.V) and with the "Package Orientation" label (see Figures 7.4.D and 7.4.E).

2.3.2.3.2 The pilot-in-command must be informed of the location of a wheelchair or mobility aid with an installed battery or the location of a packed battery. It is recommended that passengers make advance arrangements with each operator; also that batteries which are spillable should be fitted with spill-resistant vent caps when feasible (see 9.3.14.5 and Figure 9.3.C).

2.3.2.4 Wheelchairs/Mobility Aids with Lithium Batteries

Lithium-ion battery powered wheelchairs or other similar mobility aids for use by passengers whose mobility is restricted by either a disability, their health or age, or a temporary mobility problem (e.g. broken leg), subject to the following conditions:

(a) the batteries must be of a type which meets the requirements of each test in the UN *Manual of Tests and Criteria*, Part III, subsection 38.3;

(b) the operator must verify:

- the battery terminals are protected from short circuits, e.g. by being enclosed within a battery container;
- the battery is securely attached to the wheelchair or mobility aid (see 9.3.14.5 and Figure 9.3.C);
- electrical circuits have been inhibited.

(c) mobility aids must be secured against movement in the cargo compartment and must be carried in a manner so that they are protected from being damaged by the movement of baggage, mail or other cargo;

(d) where a battery-powered wheelchair or other similar mobility aid is specifically designed to allow its battery(ies) to be removed by the user (e.g. collapsible):

- the battery(ies) must be removed. The wheelchair/mobility aid may then be carried as checked baggage without restriction;
- the battery(ies) must be protected from short circuit by insulating the terminals (e.g. by taping over exposed terminals);
- the removed battery(ies) must be protected from damage (e.g. by placing each battery in a protective pouch). The battery(ies) must be carried in the passenger cabin;
- removal of the battery(ies) from the device must be performed by following the instructions of the manufacturer or device owner;
- the battery must not exceed 300 Wh, or for a device that is fitted with two batteries required for operation, each battery must not exceed 160 Wh;
- a maximum of one spare battery not exceeding 300 Wh or two spares each not exceeding 160 Wh may be carried.

(e) the pilot-in-command must be informed of the location of the mobility aid with an installed battery or the location of the lithium battery when removed and carried in the cabin;

(f) it is recommended that passengers make advance arrangements with each operator.