

IATA – IMDG Conformity		FO-QAT02-B
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<p>TRANSPORTATION OF YUASA BATTERIES BY AIR, SEA AND/OR ROAD BATTERY-TYPES <i>NP, NPL, NPC, NPH, NPW, RE, REC, REW, SWL, UXL, UXH, UXF,</i> <i>ENDURANCE (EN / ENL / FT)</i></p>

1. Air Transport

Under IATA Dangerous Goods Regulations 51st Edition effective 1st January 2010 until 31st December 2010 the above batteries are classified as:

“Class 8, Group III UN No. 2800 Batteries, wet, non-spillable, electric storage, no limit, special provision A48, A67 and A164.”

These batteries are classified as non-spillable because they have been shown to meet the requirements of the above regulations as stated in Packing Instruction 806 on page 550.

According to the “Technical Instructions for the Safe Transport of Dangerous Goods by Air” 1995-1996 Edition of the International Civil Aviation Organisation (ICAO) , special provision A67 states “Non-spillable batteries are not subject to these Instructions (Packing Instruction 806) if, at temperature of 55° C (131° F), the electrolyte will not flow from a ruptured or cracked case and there is no free liquid to flow and if, when packaged for transport the terminals are protected from short circuit.”

These batteries were classified as meeting the A67 requirement after testing by PIRA in 1985, who stated that batteries may be regarded as non-dangerous. Several other independent internationally recognised laboratories are also in agreement that these batteries are non-dangerous.

This is also according to special directive IMDG 238.2 (International Maritime Dangerous Goods Code).

2. Transportation by Road and Sea Freight

The IMDG code states that to be classified as non-spillable, “The battery must be able to satisfactorily withstand without leakage the vibration and attitude tests described..” Ref. IMDG Code page 252. These YUASA battery types have satisfactorily completed these tests as certified by Giltspur Packaging Ltd., Certificate of Test Serial No. RDT3330/45/2.

Job 4000/0775 issued under Ministry of Technology Ref. No.. 30260.

Furthermore this checking apply to IMDG chapter 3.3.1 reference 238.1 and 238.2.

3. Packing – General

Thus these batteries can be shipped in any quantity by air, road and sea. They are exempt from any special requirement other than to sure that the battery terminals are protected from short circuit. TERM cards are not required.

The normal packing provided is suitable in this respect for batteries not secured in equipment. If in equipment, the batteries must be securely fastened in the battery holder of the equipment.