
Do you have questions about transporting Instagrid ONE?

We are happy to help. Please read this Instagrid ONE transport information sheet first and then contact us at support@instagrid.co or speak to one of our sales representatives if you need further assistance.

We have taken a professional approach to every aspect of our product. For the transport of our products, we consult with an external company that specialises in hazardous goods management and, in particular, the storage of lithium-ion batteries.

The transport of lithium-ion accumulators (often referred to as lithium-ion batteries) is regulated by international transport law. Lithium-ion batteries are generally classified as dangerous goods and are therefore subject to the regulations governing the transport of dangerous goods. The specific requirements for the various modes of transport are regulated in the relevant transport regulations, e.g. in the ADR/RID for road or rail transport or in the IMDG for transport by ship.

Three points are particularly important for the transport of li-ion batteries by road:

1. The type of transport: A distinction is made here between transport
 - a) for private use,
 - b) for carrying out the main activity (craftsman's regulation) and
 - c) other journeys (e.g. deliveries, supply trips).
2. The battery has been tested in accordance with UN38.3. This test standard represents a test of stress cases relevant to transport.
3. The energy content of the battery: This is measured in watt hours (Wh) and can be found on the type plate of products that are labelled in accordance with IEC 61960-3:2017, such as Instagrid ONE.

Important: Special regulations and requirements apply to the transport of "critically defective" batteries. To assess whether Instagrid ONE is "critically defective", we have developed a questionnaire that you can request at support@instagrid.co or from one of our sales representatives.

1. Type of transport:

- Private transport of goods packaged for retail sale (example: taking Instagrid ONE on a camping holiday) is exempt from transport regulations in accordance with ADR 1.1.3.1a.

The transport of goods by companies in connection with their main activity (e.g. a fitter transports Instagrid ONE in his van to a construction site to carry out his work there) is exempt from transport regulations in accordance with ADR 1.1.3.1c (colloquially known as the craftsman's rule or 1,000-point rule). The following applies in this regard:

- Lithium-ion batteries belong to transport category 2.

- The maximum weight of all goods in transport category 2 is 333 kg. This means that up to 16 Instagrid ONE units (= 320 kg) could be transported if no other goods in this transport category are being transported at the same time.
- Three points apply per kg of goods transported in transport category 2. The weight of 20 kg of an Instagrid ONE results in 60 points per device. The sender is responsible for calculating the total transport points.
- Other journeys, such as supply trips (e.g. delivery of Instagrid ONE by a shipping company or by a company employee to the place of use) are covered by special provision 188 under defined conditions – see point 3. To qualify, the device must be switched to transport mode and must not be defective or critically defective.

2. Tested according to un38.3

At Instagrid, all products delivered as standard are tested in accordance with UN38.3. If required, you can request the UN38.3 test summary to be sent to you electronically by emailing support@instagrid.co or contacting one of our sales representatives. The documentation complies with the regulations on the transport of dangerous goods and is also available in English.

3. Special provision 188 for batteries with an energy content of up to 100 wh

When it comes to energy content, the magic number is the nominal energy of a maximum of 100 Wh, because a fundamental distinction is made between batteries with an energy content of less than or greater than 100 Wh during transport. For batteries with an energy content of up to 100 Wh, transport law includes Special Provision 188 (SP188), applicable to road and sea transport, which leads to simplified requirements for transport. Batteries with energy contents above 100 Wh must always be treated as full Class 9 dangerous goods.



Instagrid ONE has a modular design, with each individual battery module having an energy content of 86.4 Wh. If the device is to be transported, it must be set to transport mode. To do this, set the rotary switch to the left side (the lock symbol) when looking at the device from the front, as shown in the picture. This causes all battery modules in the device to be technically disconnected, and the robust casing of Instagrid ONE thus becomes packaging for individual battery modules smaller than 100 Wh.



In this mode, the device may be transported in accordance with SP188. No transport document needs to be created, but the label required by SP188 must be affixed to the outer packaging of the transported goods. Since the outer casing of Instagrid ONE can be considered transport packaging in transport mode, a label can optionally be affixed to the aluminium housing of the device (see example image) – in which case it must be shipped without additional cardboard – or the device can be transported in its supplied shipping box, which already has this label.

Can I use an Instagrid ONE while driving (charging/discharging)?

To answer this question, Instagrid consulted with authorities and expert committees. Here, you must decide between three situations:

1. If you want to charge or discharge Instagrid ONE during a supply trip and you want to apply Special Provision 188 at the same time, this is not possible. SP 188 is only applicable when Instagrid ONE is in transport mode, and in this mode the modules are technically separated from each other. Charging or discharging is not possible.
2. You are making a supply trip and are not applying SP188, so Instagrid ONE is being transported as dangerous goods in accordance with the relevant regulations. The ADR does not regulate this case at all and focuses on packaging and protection against short circuits. This means that there is nothing in the regulations to prevent the batteries from being operated during transport. However, this situation can be described as rather unusual.
3. It is more common to want to charge Instagrid ONE on the way to the next construction site. Even under the craftsman's rule (ADR 1.1.3.1 c), this is not regulated in the conditions to be observed for the applicability of the exemption. From this perspective, there is nothing to prevent operation while driving, and it is common practice in the field to operate batteries in vehicles (comparable: tool batteries installed in vehicles or mobile power supplies) and to offer products specially developed for this purpose (comparable: car chargers for power tools). Here, too, the basic requirements for safe transport should be observed.

You can obtain an official statement from our external dangerous goods advisory service at support@instagrid.co or from one of our sales representatives.

Important: Even in the case of exceptional transport operations, the basic requirements for safe transport must be observed (e.g. loads must be secured in such a way that they cannot move or can only move slightly during transport).