



LION EH&S “CHEAT SHEET” SERIES (#012)

Lithium Batteries by Air 30% State of Charge Limit



EFFECTIVE JANUARY 1, 2026



IATA DGR (67th Ed.)

What is “State of Charge”?

According to IATA, state of charge (SoC) “represents the percentage of capacity stored in a battery or energy storage system relative to its rated capacity.” In other words, state of charge indicates how close to **fully-charged** a battery is (e.g. 10%, 20%, 30%, etc.).

Limiting SoC during transportation enhances safety by reducing the risk of a fire or thermal runaway event, in addition to limiting the severity of incidents that do occur.

2026 Recommendations

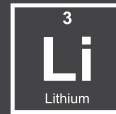
IATA continues to **recommend** that lithium cells and batteries be shipped at no more than 30% state of charge, even while not *explicitly* required by the ICAO *TI* or *Dangerous Goods Regulations* (DGR), including lithium batteries contained in equipment (UN 3481/IATA PI 967).

Required Training

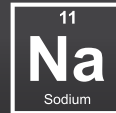
The IATA DGR requires training **at least once every 24 months** for employees involved in preparing dangerous goods air shipments, including shipments containing lithium batteries.

Find a course now at [Lion.com/Lithium](https://lion.com/lithium)

As of **January 1, 2026**, the following **must be** offered at a state of charge not exceeding 30%:



UN 3480 Lithium ion batteries
(PI 965)



UN 3551 Sodium ion batteries
(PI 976)

When the Watt-hour (Wh) rating exceeds 2.7 Wh:



UN 3481 Lithium ion batteries
packed with equipment
(PI 966)

When the Watt-hour (Wh) rating exceeds 100 Wh:



UN 3556 Vehicle, lithium ion
battery powered
(PI 952)

UN 3557 Vehicle, lithium metal
battery powered
(PI 952)

UN 3558 Vehicle, sodium ion
battery powered
(PI 952)

Note: For vehicles, an indicated battery capacity not exceeding 25% is also acceptable.

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