



SALVAGE SOLUTIONS

A Division of Insurance Salvage Australia

INSURANCE SALVAGE SALE

Ref SS-BESS-0826



As stored Western Australia, January 2026. Saft Intensium Shift branding and UN3536 Class 9 placarding as shipped

SAFT Intensium Shift Master DC Battery Energy Storage System

20 ft HC containerised lithium iron phosphate (LFP) BESS | 1500 VDC class | New, uncommissioned
Factory acceptance tested December 2024 | Invoiced new April 2025 at AU\$1,267,690 ex GST

OFFERS OVER AUD 250,000 EX GST

Located Western Australia | Inspection by appointment

Sold as is, where is, on instructions from insurers. Transit damage disclosed in full within this brochure.

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Offered for sale by private treaty is one SAFT Intensium Shift (I-Shift) Master DC Battery Energy Storage System, part number 791280V21, a factory built, containerised 1500 VDC class LFP battery system supplied new by Saft Batteries Pty Limited in April 2025 for a Western Australian energy project. The unit was invoiced at AU\$1,267,690 ex GST and shipped CIF Fremantle. It has never been commissioned, never grid connected, and never charged beyond factory state of charge.

System	SAFT Intensium Shift (I-Shift) Master DC BESS, P/N 791280V21
Enclosure	20 ft HC container (JTLU0052453, type 25G2), doors both sides, HVAC, fire suppression system
Chemistry	Lithium iron phosphate (LFP)
Battery modules	Saft MOD-77-LPL280-1P24S with SMU, P/N 792500 (Made in China, Saft Zhuhai)
Module rating	280 Ah, 76.8 V nominal, 21.504 kWh nominal, 166 kg, manufactured Dec 2024
Safety monitoring	Saft SMU LFP 24S SPC BOX PROG, P/N 791627-00 (Made in France, Bordeaux)
Fire suppression	Siemens Sinorix IG-100 inert gas system with Siemens XC1005-A extinguishing control panel
System architecture	Up to 8 battery strings of 17 modules per Saft system documentation
Nominal energy	Approximately 2.9 MWh nominal at full configuration, to be verified at inspection
DC voltage	1500 VDC class; nominal string voltage 1,305.6 V (17 x 76.8 V), up to 1490 VDC per string
Auxiliaries	400/230 VAC 3 phase auxiliary input, HVAC, FSS, control room, BMM room
Weights	Consignment note: gross 28,260 kg, net 25,920 kg, tare 2,340 kg. Container CSC plate: max gross 32,120 kg, tare 5,620 kg, payload 26,500 kg. Variance to be verified for transport planning.
Spares	Container and FSS spares kit E0264 supplied, 21 line items per packing list, held within the container
Compliance	UN38.3, UL9540A tested, UL1973 ETL listed battery system, IEC 62619, CE, IP64

Provenance

Modules manufactured December 2024. Saft factory acceptance testing was completed and the system formally accepted on 14 December 2024; the FAT report records all test categories passed, including insulation, dielectric, grounding continuity, alarm and FSS checks, HVAC function and 100% state of health. The system was invoiced new 19 April 2025 by Saft Batteries Pty Limited (Commercial Invoice 20250419) and delivered CIF Fremantle aboard MH GREEN voyage 517S, landed May 2025. Original consignment documentation, the FAT report, Saft installation and completion manuals, electrical schematics, interface control drawings and compliance certification accompany the file. Manuals, accessories and the E0264 spares kit remain in the container as delivered.



Saft FAT report, accepted Dec 2024



Container CSC plate and weights



Saft modules with SMUs as installed

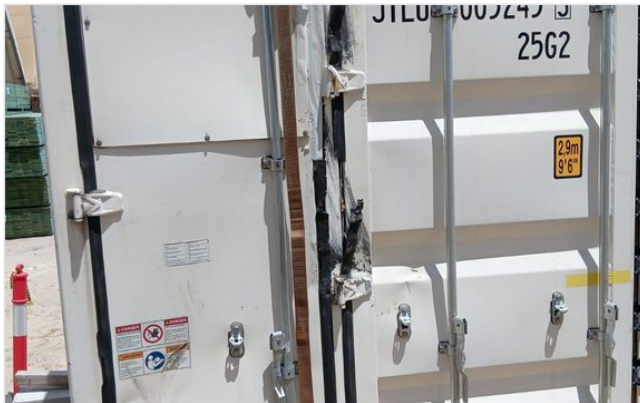


The incident. The container sustained transit damage in May 2025 when it was dropped during handling after arrival in Western Australia. It has since been stored off the ground on concrete blocks under a full tarpaulin cover in a container yard. The system has never been energised.

Independent inspection, January 2026. A full internal and external inspection was conducted by Brad Ballantine, auctioneer, valuer and salvage specialist with over 30 years of asset realisation experience. Key findings, reported to insurers:

- External damage is cosmetic, concentrated at the control room end; one access door has bent hinges and a second door carries minor damage, both repairable by standard container repair methods.
- Every battery module was inspected; no module casing was found compromised, damaged or dented, and even the exposed cooling fan cages are unbent.
- Two rows of modules have slid forward in their mounting frames and some mounting bars are bent; the bars can be repaired or replaced and the modules remounted and bolted back into place.
- All wiring, harnesses and connections inspected; no wires cut, severed, pulled out or broken.
- Desiccant pouches remain taped in place and intact, with no moisture present.
- The batteries have never been charged or commissioned and are at factory shipping state of charge, the lowest risk condition for lithium systems; the inspector assessed the container as safe to relocate.
- Physical repairs are minor and well defined: external container damage is estimated at around AUD 2,000, plus repair of some internal aluminium module shelving. The batteries require no repair, only a simple confirmatory condition test.

Independently checked by a prior purchaser. Before a recent sale, a prospective buyer had the batteries inspected by their own qualified electrician, who cleared them as sound relative to age, and the buyer paid a deposit. That sale did not complete, for reasons of the buyer's finance only, and unrelated to the condition of the asset. The photographs below are presented without retouching. The full inspection report is available to genuine buyers on request. The unit carries no manufacturer warranty and is sold on that basis.



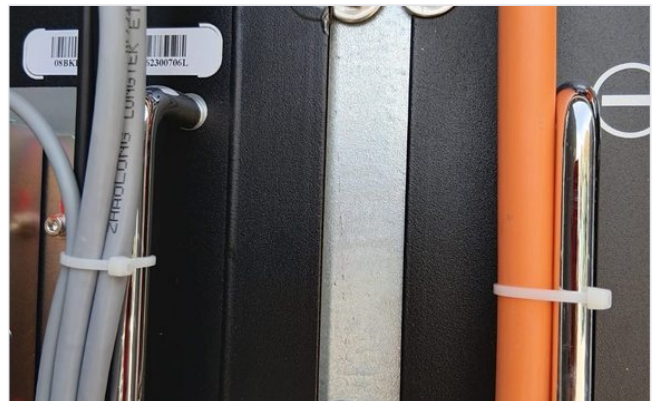
Door damage at control room end, taped and strapped as stored



Module mounting bracket, torque witness marks visible



Mounting frame and harness runs, no wiring damage



Inter module busbar links secure, module fronts undamaged





All four battery bay door sets were opened for the January 2026 inspection. The photographs below show every module string in situ, harnesses secured and string jumper leads staged at the bay sills, with desiccant pouches still taped in place across the racks.



Both battery bays open, all module strings in situ



Single bay detail, racks and harnessing intact



Container JTLU 005245-3 as stored on blocks

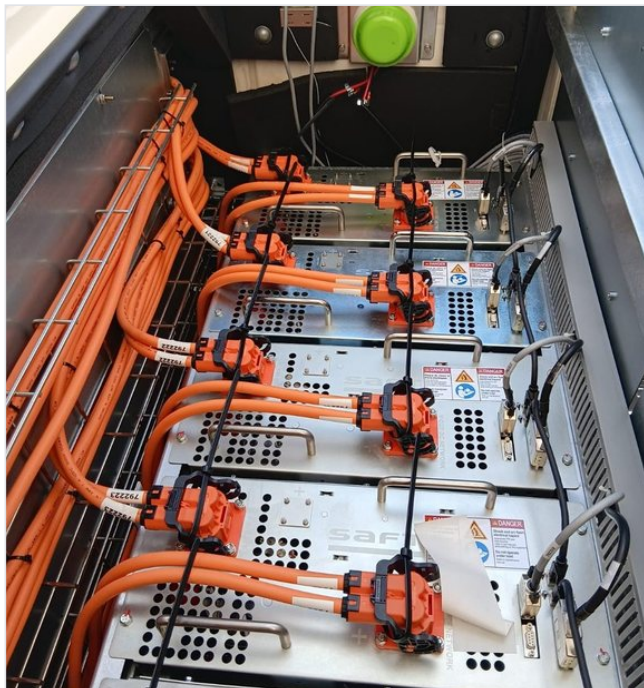
About the product and manufacturer

Saft is a French battery house founded in 1918, headquartered in Levallois-Perret, Paris, and wholly owned by TotalEnergies since 2016, with around 4,500 people, 16 manufacturing sites and revenue of US\$1.4 billion in 2025. Intensium Shift is Saft's fifth generation containerised energy storage platform, launched in 2023, factory rated at 3.0 MWh with a 1060 to 1500 V DC operating window, IP64 enclosure, 50 mm non-combustible rock wool insulation and a design life of up to 20 years, certified to IEC 62619, IEC 62477, UL 1973, UL 9540 and UL 9540A. I-Shift containers are fully populated and tested at Saft's dedicated ESS plants before delivery; this unit was assembled and factory acceptance tested at Saft's Zhuhai ESS hub in December 2024. A French designed, globally certified platform with a Saft SMU safety monitor on every module sets this system apart from generic containerised battery product.





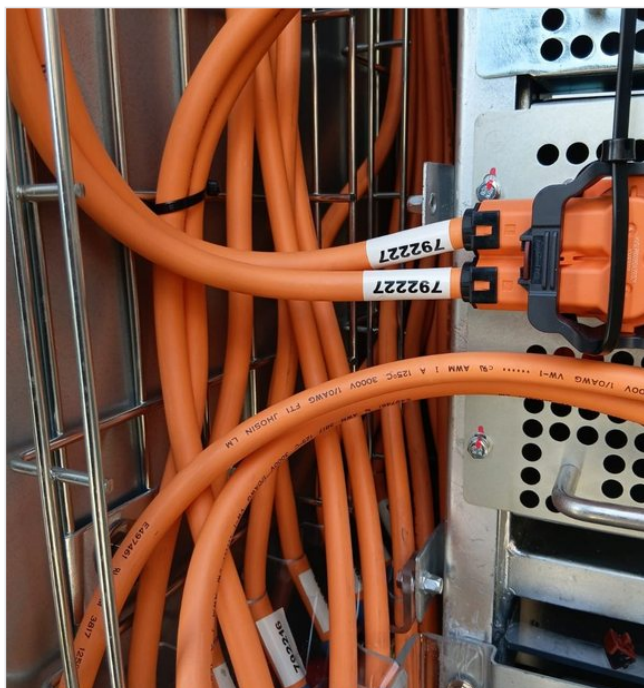
Photographed during the January 2026 inspection with doors open. Strings are fully harnessed with labelled 1/0 AWG 3000 V cabling, Saft SMUs fitted to every module, and factory cable management intact.



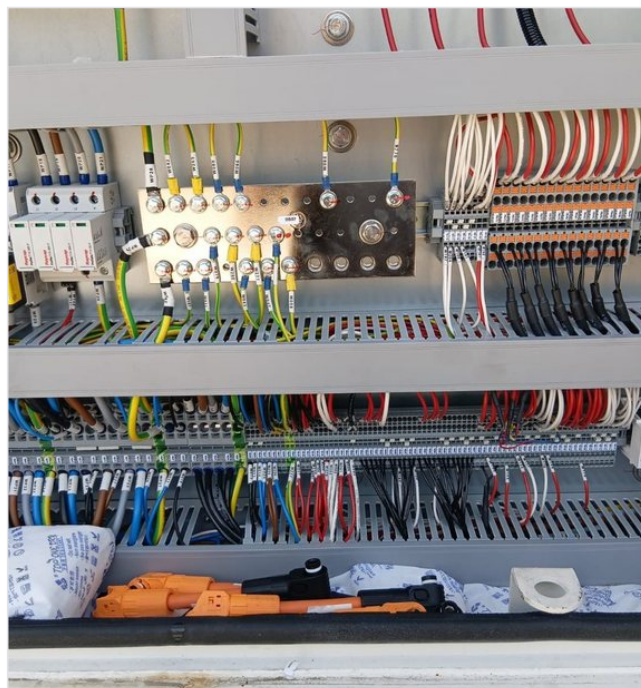
Battery strings from above, harnesses and cable tray secured



Battery room door open, Sinorix cylinder door mounted



String cabling, individually numbered and terminated



Earth bar and marshalling terminals, factory labelled



The control room houses the auxiliary distribution, battery management interfaces and the Siemens fire detection and suppression system. The E0264 spares kit travels with the container and is itemised on the packing list below.



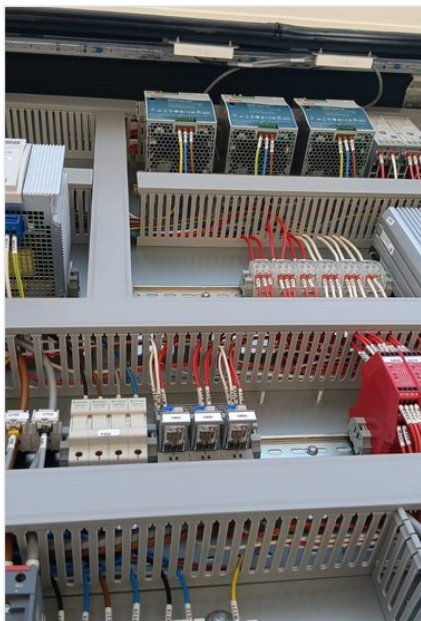
Auxiliary control cabinet



Distribution, contactors and protection



Siemens XC1005-A extinguishing panel



DC supplies, controller and network switch



FSS and container spares as received

Total packing list of E0264 container					
No	PN	Description	Unit	Quantity	Remark
1		DISASSEMBLY KIT			
2	790554	BRILL LUNEL GAS VENT. MO	EA	1	
3	790571	FLAT SEAL	EA	1	
4	790557	LARGE FLAT WASHER DIA 6	EA	12	
5	790558	CONICAL SPRING WASHER DIA 6	EA	12	
6	128723	HEX HEAD SCREW M16x20	EA	12	
7	790444	HT WATER TIS EXTERNAL	EA	1	
8	790551	WHEAT 350x50	EA	30	
9	790543				
10	790594	NUT/FL 2-12 NPT / 2-1/2	EA	1	
11	790595	FIRE SHOOT AUS	EA	1	
12	790596	CAP FIRE SHOOT AUS	EA	1	
13	790594	HEX SOCKET HEAD CAP SCH	EA	1	Disassembly from the container
14	790559	EMERGENCY MANUAL RELEASE	EA	1	Disassembly from the container
15	791238	MODUL 5 CABLE GLAND	EA	1	Disassembly from the container
16	790557	FLASHPIN DE SCINDON BEACON RED	EA	1	Disassembly from the container
17	791236	MONDELLE M4 A2	EA	2	Disassembly from the container
18	127996	H-SKT HEAD SCREW M4x55	EA	1	Disassembly from the container
19	791242	ELECTRICAL ACTUATOR	EA	1	Disassembly from the container
20	791243	PRESSURE GAUGE	EA	1	Disassembly from the container
21	791247	SOL DEVICE END-OF-LINE	EA	1	Disassembly from the container

E0264 spares packing list, 21 line items



Why this matters to a buyer

New build DC BESS capacity at this scale is a twelve month plus lead time and a seven figure cheque. This unit offers a current generation Saft LFP system, factory acceptance tested December 2024 and landed May 2025, at an entry point around 20 cents in the dollar of its invoiced replacement value. Critically, the biggest question on any transit-damaged lithium asset, the batteries, has already been independently checked: a prior purchaser's own electrician tested and cleared them as sound for age. Physical repairs are minor, estimated at around AUD 2,000 for the container plus some internal aluminium shelving. It suits mine sites and remote microgrids, PCS and EPC integrators, hybrid renewable projects, and specialist battery engineers. The module architecture also supports a component realisation strategy: 21.5 kWh LFP modules, Saft SMUs, switchgear and the HVAC and FSS plant each hold standalone value.

Documentation available under confidentiality undertaking

The Saft factory acceptance test report, installation and mechanical completion manual, electrical completion and commissioning manuals, one line diagrams, interface control drawings and compliance to standards certification are held on file. These documents are Saft proprietary and are released to qualified buyers under a confidentiality undertaking, not reproduced in this brochure.

Sale terms

- Offers over AUD 250,000 ex GST, sale by private treaty on instructions from insurers.
- Sold as is, where is, with all faults and without warranty of any kind, including no manufacturer warranty or supplier support.
- Located Western Australia; inspection strictly by appointment through Salvage Solutions.
- Purchaser is responsible for removal, transport and insurance from the storage site; lithium ion BESS transports as UN3536 Class 9 dangerous goods.
- All descriptions, quantities, capacities and weights are provided in good faith from vendor documentation and inspection; the consignment note and container plate weights differ as disclosed and buyers must satisfy themselves by inspection and their own due diligence.
- GST applies to the sale price; Salvage Solutions acts as agent for the vendor.

Enquiries and offers

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