November 2026 edition

Seqo

The EU battery passport guide

What it is, whether it concerns your company, and where to start.

01

18 February 2027

The date it becomes mandatory, Article 77

02

One per battery

Each battery placed on the EU market has its own passport

03

3 categories

LMT batteries, industrial batteries above 2 kWh, electric vehicle batteries

The essentials

What is it?

A digital record for each battery. It traces the data of the battery from its manufacture to its recycling, its model, its materials, its performance, how to repair and recycle it.
A QR code on the battery gives access to it.

Is my company concerned?

Yes, if you place on the EU market a light means of transport battery (sealed, 25 kg or less, for e-bikes or scooters for example), an industrial battery above 2 kWh, or an electric vehicle battery.

Who is responsible?

The company that places the battery on the EU market. It must keep the information accurate, complete and up to date. It can authorise another operator in writing to act on its behalf (Article 77(4)).

What if I do nothing?

Each Member State sets its own penalties. The Regulation requires them to be effective, proportionate and dissuasive (Article 93).

Not everything is public. Some information is open to all,
some only to people with a legitimate interest such as repairers and recyclers, and some only to the authorities (Article 77(2)).

Who provides what

01

Your company

Identity, model, serial number, place and date of manufacture, EU declaration of conformity.

02

Your tests

Performance and durability, and safety for stationary storage.

03

Your cell suppliers

Chemistry, hazardous substances, critical raw materials, detailed composition.

04

Your other suppliers

The BMS, the casing and the electronics.

05

Your BMS

The data that changes during the life of the battery.

Five words to know

QR code	The entry point printed on the battery.
Unique identifier	The number that links one battery to its passport.
GTIN	A GS1 product code many companies already have. The Regulation does not name it, it can be used to build the identifier.
BMS	The electronics that monitor the battery.
SoH, state of health	What remains of the battery's capabilities compared to when new. It comes from the BMS, and the Regulation sets no update frequency.

71 data points

71

Data points in the passport

For an industrial battery above 2 kWh. About fifty for a light means of transport battery.

32

Mandatory on 18 February 2027

22 you already hold, 5 are held by your cell supplier, 5 come from both.

26

Apply in certain cases

Depending on chemistry, use and place in the chain.

12

Not to fill in on 18 February 2027

Carbon footprint, recycled content, due diligence, and points reserved for other categories.

1

Optional

Left to your choice.

Who sees what, and what counts as a battery

Public	Model, chemistry, capacity, expected lifetime, hazardous substances, critical raw materials.
Legitimate interest	Detailed composition, dismantling information, spare parts, state of health, battery status.
Authorities only	Test report results.
Finished battery	The passport covers the finished battery. Packs that share a BMS and work as one battery take one passport, standalone packs take one each, case by case.
Cells and modules	Imported as components, they need no passport, except kits to be assembled by the user.

Where to start

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1. List the batteries you place on the EU market and check which ones are concerned.
2. Name one person in charge of the subject.
3. Write to your cell suppliers first, their answers often take the longest.
4. Gather what you already have, model by model.
5. Agree with your production team on the serial number and manufacturing date of each battery.
6. Choose how you will create, manage and share your passports.

Sources, Regulation (EU) 2023/1542, the European Commission guide Digital Batteries Passport, data points by category, version 3.2 of 19 October 2026, and the Commission FAQ on batteries.

Meet Seqo

Seqo

Seqo is an EU Digital Battery Passport compliance platform. Manufacturers and their value chain create, manage and share the regulatory and traceability data of every battery. Based in France, working across the European Union, in English, French and Chinese.

01 **Create the passport of each reference**
You fill in the template from Excel, the platform checks it, each battery gets its identifier and its QR code.

02 **Collect what your cell supplier holds**
The documents to request and the letter ready to send, in English and Chinese.

03 **Manage evidence and versions**
Each file is kept with its passport. When the guidance changes, the model follows.

04 **Know what is missing**
Fields, formats and consistency checked at import, one error report per reference.

05 **Share according to rights**
Public page, legitimate interest, authorities, export of your data at any time.

You talk directly to the people who do the work.



Claire Martin

Co-founder
Eight years of legal and regulatory expertise. She follows the Regulation and writes the platform's regulatory content.



David Cai

Co-founder, software engineer
Ten years of software and API development. He builds the platform and handles the exchanges with cell suppliers in China.



Nadia Boukchoud

Co-founder, software engineer
Ten years of data engineering. She builds the pipelines that extract passport attributes from a raw supplier file.

Your data stay yours

Processed on your behalf only, never resold. Exportable in full at any time, during the contract and after it.

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