

# MATERIAL SAFETY DATA SHEET

## 1. Manufacturer

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## 2. Name of Product

Lithium-Ion battery (or, Lithium-Ion secondary battery)  
 Model name: Lithium-Ion battery  
**BATT15 16340 3.7V 700mAh**

## 3. Substance Identification

Substance : Lithium-Ion battery  
 CAS number : Not specified  
 UN Class : Even classified as lithium ion batteries UN3480 or UN3481(Contained in Equipment or Packed with Equipment), the product is handled as Non-Dangerous Goods by meeting the UN Recommendations on the Transportation of Dangerous Goods Model Regulations Special Provision A188 and IATA Dangerous Goods Regulations Packing Instruction 965-967 General Requirement and Section II (Excepted) is applied for air transportation, IMDG Code SP188 is applied for marine transportation. (1)(2)(3)

Composition :  
 Positive electrode; Lithium nickel manganese cobalt oxide 20–35wt%  
 Negative electrode; Carbon 10–20wt%  
 Electrolyte; Organic electrolyte (mainly composed of alkyl carbonate) Enclosure; Plastic 10–20wt%

## 4. Hazardous and Toxicity Class

Class name : Not applicable for regulated class  
 Hazard : It may cause heat generation or electrolyte leakage if battery terminals contact with other metals. Electrolyte is flammable. In case of electrolyte leakage, move the battery from fire immediately. Toxicity : Vapor generated from burning batteries, may make eyes, skin and throat irritate.20–35wt%

**5. First Aid Measures**

The product contains organic electrolyte. In case of electrolyte leakage from the battery, actions described below are required.

Eye contact : Flush the eyes with plenty of clean water for at least 15 minutes immediately, without rubbing. Take a medical treatment. If appropriate procedures are not taken, this may cause an eye irritation.

Skin contact : Wash the contact areas off immediately with plenty of water and soap. If appropriate procedures are not taken, this may cause sores on the skin.

Inhalation : Remove to fresh air immediately. Take a medical treatment.

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**6. Fire Fighting Measures**

Extinguishing method: Since vapor, generated from burning batteries may make eyes, nose and throat irritate, be sure to extinguish the fire on the windward side. Wear the respiratory protection equipment in some cases.

Fire extinguishing agent: Plenty of water and alcohol-resistant foam are effective.

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**7. Measures for electrolyte leakage from the battery**

- ☐ Take up with absorbent cloth.
- ☐ Move the battery away from the fire.

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**8. Handling and Storage**

☐ When packing the batteries, do not allow battery terminals to contact each other, or contact with other metals. Be sure to pack batteries by providing partitions in the packaging box, or in a separate plastic bag so that the single batteries are not mixed together. (1)(2)(3)

☐ Use strong material for packaging boxes so that they will not be damaged by vibration, impact, dropping and stacking during their transportation. (1)(2)(3)

☐ Do not let water penetrate into packaging boxes during their storage and transportation.

☐ The batteries will be stored at room temperature, charged to about 30—50% of capacity.

☐ Do not store the battery in places of the high temperature exceeding 35 deg. C or under direct sunlight or in front of a stove. Please also avoid the places of high humidity. Be sure not to expose the battery to condensation, water drop or not to store it under frozen condition.

☐ Batteries are sure to be packed in such a way as to prevent short circuits under conditions normally encountered in transport. (1)(2)(3)

☐ Please avoid storing the battery in the places where it is exposed to the static electricity so that no damage will not be caused to the protection circuit of the battery pack.

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**9.Exposure Control** (in case of electrolyte leakage from the battery)

Acceptable concentration : Not specified in ACGIH. (4)

Facilities: Provide appropriate ventilation system such as local ventilator in the storage place.

Protective clothing: Gas mask for organic gases, safety goggle, safety glove.

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**10. Physical and Chemical Properties**

Appearance : Cylindrical or Prismatic  
Nominal rated Watt Hours: below 100Wh  
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**11. Stability and Reactivity**

Since batteries utilize a chemical reaction they are actually considered a chemical product.  
As such, battery performance will deteriorate over time even if stored for a long period of time without being used.  
In addition, the various usage conditions such as charge, discharge, ambient temperature, etc. are not maintained within the specified ranges the life expectancy of the battery may be shortened or the device in which the battery is used may be damaged by electrolyte leakage.  
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**12. Toxicological Information** (in case of electrolyte leakage from the battery)

Acute toxicity : Oral (rat) LD50 >2g/kg (estimated)  
Irritation : Irritating to eyes and skin.  
Mutagenicity : Not specified.  
Chronic toxicity : Not specified.  
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**13. Ecological Information**

☐ In case of the worn-out battery was disposed in land, the battery case may be corroded, and leak electrolyte. But, we have no ecological information.  
Heavy metal in battery : Mercury(Hg) and Cadmium(Cd) are neither contained nor used in battery.  
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**14. Disposal Considerations** (Precautions for recycling)

☐ When the battery is worn out, dispose of it under the ordinance of each local government or the law issued by relating government.  
☐ Disposal of the worn-out battery may be subjected to Collection and Recycling Regulation.  
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**15. Transport Information**

This report applies to by sea, by air and by land.  
The Li-ion battery testes according to the requirements of the UN manual of tests and criteria, PART III, subsection 38.3. **The Li-ion battery according to Section II / Section IB of PI 965**, or Section II of PI 966~967 of the 2014 IATA Dangerous Goods Regulation 56<sup>th</sup> Edition maybe transported and applicable U.S. DOT regulation for the safe transport of Li-ion Battery.  
☐ Even classified as lithium ion batteries UN3480 or UN3481(Contained in Equipment or Packed with Equipment),the product is handled as Non-Dangerous Goods by meeting the UN Recommendations on the Transportation of Dangerous Goods Model Regulations Special Provision A188. (1)  
(a) For a lithium-ion cell, the Watt-hour rating is not more than 20 Wh;

(b) For a lithium-ion battery, the Watt-hour rating is not more than 100 Wh.

Lithium ion batteries subject to this provision shall be marked with the Watt-hour rating on the outside case, except those manufactured before 1 January 2014 which may be transported in accordance with this special provision and without this marking until 31 December 2014;

(c) Each cell or battery is of the type proved to meet the requirements of each test in the Manual of Tests and Criteria, Part III, sub-section 38.3 ;

(d) Cells and batteries, except when installed in equipment, shall be packed in inner packagings that completely enclose the cell or battery. Cells and batteries shall be protected so as to prevent short circuits.

This includes protection against contact with conductive materials within the same packaging that could lead to a short circuit. The inner packagings shall be packed in strong outer packagings ;

(e) Cells and batteries when installed in equipment shall be protected from damage and short circuit, and the equipment shall be equipped with an effective means of preventing accidental activation. When batteries are installed in equipment, the equipment shall be packed in strong outer packagings constructed of suitable material of adequate strength and design in relation to the packaging's capacity and its intended use unless the battery is afforded equivalent protection by the equipment in which it is contained;

(f) Except for packages containing button cell batteries installed in equipment (including circuit boards), or no more than four cells installed in equipment or no more than two batteries installed in equipment, each package shall be marked with the following:

(i) an indication that the package contains "lithium ion" cells or batteries, as appropriate;

(ii) an indication that the package shall be handled with care and that a flammability hazard exists if the package is damaged;

(iii) an indication that special procedures shall be followed in the event the package is damaged, to include inspection and repacking if necessary; and

(iv) a telephone number for additional information;

(g) Each consignment of one or more packages marked in accordance with paragraph (f) shall be accompanied with a document including the following:

(i) an indication that the package contains "lithium ion" cells or batteries, as appropriate;

(ii) an indication that the package shall be handled with care and that a flammability hazard exists if the package is damaged;

(iii) an indication that special procedures shall be followed in the event the package is damaged, to include inspection and repacking if necessary; and

(iv) a telephone number for additional information;

(h) Except when batteries are installed in equipment, each package shall be capable of withstanding a 1.2 m drop test in any orientation without damage to cells or batteries contained therein, without shifting of the contents so as to allow battery to battery (or cell to cell) contact and without release of contents

(i) Except when batteries are contained in or packed with equipment, packages shall not exceed 30 kg gross mass for marine transportation. (not exceed 10kg for air transportation)

□ For marine transportation the product is handled as Non-Dangerous Goods by meeting the IMO International Maritime Dangerous Goods (IMDG Code) 2008 Edition (Amendment 43-08) SP188 (Same as UN Special Provision A188 above).(3)

□ For air transportation the product is handled as Non-Dangerous Goods by meeting the IATA Dangerous Goods Regulations 56th Edition Effective 1 January 2015 Packing Instruction 965-967 General Requirement and Section II (Excepted) and UN Special Provision A188 above.(2)

(j) Lithium ion batteries identified by manufacturer as being defective for safety reasons, or that have been damaged, that have the potential of producing a dangerous evolution of heat, fire or short circuit are forbidden for transport (e.g. those being returned to the manufacturer for safety reasons).

(k) Each package contains more than four cells or more than two batteries must be labeled with a lithium

battery handling label.

\* The width 120mm X length 110mm sized lithium battery handling label must be labeled onto the side of a package without bending it.

(l) The words "Lithium ion batteries", "not restricted" and "PI number" must be included in the Additional Handling Information on the air waybill, when an air waybill is used.

(PI number Cell and Battery : PI965, Packed with Equipment : PI966, Contained in Equipment : PI967)

(m) Any person preparing or offering cells or batteries for transport must receive adequate instruction on these requirements commensurate with their responsibilities.

(n) Except when batteries are installed in or packed with equipment, packages shall not exceed 10kg gross mass.

□ The Lithium-Ion cells or batteries as stated in Appendix are made in compliance to the requirements stated in the latest edition of the IATA Dangerous Goods Regulations Packing Instruction 965 General requirements and Section II, such that they can be transported as a NOT RESTRICTED (non-hazardous/non-dangerous) goods.

However, if those lithium-ion cells or batteries are pack with or contained in an equipment, then it is the responsibility of the shipper to ensure that the consignment are packed in compliance to the latest edition of the IATA Dangerous Goods Regulations General requirements and Section II Packing Instruction 966 or 967 in order for that consignment to be declared as NOT RESTRICTED (non-hazardous/non-Dangerous).

□ During the transportation of a large amount of batteries by ship, trailer or railway, do not leave them in the places of high temperatures and do not allow them to be exposed to condensation.

□ During the transportation do not allow packages to be fallen down or damaged.

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**16. Regulatory Information**

□ UN (United Nations): Recommendations on the Transportation of Dangerous Goods Model Regulations Sixteenth revised edition

□ ICAO (International Civil Aviation Organization) : Technical Instructions for the safety transport of dangerous goods by air 2013-2015 Edition

□ IATA (International Air Transport Organization) : Dangerous Goods Regulations 56<sup>th</sup> Edition Effective 1 January 2015

□ IMO (International Maritime Organization) : International Maritime Dangerous Goods (IMDG) Code 2015 Edition (Amendment 35-10)

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**17. Others**

References

(1) UN (United Nations): Recommendations on the Transportation of Dangerous Goods Model Regulations Sixteenth revised edition

(2) IATA (International Air Transport Organization): Dangerous Goods Regulations 56<sup>th</sup> Edition, Effective 1 January 2015.

(3) IMO (International Maritime Organization): International Maritime Dangerous Goods (IMDG) Code 2015 Edition.(Amendment 35-10).

(4) TLVs and BEIs 1999 ACGIH

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