
Li-ion Polymer Battery

1. Identification of the product and of the company undertaking**Product details**

Trade name:	Hand Warmer
Product types	PA0317
Nominal Voltage:	3.7 V
Typical capacity	2000mAh, 7.4Wh

Supplier details

Address:	2direct GmbH Langenstück 5 58579 Schalksmühle Germany
Emergency telephone number:	+49 (0) 2351 / 66887-0

Legal Remark (U.S.A.)

Safety Data Sheets 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". According to OSHA, Article means 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 (as determined under paragraph (d) of this section), and does not pose a physical hazard or health risk to employees.

Because all of our batteries are defined as "articles", they are exempted from the requirements of the Hazard Communication Standard.

Legal remark (EU)

These batteries are no "substances" or "mixtures" according to Regulation (EC) No 1907/2006 EC. Instead they have to be regarded as "articles", no substances are intended to be released during handling. Therefore there is no obligation to supply a "safety data sheet according to Regulation (EC) 1907/2006, Article 31".

General remark

This Safety Data Sheet is provided as a service to our customers. The details presented are in accordance with our present knowledge and experiences. They are no contractual assurances of product attributes

2. Hazards identification

A sealed Li-ion Polymer cell/battery is not hazardous in normal use.

In case of mistreatment (abusive charge, reverse charge, external short circuit...) and in case of fault, some electrolyte can leak from the cell through the sealing system. In these cases refer to the risks of potassium hydroxide solution (corrosive, pH > 14). The electrode materials are only hazardous, if the materials are released by mechanical damaging of the cell or if exposed to fire.

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3. Composition/information on ingredients

Chemical Composition	CAS No.	Weight (%)
Lithium nickel-cobalt manganese oxides	113066-89-0	19-30
Lithium manganese oxides	12057-17-9	6-10
Graphite	7782-42-5	20-30
Polyvinylidene Fluoride	24937-79-9	0.5-1
Styrene-Butadiene Rubber	9003-55-8	0.5-1
Copper	7440-50-8	7-10
Aluminum Foils	7429-90-5	5-8
Aluminum Packing Foils	12042-91-0	2-4
PE Separator	90989-93-8	1-2
Nickel	7440-02-0	0.5-1
Lithium Hexafluorophosphate	21324-40-3	10-14
Other	N/A	1-2

4. First-aid measures

Measures at accidental release

After inhalation:	Fresh air. Seek for medical assistance.
After skin contact:	Flush affected areas with plenty of water. Remove contaminated cloth immediately. Seek for medical assistance.
After eye contact:	Flush the eye gently with plenty of water (at least 15 minutes). Seek for medical assistance.
After ingestion of battery components:	Drink plenty of water. Avoid vomiting. Seek for medical assistance. No trials for neutralization.

5. Fire-fighting measures

Suitable extinguishing media:	Use foam, dry powder or carbon dioxide (CO ₂), as appropriate.
Extinguishing media with limited suitability:	Water is only applicable for incipient fire.
Special protection equipment during fire-fighting:	Contamination cloth including breathing apparatus.
Special hazard:	(none)

6. Accidental release measures

Person related measures:	Wear personal protective equipment adapted to the situation (protection gloves, cloth).
Environment protection measures:	In the event of battery rupture, prevent skin contact and collect all released material in a plastic lined container. Dispose of according to the local law and rules. Avoid leached substances to get into the earth, canalization or waters.
Treatment for cleaning:	If battery casing is dismantled, small amounts of electrolyte may leak. Pack the battery including ingredients as described above. Then clean with water (diluted acetic acid may be helpful).

7. Handling and storage

Guideline for safe handling:

Always follow the warning information on the batteries and in the manuals of devices. Only use the recommended battery types.
 Keep batteries away from children.
 For devices to be used by children, the battery casing should be protected against unauthorized access.
 Unpacked batteries shall not lie about in bulk.
 In case of battery change always replace all batteries by new ones of identical type and brand.
 Do not swallow batteries.
 Do not throw batteries into water.
 Do not throw batteries into fire.
 Do not short-circuit batteries.
 Do not recharge primary batteries.
 Do not open or disassemble batteries.

Storage:

If the battery is subject to storage for such a long term as more than 3 months, it is recommended to recharge the battery periodically.
 1 month: -10°C+45°C, ≤75%R.H.
 3 months: -10°C~+45°C, ≤75%RH
 Long period more than 3 month: 0°C~+30°C, ≤75%R.H.
 Do not storage the battery haphazardly in a box or drawer where they may short-circuit each other or be short-circuited by other metal objects.
 Keep out of reach of children
 Do not expose the battery to heat or fire. Avoid storage in direct sunlight.
 Do not store together with oxidizing and acidic materials.

8. Exposure controls/personal protection

Under normal conditions (during discharge) release of ingredients does not occur.

9. Physical and chemical properties

Not applicable if closed.

10. Stability and reactivity

Stability
 Conditions to Avoid

The product is stable under normal conditions.
 Heat above 70°C or incinerate, Deform, Mutilate, Crush, Disassemble, Overcharge, Short circuit, Expose over a long period to humid conditions.
 Toxic Fumes, and may form peroxides.

Hazardous Decomposition
 Products
 Possibility of Hazardous
 Reaction

If leaked forbidden to contact with string oxidizers, mineral acids, strong alkalis, halogenated hydrocarbons.

11. Toxicological information

Under normal conditions (during discharge) release of ingredients does not occur. If accidental release occurs see information in section 2, 3, and 4.

12. Ecological information

Logilink Li-ion Polymer Battery do not contain heavy metals as defined by the European directive 2006/66/EC Article 21; they comply with the chemical composition requirements of this Directive.

Mercury has not been "intentionally introduced (as distinguished from mercury that may be incidentally present in other materials)" in the sense of the U.S.A. "Mercury-Containing and Rechargeable Battery Management Act" (May 13 1996).

The Regulation on Mercury Content Limitation for Batteries promulgated on 1997-12-31 by the China authorities including the State Administration of Light Industry and the State Environmental Protection Administration defines 'low mercury' as 'mercury content by weight in battery as less than 0.025%', and 'mercury free' as 'mercury content by weight in battery as less than 0.0001%'. And therefore: Logilink Li-ion Polymer Battery belong to the category of mercury-free battery (mercury content lower than 0.0001%).

13. Disposal considerations

USA: Primary alkaline cylindrical cells/batteries are classified by the federal government as non-hazardous waste and are safe for disposal in the normal municipal waste stream. End-users may, however, go to the website of Call2Recycle, Inc. at www.call2recycle.org to obtain additional information for local options of collection and recycling.

In the European Union, manufacturing, handling and disposal of batteries is regulated on the basis of the DIRECTIVE 2006/66/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 6 September 2006 on batteries and accumulators and waste batteries and accumulators and repealing Directive 91/157/EEC. Customers find detailed information on disposal in their specific countries using the web site of the European Portable Batteries Association (http://www.epbaeurope.net/legislation_national.html).

Importers and users outside EU should consider the local law and rules.

In order to avoid short circuit and heating, used Li-ion Polymer cells/batteries should never be stored or transported in bulk. Proper measures against short circuit are:

- Storage of batteries in original packaging
- Coverage of the terminals

14. Transport information

General considerations

Logilink Li-ion Polymer Battery are considered to be "dry cell" batteries and are unregulated for purposes of transportation by the U.S. Department of Transportation (DOT), International Civic Aviation Administration (ICAO), International Air Transport Association (IATA), the International Maritime Organization (IMO), the "Accord Européen Relatif au Transport International des Marchandises Dangereuses par Route" (ADR) and the "Règlement concernant le transport international ferroviaire de marchandises Dangereuses" (RID).

IATA DGR

Special Provision A123: *"Examples of such batteries are: alkali-manganese, zinc-carbon and nickel-cadmium batteries. Any electrical battery ... having the potential of a dangerous evolution of heat must be prepared for transport as to prevent (a) a short-circuit (e.g. ... by the effective insulation of exposed terminals...); and (b) accidental activation. The words "Not Restricted" and the Special Provision number must be included in the description of the substance on the Air Waybill as required by 8.2.6, when an Air Waybill is issued."*

ADR/RID/IMDG Code

As Li-ion Polymer Battery are not explicitly mentioned in these Dangerous Goods regulations, there are no special Dangerous Goods shipment requirements for these products.

USA

49 CFR § 172.102 Special Provision 130: *"Dry batteries not specifically covered by another entry in the §172.101 Table are covered by this entry (i.e., Batteries, dry, sealed, n.o.s.) and are not subject to requirements of this subchapter except for the following: [...] (b) Preparation for transport. Batteries and battery-powered device(s) containing batteries must be prepared and packaged for transport in a manner to prevent: (1) A dangerous evolution of heat; (2) Short circuits, including but not limited to the following methods: [...] (ii) Separating or packaging batteries in a manner to prevent contact with other batteries, devices or conductive materials (e.g., metal) in the packagings [...]; and (3) Damage to terminals. If not impact resistant, the outer packaging should not be used as the sole means of protecting the battery terminals from damage or short circuiting. Batteries must be securely cushioned and packed to prevent shifting which could loosen terminal caps or reorient the terminals to produce short circuits."*

IEC 60086-1

Code of practice for packaging and shipment of primary batteries given in IEC 60086-1:

The packaging shall be adequate to avoid mechanical damage during transport, handling and stacking. The materials and pack design shall be chosen so as to prevent the development of unintentional electrical conduction, corrosion of the terminals and ingress of moisture.

Shock and vibration shall be kept to a minimum. For instance, boxes should not be thrown off trucks, slammed into position or piled so high as to overload battery containers below. Protection from inclement weather should be provided.

15. Regulatory information

Marking consideration:	According to DIRECTIVE 2006/66/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 6 September 2006 on batteries and accumulators and waste batteries and accumulators and repealing Directive 91/157/EEC primary alkaline cylindrical cells/batteries of size LR 6, LR 14, LR 20, and 6 LR 61 have to be marked with the crossed bin on the battery casing, those of size LR 03 have to be marked with the crossed bin on the packaging.
Water hazard class:	The regulations of the German Federal Water Management Act (WHG) are not applicable as primary alkaline cylindrical cells/batteries are articles and not substances, thus there is no risk of water pollution, except the batteries are violated or dismantled.

16. Other information

Note:	Date of issue of the transport regulations: ADR 2017, RID 2017, IATA 2018 (59th edition), IMDG 2016, DOT / 49 CFR 2018. Latest covered modification of the European Battery Directive 2006/66/EC: Directive 2013/56/EU.
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