

Lithium Batteries in Courier Shipments

Official Shipment Information Sheet · Version 1.0
For DHL / UPS / FedEx acceptance staff – race result AG timing equipment

i All RACE RESULT shipments containing lithium batteries qualify for IATA DGR Packing Instructions 966 / 970 Section II (batteries contained in equipment). No Shipper's Declaration is required.

1 - Product Classification

All RACE RESULT products contain factory-installed batteries shipped exclusively as contained in equipment. No standalone (spare/loose) batteries are shipped via courier.

UN3481 – Lithium-Ion Packing Instruction 966, Section II	UN3091 – Lithium-Metal Packing Instruction 970, Section II
Products: <ul style="list-style-type: none">• USB Timing Box• Management Box• Loop Box• Track Box• BLE Reader• Ubidium (Li-Ion variant)	Products: <ul style="list-style-type: none">• Active Transponders• Ubidium (Li-Metal variant)

2 - Section II Qualification – PI 966 / PI 970

All RACE RESULT courier shipments qualify for the reduced-requirements path under Section II of Packing Instructions 966 (UN 3481) and 970 (UN 3091). The following conditions are met:

✓ Li-Ion battery limits: Each cell ≤ 20 Wh; each battery pack ≤ 100 Wh. (PI 966, Section II, condition (a))
✓ Li-Metal battery limits: Each cell ≤ 1 g lithium content; each battery ≤ 2 g total lithium content. (PI 970, Section II, condition (a))
✓ Battery installation: Batteries are factory-installed in equipment – not packed as separate spare units. (PI 966/970, Section II, condition (b))
✓ Short circuit & activation protection: Devices are switched off or in transport mode; terminals are protected. (PI 966/970, Section II, condition (c))
✓ Packaging integrity: Outer packaging withstands a 1.2 m drop test. RACE RESULT original packaging meets this requirement. (PI 966/970, Section II, condition (d))
i State of charge (SoC): IATA DGR recommends ≤ 30 % SoC for cargo. This is a recommendation under IATA – however, CAAC (China) mandates ≤ 30 % SoC for China-bound shipments. RACE RESULT complies with this requirement on applicable routes.
✓ Quantity per package: No fixed Section II quantity limit. Package dimensions and carrier weight limits apply. (PI 966/970, Section II, condition (e))

3 - Documentation & Labelling Requirements

3.1 What IS required under Section II

Lithium Battery Handling Mark	Required on the outer package. The IATA lithium battery handling mark must be affixed. Minimum size: 120 mm × 110 mm. Must show applicable UN number (UN 3481 or UN 3091). Source: IATA DGR Section 7.2.4.2 / PI 966/970 Section II, condition (f).
--------------------------------------	--



3.2 What is NOT required under Section II

✓ Class 9 hazard label (diamond): NOT required. Only mandatory for Section I shipments. Source: PI 966/970 Section II.
✓ Shipper’s Declaration for Dangerous Goods: NOT required. Only mandatory for Section I. Standard AWB is sufficient. Source: IATA DGR Section 8.1.6.10.
✓ Dangerous goods handling surcharge: Section II shipments are not classified as full DG shipments – standard courier tariffs apply.

4 - Regulatory Basis

4.1 IATA Dangerous Goods Regulations (DGR) – 67th Edition (2026)

Section 3.9.2	Classification thresholds: (a) Li-Metal: ≤ 1 g per cell / ≤ 2 g per battery; (b) Li-Ion: ≤ 20 Wh per cell / ≤ 100 Wh per battery.
Section 2.3 / Table 2.3.A	Identifies lithium batteries as Class 9 Miscellaneous Dangerous Goods. Section II shipments of batteries in equipment are subject to reduced requirements.
Section 2.7	IATA DGR represents minimum standards. Individual states and operators may impose stricter requirements. See Section 6 of this document.
Section 8.1.6.10	Exemption from Shipper’s Declaration requirement for Section II lithium battery-in-equipment shipments.
Section 8.2.3	AWB statement requirement for Section II shipments.
Section 7.2.4.2	Lithium battery handling mark requirements (dimensions, content, placement).
PI 966, Section II	Packing instruction for UN 3481 batteries contained in or packed with equipment. Specifies conditions (a)–(g) for reduced-requirements qualification.
PI 970, Section II	Equivalent packing instruction for UN 3091 (Li-Metal) batteries in equipment.

LITHIUM BATTERY – COURIER SHIPMENT INFORMATION SHEET

4.2 ICAO Technical Instructions – 2025–2026 Edition

Annex 18 / Chicago Convention	Legal foundation for dangerous goods air transport regulation. IATA DGR is derived directly from ICAO TI.
Part 2, Chapter 3 (Section 3.9)	Addresses lithium batteries as a DG category including condition requirements and classification thresholds.
Part 4, Chapter 2	Packing provisions – framework for PI 966 and PI 970.
Part 8 / Addendum A	State and operator variations – national authorities may add requirements beyond ICAO TI.

4.3 UN 38.3 – Test & Approval Standard

UN Manual of Tests and Criteria, Part III §38.3	All RACE RESULT batteries are manufactured with UN 38.3 compliance (tests T1–T8). Compliance is a precondition for air transport under PI 966/970 Section II. Documentation available on request.
--	---

4.4 Section II vs. Section I – Summary

Requirement	Section II (RACE RESULT shipments)	Section I (not applicable)
Battery limits	≤ 100 Wh / ≤ 2 g	No upper limit
Class 9 hazard label	Not required	Required
Shipper's Declaration	Not required	Mandatory
AWB statement	Required	Required
Qty per package	Required	Required (extended)

5 - Carrier-Specific Requirements

The following notes reflect the standard acceptance policies of the three couriers used by race result AG. Always verify current policies with your carrier account manager, as these may change independently of IATA DGR revisions.

DHL Express	Accepts Section II Li-Ion and Li-Metal batteries in equipment. Standard international shipping procedure applies. For shipments to China: DHL requires ≤ 30 % SoC documentation per CAAC mandate. DHL may require completion of their internal 'Lithium Battery Confirmation' form for certain account types – confirm with your DHL account manager.
UPS	Accepts Section II shipments in equipment. UPS may require a written statement from the shipper confirming Section II compliance for certain destination countries. UPS applies its own Dangerous Goods Acceptance Standards (DGAS) – verify with your UPS account manager for routing-specific requirements.
FedEx	Accepts Section II shipments. FedEx International Priority and Economy services both accept lithium batteries in equipment under Section II. FedEx may require a FedEx-specific lithium battery statement form for some routes. For U.S. domestic FedEx: 49 CFR requirements apply alongside IATA.

6 - National & Regulatory Deviations

⚠ IATA DGR Section 2.7: The DGR represents minimum standards. States and operators may impose stricter requirements. The following deviations are relevant for common RACE RESULT shipping destinations

6.1 United States – DOT 49 CFR

Governing regulation	U.S. Department of Transportation (DOT) 49 CFR, Parts 171–180. Applies to all shipments to/from/within the United States.
49 CFR § 173.185	Lithium battery shipping requirements. A Section II-equivalent exemption exists for small batteries in equipment. DOT/FAA may require a Lithium Battery Shipping Paper (LBSP) for some shipments where IATA does not – verify with your courier’s U.S. operations desk.
FedEx / UPS domestic (USA)	Both carriers apply 49 CFR requirements for U.S. domestic routes. Internal carrier declaration forms may be required even for Section II. Confirm with your carrier representative.

6.2 China – CAAC

Governing regulation	Civil Aviation Administration of China (CAAC), Order No. 52 and associated circulars. Applies to all air shipments to/from/within China.
SoC requirement (mandatory)	CAAC mandates ≤ 30 % state of charge (SoC) for all lithium battery cargo shipments to/from China. This is stricter than IATA’s recommendation. RACE RESULT ensures ≤ 30 % SoC for all China-bound shipments.
Documentation	Shipments to China must clearly identify batteries as contained in equipment (not standalone). The lithium battery mark and AWB statement are mandatory, consistent with Section II requirements.
DHL / UPS / FedEx China	All three carriers apply the CAAC ≤ 30 % SoC requirement for China-bound shipments. DHL may require a CAAC-specific declaration form.

6.3 European Union – EASA

Harmonisation status	The EU is fully harmonised with ICAO TI and IATA DGR. No EU-wide deviations from PI 966/970 Section II exist for RACE RESULT product categories as of 2026.
Switzerland / Norway	Non-EU countries following EASA. No deviations from IATA DGR for these categories.

LITHIUM BATTERY – COURIER SHIPMENT INFORMATION SHEET

6..4 Other Notable Deviations

Australia (CASA)	Generally aligned with IATA DGR. Lithium battery mark and AWB statement required. No additional restrictions for Section II battery-in-equipment shipments as of 2026.
UAE	UAE GCAA follows IATA DGR. Some UAE ground handlers may request physical inspection of lithium battery shipments. Complete documentation in the package (this sheet) assists clearance.
India (DGCA)	India applies ICAO TI. Some carriers may require additional documentation for India-bound shipments – verify with your freight forwarder or carrier.
Japan (MLIT)	Japan follows ICAO TI closely. No significant deviations for Section II battery-in-equipment shipments.

7 - Quick Reference for Courier Acceptance Staff

✓ Classification: Batteries contained in equipment – Section II of PI 966 (UN 3481) / PI 970 (UN 3091). Not a full Class 9 shipment.
✓ Documentation required: Lithium battery handling mark on outer package + AWB statement referencing Section II of PI 966 or PI 970. Nothing else.
✓ Documentation NOT required: Class 9 hazard diamond label, Shipper's Declaration for Dangerous Goods, DG handling fee.
✓ Battery limits met: Li-Ion ≤ 100 Wh per battery; Li-Metal ≤ 2 g per battery. All within Section II thresholds.
i China routes: CAAC mandates ≤ 30 % SoC. RACE RESULT complies. If in doubt, request SoC confirmation from shipper.
⚠ U.S. routes: 49 CFR applies alongside IATA. Carrier-internal forms may be required. See Section 6.1.
✓ Legal basis: IATA DGR 67th Edition (2026), PI 966/970 Section II. ICAO Technical Instructions 2025–2026.

LITHIUM BATTERY – COURIER SHIPMENT INFORMATION SHEET

race result AG · Version 1.0 · May 2026 · IATA DGR 67th Ed. (2026) · PI 966 / PI 970 Section II

www.raceresult.com

8 – Document Information

Issued by	race result AG, Pfinztal, Germany.
Version	1.0
Issue date	May 2026
Regulatory basis	IATA DGR 67th Edition (2026) · ICAO Technical Instructions 2025–2026 · 49 CFR (US) · CAAC Order No. 52 (China)
Review due	Upon release of IATA DGR 68th Edition (2027)
Contact	info@raceresult.com www.raceresult.com
Disclaimer	This document summarises applicable regulations as understood by race result AG as of the issue date. It does not constitute legal advice. National deviations may apply beyond those listed herein.