Product Information Sheet

Panasonic Batteries
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Product: Manganese Dioxide (CR type) Lithium Batteries

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

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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 Manganese Dioxide (CR) Lithium battery:

Cylindrical Cell Components	Material	Formula
Positive Electrode	Manganese Dioxide	MnO_2
Negative Electrode	Lithium	Li
Electrolyte	Propylene Carbonate-Solvent	$C_4H_6O_3$
	1, 2 Dimethoxyethane-Solvent	$C_4H_{10}O_2$
	Lithium Triflate-Salt	$LiCF_3SO_3$
Coin Cell Components	**Material**	**Formula**
Positive Electrode	Manganese Dioxide	MnO_2
Negative Electrode	Lithium	Li
Electrolyte	Propylene Carbonate-Solvent	$C_4H_6O_3$
	1, 2 Dimethoxyethane-Solvent	$C_4H_{10}O_2$
	Lithium Perchlorate-Salt	$LiClO_4$

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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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). These regulations will remain in effect until October 1, 2004 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”.

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.

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.

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