

EEMB Lithium-Ion batteries do not contain toxic materials.

12. Ecological Information

When properly used or disposed, the Lithium-Ion batteries do not present environmental hazard.

13. DISPOSAL CONSIDERATIONS

Dispose in accordance with applicable regulations which vary from country to country.

(In most countries, the trashing of used batteries is forbidden and the end-users are invited to dispose them properly, eventually through not-for-profit profit organizations, mandated by local governments or organized on a voluntary basis by professionals).

Lithium-Ion batteries should have their terminals insulated and be preferably wrapped in plastic bags prior to disposal.

13.1 . Incineration : Incineration should never be performed by battery users but eventually by trained professionals in authorized facilities with proper gas and fumes treatment.

13.2 Landfilling: According to the proper laws and regulations in different countries or areas, the battery should be buried deeply in the specified place.

13.3 Recycling: Send to authorized recycling facilities, eventually through licensed waste carrier.

14. TRANSPORTATION INFORMATION

Based on IATA dangerous goods regulation 58th Effective 1 January 2017, packing instruction 965 Section IB, the consignment is fully described by proper shipping name and packed, marked and in proper condition for carriage by air. According to the current edition of the IATA 58th Effective 1 January 2017, Dangerous goods regulations and all applicable carrier and government regulations and the battery can be shipped by air.

We also acknowledge that we may be liable for damage resulting from any blunder or omission and we further agree that any air carrier involved in the carriage of this consignment may reply upon this certification.

1.Cells and batteries are packed in inner packagings that completely enclose the cell or battery (retail type plastic blister packs meet this requirement);

2.Cells and batteries are 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;

3.each package are capable of withstanding a 1.2 m drop test in any orientation without:

- damage to cells or batteries contained therein;
- shifting of the contents so as to allow battery to battery (or cell to cell) contact;
- release of contents.

4.Quantity per package shall not exceed 10kgs.

5.each consignment are accompanied with a document such as an air waybill with an indication that:

- the package contains lithium ion cells or batteries;
- the package are handled with care and that a flammability hazard exists if the package is damaged;
- special procedures are followed in the event the package is damaged, to include inspection and repacking if necessary; and -a telephone number for additional information.

6. Each package are labelled with a lithium battery handling label (Figure 7.4.H) in addition to the class 9 hazard label (Figure 7.3.V).
7. Each package are marked in accordance with the requirements of 7.1.5.1(a) and (b) and in addition the gross weight as required by 7.1.5.1(c) are marked on the package.

Recommendations on the transport of dangerous goods-Model Regulations 6th revised edition, IATA Special Provision A154, A164 and IMDG Special Provision 188.

15. UN CLASS: Even classified as lithium ion batteries (UN3480), 2017 IATA Dangerous Goods Regulations 58th edition Packing Instruction 965 Section IB is applied. The product is handled as Dangerous Goods by meeting the following requirements. (1)

Lithium ion cells and batteries offered for transport are not subject to other additional requirements of the UN Regulations if they meet the following (1)(3)

1. for cells, the Watt-hour rating is no more than 20WH;
2. for batteries, the Watt-hour rating is no more than 100WH;
3. each cell or battery is of the type proven to meet the requirements of each test in the UN Manual of Tests and Criteria Part III subsection 38.3.

Regulatory Information

IATA Dangerous Goods Regulations 58th Edition Effective 1 January 2017.

ICAO Technical Instructions for the safe transport of dangerous goods by air.

16. Reference

- (1) UN Recommendation on the Transportation of Dangerous Goods Model Regulations.
(ST/SG/AC.10/11/Rev.6)
- (2) Federal Register/Vol. 65, NO. 174/Thursday, September 7, 2000/Notices.
- (3) IATA Dangerous Goods Regulations 58th Edition Effective 1 January 2017.
- (4) TLVs and BEIs 1999 ACGIH

17. Other Information / Disclaimer

This information has been compiled from sources considered to be dependable and is, to the best of our knowledge and belief, accurate and reliable. However, no representation, warranty (either or implied) or guarantee is made to the accuracy, reliability or completeness of the information contained herein.

This information relates to the specific materials designated and may not be valid for such material used in combination with any other materials or in any process. It is the user's responsibility to satisfy himself as to the suitability and completeness of this information for his particular use. EEMB does not accept liability for any loss or damage that may occur, whether direct, indirect, incidental or consequential, from the use of this information. EEMB does not offer warranty against patent infringement.

EEMB Energy Power CO., LTD.

Jan 1st, 2017



The information and recommendations set forth are made in good faith and believed to be accurate as of the date of preparation. EEMB CO., LTD. makes no warranty, expressed or implied, with respect to this information and disclaims all liabilities from reliance on it.