

Product Information Sheet

Panasonic Batteries

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**Product: Carbon Monofluoride
(BR type) Lithium Batteries**

**Applicable models/sizes: All BR type
coin and cylindrical cells.**

Revision: D; Dated 12/29/04

The batteries referenced herein are exempt articles and are not subject to the OSHA Hazard Communication Standard requirement. This sheet is provided as a service to our customers.

MSDS

Material Safety Data Sheets (MSDS) are a sub-requirement of the Occupational Safety and Health Administration (OSHA) Hazard Communication Standard, 29 CFR Subpart 1910.1200. This Hazard Communication Standard does not apply to various subcategories including anything defined by OSHA as an "article". OSHA has defined "article" as a manufactured item other than a fluid or particle; (i) which is formed to a specific shape or design during manufacture; (ii) which has end use function(s) dependent in whole or in part upon its shape or design during end use; and (iii) which under normal conditions of use does not release more than very small quantities, e.g. minute or trace amounts of a hazardous chemical, and does not pose a physical hazard or health risk to employees.

Because all of our batteries are defined as "articles", they are exempt from the requirements of the Hazard Communication Standard, hence a MSDS is not required.

The following components are found in a Panasonic Carbon Monofluoride (BR) Lithium Battery:

Cylindrical Cell Components	Material	Formula
Positive Electrode	Carbon monofluoride	(CF) _n
Negative Electrode	Lithium	Li
Electrolyte	γ-Butyrolactone -Solvent	C ₄ H ₆ O ₂
	Lithium Tetrafluoroborate	LiBF ₄
Coin Cell Components	Material	Formula
Positive Electrode	Carbon monofluoride	(CF) _n
Negative Electrode	Lithium	Li
Electrolyte	γ-Butyrolactone -Solvent	C ₄ H ₆ O ₂
	1, 2 Dimethoxyethane-Solvent	C ₄ H ₁₀ O ₂
	Lithium Tetrafluoroborate	LiBF ₄

DISPOSAL

Lithium batteries are neither specifically listed nor exempted from the Federal Environmental Protection Agency (EPA) hazardous waste regulations as promulgated by the Resource Conservation and Recovery Act (RCRA). The only metal of possible concern in a lithium battery is lithium that is not a listed or characteristic toxic hazardous waste. Waste lithium batteries can be considered a reactive hazardous waste if there is a significant amount of unreacted, or unconsumed lithium remaining in the spent battery. The key to disposing of a lithium battery as a non-hazardous waste is to guarantee that it is fully or mostly discharged. Once it is discharged it can be disposed of as non-hazardous waste. You can dispose of a fully charged or partially discharged lithium battery as a hazardous waste after they are first neutralized through an approved secondary treatment. The need for a secondary treatment prior to disposal is a requirement of the U.S. Land Ban Restrictions of the Hazardous and Solid Waste Amendments of 1984. A secondary treatment center can only receive these batteries as manifested hazardous waste. The waste code for charged lithium batteries is D003, reactive. **In either case, button cell batteries contain so little lithium that they never qualify as a reactive hazardous waste. These batteries are safe for disposal in the normal municipal waste stream.**

Disposal of large quantities of undischarged lithium batteries should be performed by permitted, professional disposal firms knowledgeable in Federal, State and local hazardous materials and hazardous waste transportation and disposal requirements. As always, households are exempt from the RCRA hazardous waste guidelines.

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Notice: The information and recommendations set forth are made in good faith and are believed to be accurate at the date of preparation. Panasonic Industrial Company makes no warranty expressed or implied.

TRANSPORTATION

All Panasonic lithium (primary and rechargeable) batteries are not subject to the requirements of the Department of Transportation (DOT) Subchapter C, Hazardous Materials Regulations because each of our batteries meet the exceptions under 173.185 (b). The only exception to this is our BR-C battery that contains in excess of 1.0 grams of lithium per cell and is not subject to the regulations because it meets the requirements of 173.185 (c). (i.e, passed the UN T1 to T6 tests). These regulations will remain in effect until October 1, 2005 when the new regulations are expected to become effective.

All Panasonic lithium batteries are exempt from the DOT Hazardous Materials Subchapter as long as they are separated to prevent short circuits and packed in strong packing for conditions normally encountered in transportation.

Effective January 1, 2003, all Panasonic lithium batteries are regulated as a Hazardous Material by the International Civil Aviation Organization (ICAO) and the International Air Transport Association (IATA) if you transport more than 24 cells or 12 batteries in a single package. These must be transported in accordance with the requirements of Special Provision "A45". Both ICAO and IATA regulate our BR-C battery as a Class 9 Hazardous Material.

Effective January 1, 2004, all Panasonic lithium batteries will be regulated as a Hazardous Material by the International Maritime Organization (IMO) if you transport more than 24 cell or 12 batteries in a single package. These will have to be transported in accordance with the requirements of Special Provisions 188 and 230. The IMO will also regulate our BR-C battery as a Class 9 Hazardous Material.

If you build any of our lithium cells into a battery pack, you must also assure that they are tested in accordance with the UN Model Regulations, Manual of Test and Criteria. Part III, subsection 38.3.

Effective December 29, 2004, the DOT requires that the outside of each package that contains primary lithium batteries, regardless of size or number of batteries, be labeled with the following statement: "**PRIMARY LITHIUM BATTERIES- FORBIDDEN FOR TRANSPORT ABOARD PASSENGER AIRCRAFT**". The labeling requirement covers shipments via highway, rail, vessel or cargo-only aircraft and covers all shipments inside, into or out of the US. The label must be in contrasting color and the letters must be 12 mm (0.5 in) in height for packages weighing more than 30 Kg and 6 mm (0.25 in) in height for packages weighting less than 30 Kg.

If you plan on transporting any untested prototype battery packs contact your Panasonic Sales Representative for regulatory information.