



NEATECH.IT S.r.l.
Via A. De Curtis, 4/a
80040 Cercola (NA) – ITALY

Tel +39 081 5551946	www.neatech.it
Fax +39 081 5552507	info@neatech.it
P. Iva 04812481218	N° R.E.A. 715393

Dear

Wheelchair user

Flight operator

Airport operator

Subject: declaration for wheelchair transportation by air

DECLARATION

Neatech.it

via Antonio de Curtis 4/A – 80040 – Cercola (NA) – Itali

www.neatech.it – info@neatech.it

Tel. +39 081 5551946

Vat number IT04812481218

- The mentioned company is a company registered in Italy that deals with medical devices. It is registered at public list at Italian Ministry of Health as a medical device manufacturer.
- The mentioned company manufactures following powered wheelchairs
 - Evo1 – registered as class I medical devices in the list prepared by Italian Ministry of Health with the registration number 1381876
 - Speedstar – registered as class I medical devices in the list prepared by Italian Ministry of Health with the registration number 152177
 - Xtreme - class I medical device
 - Evo3 – class I medical device

- Mentioned devices (Evo1, Speedstar, Xtreme, Evo3) are compliant with essential requirements of EU medical devices regulation Annex II. Compliance with essential requirements is supported by compliance with harmonized standards EN 12182:2012 and EN 12184:2014.
- Used batteries are described in following table.

Wheelchair	Battery	Battery type
Evo1	MK - MU-1 SLD M	AGM Type
Evo1	MK - M50-12_SLD_M	AGM Type
Speedstar	MK - M50-12_SLD_M	AGM Type
Speedstar	MK - M75-12SLDM	AGM Type
Xtreme	MK - M75-12SLDM	AGM Type
Evo3	MK - M22NF SLD G	GEL Type
Evo1 (seat from XX cm to XX cm)	Intercel CLN 40-24	Lithium type

Table 1

- Regarding all batteries
 - Batteries are not intended to be removed by the user.
 - Batteries are protected against short circuits because they are fully enclosed by a casing and moreover an automatic circuit breaker is present.
- Regarding AGM and GEL type batteries:
 - Used batteries are classified as “NON DANGEROUS GOOD” and are not subject to any restriction for air transportation.
 - Used batteries are tested according differential pressure test, vibrating test, air transportation damage test following IATA indications.
 - Batteries are labeled as “NON SPILLABLE”.
 - Batteries are protected against short circuits with the use of an automatic circuit breaker.
- Regarding lithium type batteries:
 - Used batteries meet the requirements of each test in the UN Manual of Test and Criteria, Part III, subsection 38.3.

- Information in the following table must be provided to flight operator for the approval at least 48 h in advance or as soon as possible.

Question	Answer
Does the mobility aid have a battery?	Yes the mobility aid has a battery
Who is the device manufacturer and what is the model number?	Device manufacturer is: Neatech.it via Antonio de Curtis 4/A – 80040 Cercola (NA) – Italy – www.neatech.it Model number are: S045 for Evo1 S053 for Speedstar S065 for Xtreme S042 for Evo3
What type of battery is used to power the mobility aid?	1 or 2 batteries with 1200 Wh each.
What is the total weight of the mobility aid, including installed batteries and accessories?	Evo1: max 125 kg Speedstar: max 125 kg Xtreme: max 105 kg Evo3: max 125 kg
What is the length, width and height (including accessories) of the mobility aid as presented for air travel?	See user manual for information about the specific configuration of each single wheelchair.
Does the mobility aid have any removable or adjustable parts (such as a custom seat cushion, joy stick or headrest)?	See user manual for information about the specific configuration of each single wheelchair.
Is the user aware of how to disconnect power from the device?	Yes. Each wheelchair has a main circuit breaker that can be operated by an assistant. For more information about the position see the user manual.

Is the user aware of how to engage/disengage the freewheel mode for the mobility aid?	Yes. The procedure is described in the user manual of each wheelchair.
--	--

Table 2

- For air transportation it is recommended to switch off the main circuit breaker, Terminal insulation is not needed because the risk of a short circuit is not relevant because batteries are fully enclosed in a casing and because of the presence of an automatic circuit breaker. Moreover it is recommended to visually inspect batteries before each air transportation in order to verify the absence of any damage.

References:

- 2019-2020 Edition of the International Civil Aviation Organization (ICAO) Technical Instruction for the Safe Transport of Dangerous Goods by Air (Technical Instructions)
- 60th Edition of the IATA Dangerous Goods Regulations (DGR)
- Battery Powered Wheelchair and Mobility Aid Guidance Document
(<https://www.iata.org/contentassets/6fea26dd84d24b26a7a1fd5788561d6e/mobility-aid-guidance-document-2019-en.pdf>)
- MK - MU-1 SLD M Datasheet
- MK - M50-12_SLD_M Datasheet
- MK - M75-12SLDM Datasheet
- MK - M22NF SLD G Datasheet
- Intercel CLN 40-24 Datasheet
- Intercel CLN 40-24 UN 38.3 Test report
- MK 5615 Wheelchair Battery Transportation Policy