

Guide

Guide to handling, storage and transport (Acceptance and shipping) of Lithium-ion batteries (Li-ion batteries)



This guide describes the correct handling of the battery from the system bike as well as the requirements for shipping it for inspection in warranty cases or for recycling purposes.



Attention

failure to comply with the instructions in this guide may lead to regulatory and criminal consequences as well as to claims for damages.

01



1. Handling and storage of Li-Ion batteries

The battery of the Systembike should always be treated with great care. However, due to an accident or improper handling, individual components inside the battery can be damaged in such a way that the battery becomes unstable and there is a risk of fire.

The dangers of Li-Ion batteries can be structured as follows:

+ **DANGER FROM ELECTRICAL VOLTAGE**

The battery installed on the system bike is subject to the Low Voltage Directive 2006/95/EC with a voltage of 36V, so that it does not endanger the safety of people when properly installed and maintained as well as used as intended.

+ **DANGER FROM ELECTRIC CURRENT**

A danger due to the electric current exists due to the formation of electric arcs (line interruption) or by overloading or short circuit. All failures quickly lead to local overheating and fire. This particularly affects the entire power-carrying cabling, including the connectors.

+ **DANGER FROM LEAKING INGREDIENTS**

The Li-Ion cells of the battery installed on the Systembike work with an electrolyte with partly liquid, partly gaseous content. They are gas-tightly sealed so that no ingredients can escape during regular operation. However, if the housing is mechanically damaged, ingredients can escape in gaseous or liquid form. Damage to the housing can be caused by a manufacturing defect, mechanical damage (accident, improper handling) or overpressure in the cell. Overpressure is usually caused by overheating of the cell, which can be the result of overload, short circuit or overcharging.

+ **DANGER FROM FIRE AND/OR EXPLOSION**

Some of the materials used in Li-Ion batteries are flammable and highly flammable. A temperature of over 100°C can lead to a chemical reaction of the substances used in the cells, in which their thermal energy is released within a short time and an explosion can occur. A high cell temperature can be generated by external heating by fire, by an external or internal short circuit, or by an over- or undercharging of the cells.



**Storage and handling with Li-Ion batteries may require an extension of the building insurance.
Please inform building insurers.**

1.1. Evaluation of the manufacturer's Li-Ion battery

(see Annex F: Protocol for the evaluation of the battery)

Li-Ion batteries must always be checked after reception. Used, damaged or defective Li-Ion batteries must be subjected to an assessment in accordance with the evaluation protocol Annex F (Protocol for the evaluation of the battery) in conjunction with the reference images Annex D (Reference images for damage to the battery housing) after receipt. This also applies to replacement batteries with damaged packaging. The assessment must be carried out before used, damaged or defective Li-Ion batteries are stored or packed for transport. The evaluation log must be completed in full and archived by the dealer.

The process description in **Appendix A (evaluation process)** serves as an aid for evaluation according to the evaluation protocol in **Appendix F (protocol for the evaluation of the battery)**.

Defects are examined by the company Simplo. But: Before a transport takes place, a release from the manufacturer must be made! The request is made via the Service Tool.

Li-Ion batteries that cannot be evaluated immediately must always be stored safely until they are evaluated (see **Chapter 1.2. Recommendation on the storage of damaged Li-Ion batteries**).

1.2. Recommendation for the storage of damaged Li-Ion batteries

- + **THE PLUG CONTACTS AND THE CHARGING SOCKET MUST BE MASKED WITH INSULATING TAPE.**
- + **STORE THE BATTERY IN THE LEAK-PROOF, NON-FLAMMABLE ZARGES CRATE K470 (BATTERY SAFE), OBSERVING THE INSTRUCTIONS.**
- + **PLACE THE BOX AT A SAFE DISTANCE FROM COMBUSTIBLE MATERIALS (AT LEAST 2 M RADIUS) WITH WEATHER PROTECTION (ROOFING).**

02

2. Carriage of Li-Ion batteries

The transport of Li-Ion batteries is subject to dangerous goods regulations. The transport of dangerous goods in Germany is legally regulated by the GGVSEB, the GGBefG and the ADR. The basis is the national and international dangerous goods law. This guide applies only to transport by road, rail and inland waterway.

It does not apply to seagoing and air transport!

The carriage of Li-Ion batteries by dealers to the manufacturer by seagoing and air transport is generally excluded. The transport of Li-Ion batteries for warranty processing at the manufacturer must always be carried out by land.

Defects are examined by the company Simplo. But: ***Before a transport takes place, a release from the manufacturer must be made! The request is made via the Service Tool.***

All parties whose area of work includes the transport of dangerous goods must be instructed in the requirements of ADR 1.3, which places the transport of dangerous goods on their area of work and responsibility. ***In the case of battery ship-ping, there are no exempt and limited quantities, which means that even a single battery must always be shipped as dangerous goods according to ADR 5.4.*** In commercial shipping, a transport document must always be drawn up.

The transport of batteries by private individuals is not subject to dangerous goods law. However, if a dealer delivers a battery to a private end customer, there is a commercial transport and the following provisions must be observed.

The procedure for the transport of dangerous goods is structured as follows:

+ 2.1. CLASSIFICATION/IDENTIFICATION
ACCORDING TO DANGEROUS GOODS LAW

+ 2.2. SELECTION OF THE TESTED AND
APPROVED DANGEROUS GOODS PACKAGING

+ 2.3. LABELLING OF DANGEROUS
GOODS PACKAGING

+ 2.4. DOCUMENTS AND ACCOMPANYING
DOCUMENTS UNDER DANGEROUS GOODS LAW

+ 2.5. CONTROL OF THE REQUIRED EQUIPMENT
OF THE VEHICLE

+ 2.6. LOADING

+ 2.7. EXECUTION OF THE TRANSPORT

+ 2.8. UNLOADING AND RECEIVING

2.1. Classification/identification according to dangerous goods law

The battery is classified as follows:

UN3480 LITHIUM-ION BATTERY, dangerous goods class 9, packaging group II, (E)

- A. The battery meets the following requirements described in ADR 2.2.9.1.7: The test requirements of the Manual Tests and Criteria Part III, Subsection 38.3.
- B. Each cell and battery is equipped with an effective device for the prevention of external short circuits; nevertheless, the plug contacts and the charging socket must be masked with insulating tape as shown in Annex B (Packaging the Li-Ion battery from the manufacturer).
- C. The battery has a fuse and is therefore equipped with an effective device against dangerous backcurrents.
- D. Cells and batteries are manufactured according to a quality assurance program.

2.2. Selection of tested and approved dangerous goods packaging

In accordance with ADR 6.1.5.2.1, packaging tested and approved for this battery shall be used. Only the original packaging of a replacement battery belonging to the battery may be used. If a package has visible signs of use or is visibly damaged, it must be replaced before it is transported again.

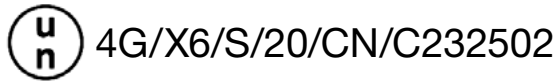
The replacement packaging is available for our dealers in the B2B sector.

2.3. Labelling of dangerous goods packaging

The UN number (UN 3480) and the hazard label No.9 (edge length: 10 cm, placed on the tip) must be fully visible on the approved and tested packaging. The original packaging is already marked according to risk law for transport on the road. If no X or Y coding and no dangerous goods class 9 is specified, the dangerous goods label is no longer up-to-date. In this case, An update will be made by the manufacturer. Other dangerous goods packaging may not be used.

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The UN number (UN 3480) and the hazard label No.9 (edge length: 10 cm, placed on the tip) must be fully visible on the approved and tested packaging. The original packaging is already marked according to risk law for transport on the road. If no X or Y coding and no dangerous goods class 9 is specified, the dangerous goods label is no longer up-to-date. In this case, An update will be made by the manufacturer. Other dangerous goods packaging may not be used.



2.4. Documents and accompanying documents in accordance with dangerous goods law

The package must be accompanied by a complete transport document in accordance with ADR 5.4.1. A template for this can be found in Appendix B (Packaging the Li-Ion battery from the manufacturer).

2.5. Control of the required equipment of the vehicle

Before loading the package, the vehicle, where applicable the large container and the driver must:
according to ADR 7.5.1.1 with regard to

- security
- the backup
- cleanliness
- the proper functioning of the equipment used during loading and unloading comply with the legislation.

According to ADR 7.5.1.2 and 7.5.1.3, loading shall not take place if the following points do not comply with the legislation:

- Control of documents
- Visual inspection of the vehicle/large container
- Driver
- Equipment (a fire extinguisher with at least 2 kg of extinguishing agent)

A checklist for checking a transport unit that is not subject to labelling is set out in Annex H (Carrying out the departure check).

2.6. Loading

The driver must be informed of the transport of dangerous goods. The package must be secured on the vehicle in accordance with the regulations for proper load securing.

A checklist for checking a transport unit that is not subject to labelling is given in Annex H (Execution of the departure check).

There is a smoking ban during loading and unloading work.

2.7. Carrying out the carriage

Carriage must be carried out in a transport unit in accordance with ADR 8.1.

2.8. Unloading and receiving

For certainty, the comparison of the transport document with the markings on the package and the vehicle, in accordance with ADR 1.4.3.7.1, is necessary so that the correct dangerous goods are unloaded.

A brand-new battery is also subject to dangerous goods law. Unlike other normal shipments of goods, shipments of dangerous goods in damaged packaging or damaged dangerous goods may not be rejected. ***However, if a package or the vehicle is so badly damaged that there is a danger, according to ADR 7.5.1 stop unloading and appropriate measures shall be taken.***



There is a smoking ban during loading and unloading work.

3. Additional information on how to transport the battery to the manufacturer and how to dispose of it Return to the manufacturer

3.1. Return to the manufacturer

A transport-safe battery in accordance with Annex F (Protocol for the Evaluation of the Battery) must be sent to the Battery Service Partner for review after approval by the manufacturer as part of a warranty application. Prior to this, a release by the manufacturer must be made! Approval is granted by the Service Tool. The collection of the battery from the dealer is carried out by a logistics company and is commissioned by the manufacturer. The further procedure for shipping the battery is described in Chapter 2. Transport of Li-Ion batteries.



Physically damaged batteries or those that are at risk of heat, fire or short circuit may only be transported according to SV376. Damaged batteries include, in particular:

- batteries in which the manufacturer has detected defects that affect safety,
- batteries with damaged or significantly deformed housings,
- Leaking batteries or batteries with gas leakage or
- Batteries with defects that cannot be diagnosed before transport to the site of analysis.

Until an exemption permit has been granted, the battery must be stored in a suitable location (see also Chapter 1.2: Recommendation for the storage of damaged Li-Ion batteries).

3.2. Disposal

If the battery has been assessed as safe for transport with the evaluation protocol (Annex F: Protocol for the evaluation of the battery), it can be recycled regularly in Germany via the GRS take-back system.

In order to have the battery transported for disposal, a registration with GRS or go4recycling must be made.



- on the Internet at www.grs-batterien.de or by phone (01805 - 80 50 301)
- on the Internet at www.go4recycling.de or by phone (0221 168 31 321)

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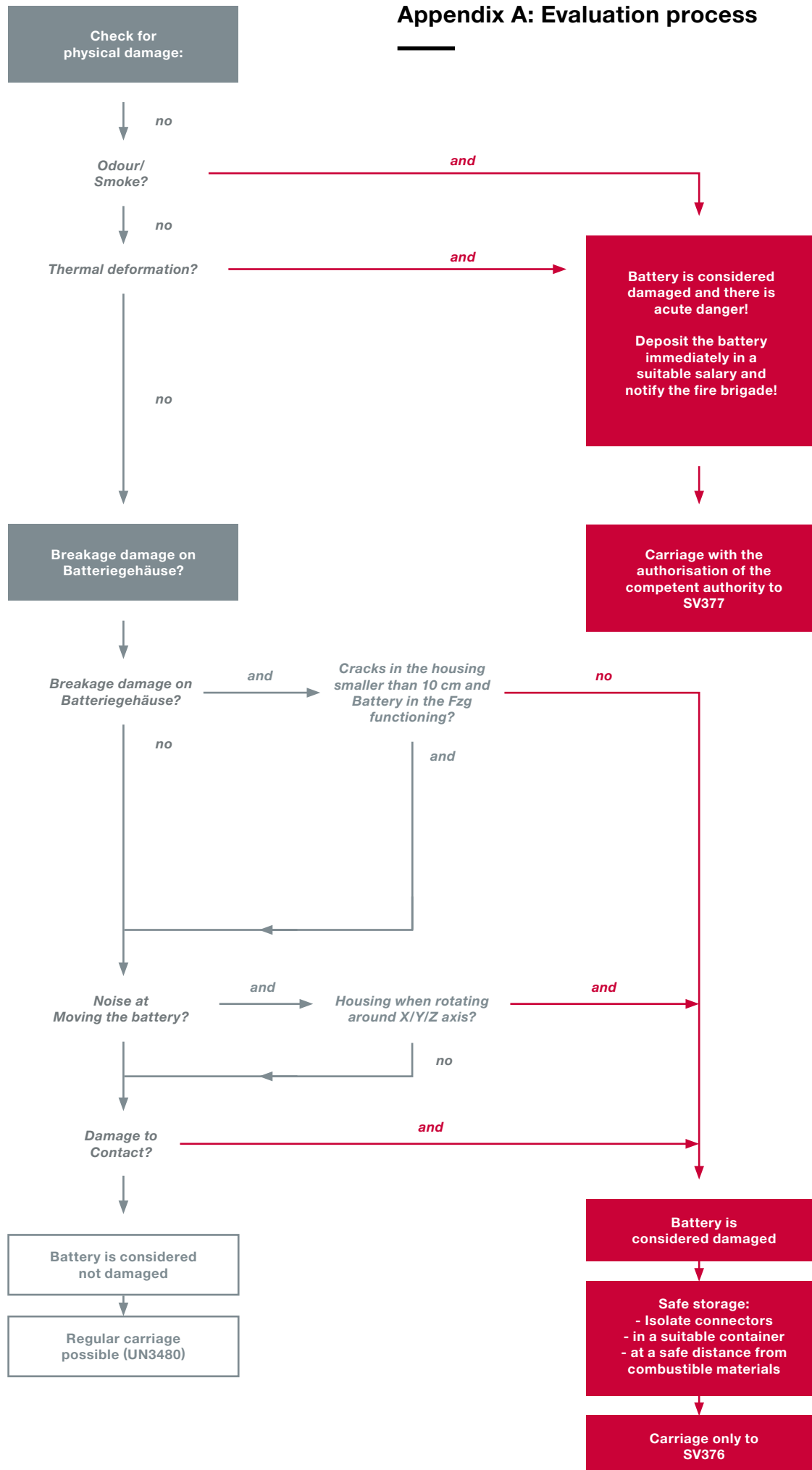
¹ 14 cents/minute from the fixed network of Deutsche Telekom AG, different prices from the mobile networks and from abroad possible



Attention! The information provided by GRS on how to pack the battery is not sufficient! GRS provides special collection containers for collection, but these do not replace tested and approved packaging. Any instructions from GRS may only be followed after consultation with the competent authorities in the DAG. The battery is packed exclusively in accordance with Annex B (Packaging the Li-Ion battery from the manufacturer). The instructions for transporting Li-ion batteries described in Chapter 2 as well as the provisions of the ADR must also be followed.

Legal notice: The contents of this document under dangerous goods law have been shortened and compiled to the best of our knowledge and belief. A guarantee cannot be assumed. For the transport of dangerous goods, only the currently valid legal regulations are to be applied in full!

Appendix A: Evaluation process




Appendix B: Packaging the Li-Ion battery from the manufacturer

Indication in the transport document: **UN3480 LITHIUM-ION BATTERY, 9, II, (E)**

Type of packaging: **Fibreboard box, Art. No. 20000106, UN-approved**

Marking: **UN number (UN 3480), hazard label no.9, visible and not concealed**

 4G/X6/S/20/CN/C232502



Maximum weight of the package: max. 6 kg gross mass per package



Packaging and loading may only be carried out by trained specialist personnel!

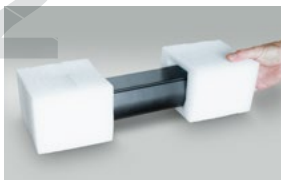
01



PREPARE BATTERY:

Checking the perfect external condition (no damage, no dangerous impurities, battery is not heated). Cover and insulation of the plug contacts and the charging socket.

02



PLUG THE BATTERY INTO A FOAM JACKET ON BOTH SIDES

03



INSERT THE BATTERY INTO PACKAGING.

04



SEAL CARTON WITH DANGEROUS GOODS PACKAGING TAPE

The following properties of the adhesive tape used are binding for the correct packaging: (e.g. tesapack® 4122 PVC)

+ **WIDTH: 50MM**

+ **THICKNESS: 0.88 MM**

+ **ADHESIVE TYPE: NATURAL RUBBER CARRIER**

+ **MATERIAL: PVC FILM**



The packaging must be used by the user and consignor as shown. Only the original packaging is to be used. Other types of packaging are not permitted.

The ready-to-ship packaging has been tested in accordance with the relevant regulations according to ADR 6.1.5. The test report may become invalid if other packaging methods are used or if other packaging components are used.

Annex C: Transport document according to ADR 5.4.1

SAMPLE FORM DANGEROUS GOODS

ADR – TRANSPORT DOCUMENT FOR LITHIUM-ION BATTERIES (NO DEFECT)

Delivery note reference:

Sender:

Company name
Street House number
Postal code CityLand
Country

Recipients:

Yamaha Motor eBike Systems GmbH
Sickingenstr. 29-38
10553 Berlin
Germany

Loading dock: Only note if the pick-up location is different from the sender address

Unloading point: Albert CRAISS GmbH & Co. KG
Internationale Spedition
Neues Ufer 29
10553 Berlin, Germany

UN 3480 Lithium-Ionen-Batterien, 9, (E)

1	Box, fibreboard	3,8 kg
Number	Packing Type	Quantity

11.4 Dangerous Goods Points

Annex C: Transport document according to ADR 5.4.1

SAMPLE FORM DANGEROUS GOODS

ADR – TRANSPORT DOCUMENT FOR LITHIUM-ION BATTERIES (SHIPPING ACCORDING TO SV 376)

Delivery note reference:

Sender:

Company name

Street House number

Postal code CityLand

Country

Recipients:

Yamaha Motor eBike Systems GmbH

Sickingenstr. 29-38

10553 Berlin

Germany

Loading dock:

Only note if the pick-up location is different from the sender address

Unloading point:

Albert CRAISS GmbH & Co. KG

Internationale Spedition

Neues Ufer 29

10553 Berlin, Germany

UN 3480 Lithium-ion batteries, 9, (E), transport according to special regulation 376

1	Box, fibreboard	3,8 kg
Number	Packing type	Quantity

11.4 Dangerous Goods Points

11.4 Dangerous Goods Points

Appendix D: Reference images for damage to the battery housing

The following illustrations are used as a reference for the assessment of damage to the battery housing according to the evaluation protocol (Annex F: Protocol for the evaluation of the battery).

Point 3 in the evaluation protocol (Annex F: Protocol for the evaluation of the battery) can only be answered with „no“ if the damage pattern is comparable or less than the housing damage shown in the following figures.

+ **DAMAGE TO CIRCULATING EDGE**



01

+ **DAMAGE TO THE CONNECTOR HOUSING** (Plug is undamaged)



02

+ **CRACKS IN HOUSING OF A MAXIMUM OF 10 CM**

these must be secured with fabric adhesive tape. (Batteries with housing cracks greater than 10 cm in length are considered damaged).



03

Appendix E: Axle designations of the battery

The following figure helps to evaluate variable noises during a rotational movement of the battery according to point 4 in the evaluation protocol (Annex F: Protocol for the evaluation of the battery).

In the case of noises that indicate loose components when the battery is moved in its X, Y and Z axes (perceived upward movement, it slips slightly), point 4 in the evaluation protocol (Annex F: Protocol for the evaluation of the battery) must be answered with „yes“. The battery is then considered damaged.

Point 4 in the evaluation protocol (Annex F: Protocol for the evaluation of the battery) can only be answered with „no“ if no or only noises can be heard when moving the battery in the X-axis and Z-axis. Noises when shaking the battery in X-axis indicate micro-movements of the cell pack in storage. Noises when shaking in Z-axis indicate movements of spacers. These noises are normal and negligible when evaluating the battery.



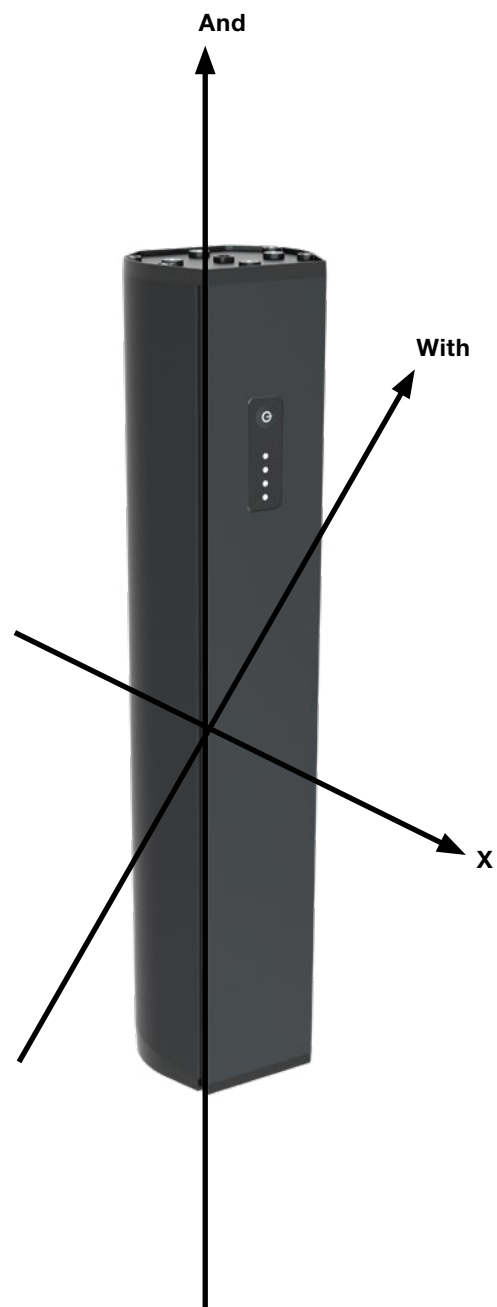
1. NOISE

when the battery rotates around its X, Y and/or Z axis: battery damaged.



2. NOISE

only when shaking in X- and/or Z-axis:
negligible to evaluate the battery.



Appendix F: Protocol for the evaluation of the battery

The evaluation protocol must be completed and archived by the dealer after receipt of a Li-Ion battery. The information in the guidelines for handling, storing and transporting (acceptance and dispatch) of Li-Ion batteries applies here.

Battery serial number: _____

Description of the damage process, if applicable: _____

Examination	And	No	Explanation/Measure
1. Odor and smoke development from the battery: Does smoke escape from the battery? Does the battery smell strongly of burnt plastic?	<input type="checkbox"/>	<input type="checkbox"/>	In the event of a strong odour or smoke development, immediately deposit the battery in a suitable container and notify the fire brigade (emergency call 112).
2. Thermal deformation of the battery housing: Is the battery housing deformed by heat exposure?	<input type="checkbox"/>	<input type="checkbox"/>	In the event of thermal deformation of the battery housing, immediately deposit the battery in a suitable container and notify the fire brigade (emergency call 112).
3. Breakage damage to the battery housing: Does the housing of the battery have cracks with a length of more than 10 cm? Can cracks with a length of less than 10 cm no longer be secured with adhesive tape? If the housing is e.g. severely deformed by a fall?	<input type="checkbox"/>	<input type="checkbox"/>	Breakage damage in the area of the circumferential housing edge does not pose a risk. Cracks in the housing with a maximum length of 10 cm can be secured with fabric adhesive tape (see photos in Appendix D). In the event of cracks with a length of more than 10 cm, the battery is considered damaged and must be deposited immediately in a suitable container.
4. Noise when moving the battery: Do noises (e.g. beating, rattling) when moving the battery indicate loose parts inside the battery housing?	<input type="checkbox"/>	<input type="checkbox"/>	Noises when moving the battery in its X, Y and Z axes (see sketch in Appendix E) indicate loose components. The battery is then considered damaged and must be deposited immediately in a suitable container.
5. Plug contacts damaged: Are the contacts of the connector on the battery damaged (broken, bent)?	<input type="checkbox"/>	<input type="checkbox"/>	In the event of damaged plug contacts, the battery is considered damaged and must be deposited immediately in a suitable container.

Result:

At least one of the points 1st to 2nd was answered with „yes“.	<input type="checkbox"/>	The battery is - damaged and - not safe for transport	Carriage only with the authorisation of the competent authority in accordance with SV377
One or more of points 3 to 5 were answered „yes“. (Points 1 and 2 were answered with „no“.)	<input type="checkbox"/>	The battery is - damaged and - secured for transportation	Carriage only to SV376
All points 1st to 5th were answered with „no“.	<input type="checkbox"/>	The battery is - not damaged and - secured for transportation	Regular carriage possible (UN3480)

Examiner: _____

Date of examination: _____

Signature: _____

Annex G Terms

ADR	European Convention on the International Carriage of Dangerous Persons Goods on the road in the current version.
Promotion	<p>The transport of dangerous goods within the meaning of the GGBefG (§2) includes the</p> <ul style="list-style-type: none">• Packaging• Loading• Location changes („transport“)• temporary stay (temporary)• Delivery, unloading• Unpack
BMS	Battery Management System, electronic component for monitoring and control of battery cells.
Transport Unit	A motor vehicle registered for road traffic without or with not more than one Pendant. The term also includes passenger cars or vans.
Transport document	When transporting the Li-Ion battery, a complete transport document is required in accordance with ADR 5.4.1. For this purpose, the template in Annex C can be used or the Transport document.
GGBefG	Hazardous Goods Transportation Act
GGVSEB	Regulation on the national and international transport of dangerous persons Goods by road, rail and inland waterway
Go4Recycling GmbH	Advising and supporting customers, especially with regard to the implementation of compliance requirements in the field of recycling/environment worldwide, Go4recycling GmbH
GRS	Foundation Joint Take-Back System Batteries, www.grs-batterien.de
Special provision 376	<p>Lithium-ion cells or batteries and lithium metal cells or batteries, in the case of who have been found to be so damaged or defective that they are no longer the tests and criteria in accordance with the applicable provisions of the manual the type tested must comply with the requirements of this special provision.</p> <p>For the purposes of this special provision, this may include, but is not limited to: cells or batteries that have been identified as defective for safety reasons; Discontinued or degassed cells or batteries; Cells or batteries that are not used before transport can be diagnosed, or cells or batteries that have an external or have suffered mechanical damage. Bem. When assessing whether a battery is damaged or defective, the batterytype and the previous use and misuse of the battery become. Unless otherwise specified in this special provision, cells and battein accordance with the rules applicable to UN numbers 3090, 3091, 3480 and 3481 with the exception of special rule 230. Cells and batteries must be used in accordance with packaging instruction P 908 of subsection 4.1.4.1 or LP 904 of subsection 4.1.4.3. Cells and batteries found to be damaged or defectiveand under normal transport conditions are prone to rapid disassembly, dangerous reaction, flame formation, dangerous heat generation or dangerous emission of toxic, corrosive or flammable gases or vapours, shall be transported in accordance with packaging instruction P911 of subsection 4.1.4.1 or LP 906 of subsection 4.1.4.3. Alternative packaging and/or conditions of carriage may be approved by the competent authority of a Party to the ADR, which may also recognise an authorisation granted by the competent authority of a country which is not a Party to the ADR, provided that it has been granted in accordance with the procedures applicable under</p>

the RID, the ADR, the ADN, the IMDG Code or the ICAO Technical Instructions. In both cases, the cells and batteries are assigned to transport category 0.

Packages must bear the inscription «DAMAGED/DEFECTIVE LITHIUM-ION BATTERIES» or „DAMAGED/DEFECTIVE LITHIUM METAL BATTERIES“ be drawn.

The transport document shall contain the following information:
«CARRIAGE IN ACCORDANCE WITH SPECIAL REGULATION 376».

Where applicable, the transport documents shall be accompanied by a copy of the approval of the competent authority.

Special provision 377

Lithium-ion and lithium-metal cells and batteries and equipment with such cells and batteries that are transported for disposal or recycling and which are packed with or without other batteries that are not lithium batteries, may not: be packed in accordance with packaging instruction P 909 of subsection 4.1.4.1.

These cells and batteries are not subject to the requirements of paragraph 2.2.9.1.7 a) to g).

Packages must bear the words «LITHIUM BATTERIES FOR THE DESIGNER GUNG» or „LITHIUM BATTERIES FOR RECYCLING“.

Batteries found to be damaged or defective must be replaced in Compliance with special rule 376 and in accordance with the Packaging instruction P 908 of subsection 4.1.4.1 or LP 904 of sub-section be packed in section 4.1.4.3.

StVZO

Road Traffic Licensing Regulations

Package

Packaged, ready-to-ship end product

Annex H: Carrying out the departure check

Checklist for checking a vehicle before loading dangerous goods transports up to 1000 points according to GGVSEB / ADR

CHECKLIST - DANGEROUS GOODS HANDOVER OF DANGEROUS GOODS

Promoter:	Vehicles (official registration number):	Driver:
	Truck	Name
	Brother	ADR certificate valid:

COLOR-CODED PROBES ONLY REQUIRED OVER 1000 DOTS !!

1.1	Are dangerous goods already loaded on the vehicle?	And <input type="checkbox"/>	no <input type="checkbox"/>	Driver	
1.2	If so, which and how many dangerous goods points ?	A Kl. Vg.	Dangerous goods points	Driver	
Inspection points			and	no	
2.1	Driver - valid driver's license / photo ID presented		<input type="checkbox"/>	<input type="checkbox"/>	Driver
2.2	Driver - Alcohol consumption / Drugs ?		<input type="checkbox"/>	<input type="checkbox"/>	
2.3	Driver - ADR certificate (hazard voucher) available, valid		<input type="checkbox"/>	<input type="checkbox"/>	
3	Type of vehicle - In the case of covered vehicles (closed box body) - a sufficient Ventilation of the cargo area available or a warning sign attached? (only for gas cylinders)		<input type="checkbox"/>	<input type="checkbox"/>	
4.1	Vehicle condition - TÜV valid, tire tread valid.		<input type="checkbox"/>	<input type="checkbox"/>	
4.2	Vehicle condition - no other obvious defects		<input type="checkbox"/>	<input type="checkbox"/>	
5.1	Vehicle equipment - sufficient tools available for load securing?		<input type="checkbox"/>	<input type="checkbox"/>	
5.2	Vehicle equipment - 1 fire extinguisher 2 kg ABC powder, test period, seal		<input type="checkbox"/>	<input type="checkbox"/>	
5.3	Vehicle equipment - warning signs available at the front and rear 5.4		<input type="checkbox"/>	<input type="checkbox"/>	
5.4	Vehicle equipment - fire extinguisher (2 x 6kg, test period valid, seal i.O.)		<input type="checkbox"/>	<input type="checkbox"/>	
5.5	Vehicle equipment - suitable washer wedge per vehicle		<input type="checkbox"/>	<input type="checkbox"/>	
6.1	Protective equipment - 2 self-standing warning signs (Warning lights, warning triangles or warning cones)		<input type="checkbox"/>	<input type="checkbox"/>	
6.2	Protective equipment - hand lamp, safety vest, protective gloves, eye protection for each member of the vehicle crew 6.3		<input type="checkbox"/>	<input type="checkbox"/>	
6.3	Protective equipment - (in the case of hazard label 3, 4.1, 4.3, 8, 9) eyewash fluid, Bucket, plastic collection container, sewerage cover (additional recommendation brooms, binders)		<input type="checkbox"/>	<input type="checkbox"/>	
6.4	Protective equipment - (for hazard labels 2.3 and 6.1) Emergency escape mask		<input type="checkbox"/>	<input type="checkbox"/>	Driver
7	Packages - UN approval; undamaged, tight, hazard labels. UN number		<input type="checkbox"/>	<input type="checkbox"/>	

<i>Inspection points</i>			<i>and</i>	<i>no</i>	
8.1	Accompanying documents - written instructions available from the driver (obligation to carry)		<input type="checkbox"/>	<input type="checkbox"/>	Driver
8.2	Accompanying documents - written instructions have been handed over (if not available)		<input type="checkbox"/>	<input type="checkbox"/>	
8.3	Accompanying documents - Transportation documents handed over		<input type="checkbox"/>	<input type="checkbox"/>	
9.1	Loading - smoking ban observed		<input type="checkbox"/>	<input type="checkbox"/>	
9.2	Loading - load securing carried out properly		<input type="checkbox"/>	<input type="checkbox"/>	Driver
10	Further information and remarks: see back		<input type="checkbox"/>	<input type="checkbox"/>	

Date: _____

Signature Employee Manufacturer / Shipper

Driver's signature