



**Department  
for Transport**

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18 March 2013

Dear Mr Richard,

**UNITED KINGDOM**  
**COMPETENT AUTHORITY APPROVAL**

**Approval number: DfT 003/13**

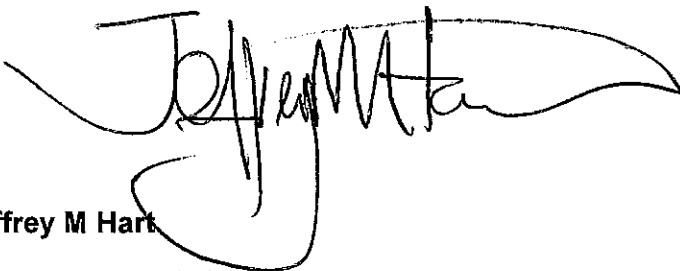
**Date of expiry: 1 July 2015**

In response to your request submitted on 21 February 2013, I can confirm that the Department for Transport (DfT), under section 3.3.1 of ADR 2013 Special Provision 661 for the carriage of damaged lithium batteries is content to grant a competent authority approval to Apple, Inc. including agents acting on behalf of Apple, Inc. to allow the transport of small lithium ion cells (not exceeding 20Wh), batteries (not exceeding 100Wh) and battery powered equipment (e.g. laptop computers, cell phones and other consumer battery powered devices) that have been identified as being damaged or defective. The approval is based on the tests reports provided by Akro Fireguard & Americase (Doc ENG-8100.11), Horizon PTS (Certificate CA0480) and Federal Aviation Administration William J Hughes Technical Centre. This approval is subject to the following conditions:

1. Lithium-ion cells, batteries and equipment to be individually packaged in inner packaging that are placed in thermally insulated 4G outer packaging conforming to the packing group I performance level;
2. Packagings to be marked with "Damaged / Defective Lithium-ion Batteries" and packed in accordance with Packing Instruction P908 from the 18<sup>th</sup> revised edition of the UN Model Regulations:
  - a. Each cell or battery or equipment to be protected from short circuit by being individually packed in inner packaging and placed inside of an outer packaging;
  - b. The inner packaging to be leak proof to prevent the potential release of electrolyte when applicable;
  - c. Each inner packaging to be surrounded by sufficient non-combustible and non-conductive thermal insulation material to protect against a dangerous evolution of heat;
  - d. Sealed packagings to be fitted with a venting device when appropriate;

- e. Appropriate measures to be taken to minimise the effects of vibrations and shocks; prevent movement of the damaged cells or batteries within the package that may lead to further damage and a dangerous condition during transport. Cushioning material that is non-combustible and non-conductive may also be used to meet this requirement;
  - f. Non-combustability to be assessed according to the standard recognised in the country where the packing is designed or manufactured;
  - g. For leaking cells or batteries, sufficient inert absorbent material to be added to the inner or outer packaging to absorb any release of electrolyte;
  - h. A cell or battery with a net mass of more than 30kg to be limited to one cell or battery per outer packaging;
  - i. Cells or batteries to be protected against short circuit.
3. During transport the packages shall be securely fastened to, or contained within, the transport unit, so that any movement is prevented and adequate support is provided.
  4. A copy of this approval is to be attached to the Dangerous Goods Transport Document.
  5. For international carriage by rail or road all other relevant provisions of RID / ADR shall be complied with, and for carriage by rail or road wholly within Great Britain all relevant provisions of The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 (as amended) shall be complied with.
  6. This approval is valid until the date of expiry, provided no changes are made to RID / ADR, which would affect this approval in the intervening period.
  7. The DfT may withdraw this approval for failure to observe any of the above conditions, or for any other reasons which the DfT judge to be sufficient.
  8. Any renewal of this approval must be accompanied by a list of any incidents that may have occurred. A nil return is required.

Yours sincerely,



**Jeffrey M Hart**

Dangerous Goods Division, Department for Transport, who has been duly authorised to sign in that behalf

18 March 2013