

Cobalt and its compounds can pose a threat if released to environment. The detail information are showed in waste disposal method in Section 13 "Disposal Consideration".

Section 13: Disposal Information

There is no contamination during normal operation and use. Lithium batteries should have their terminals insulated prior to disposal, do not throw away a used battery and provide them for recycling company.

Open cells should be treated as hazardous waste. If the leakage or other material is Released, we should take actions as follows:

- Leave the area, allow the batteries to cool down, let the vapors to dissipate.
- Avoid skin and eye contact or inhalation of vapors. Remove spiller liquid with absorbent and incinerate after.

Waste Disposal method:

- Incineration: incineration should never be performed by battery users but eventually by trained professionals in authorized facilities with proper gas and fumes treatment.
- Landfilling: According to the proper laws and regulations in different countries or areas, the battery should be buried deeply in the specified place.
- Recycling: Send to authorized recycling facilities to get Cu and Al, eventually through licensed waste carrier.

Section 14: Transport Information

BYD's 05FCE42A Lithium-Ion cell is considered to be "Rechargeable Lithium-Ion Batteries" and meet the requirements of transportation by the United States Department of Transportation (DOT), International Civil Aviation Administration (ICAO), 2019 International Air Transportation Association (IATA), be assigned to Class 9 Dangerous Goods and consigned as UN 3480 (Lithium ion batteries).

The requirement of air transportation:

The lithium battery should according with the International Air Transport Association (IATA DGR 60 edition) requirements for transportation. IATA 60th defined the lithium battery as Class 9 Dangerous Goods and require class II packaging. If package is damaged, batteries must be quarantined. In principle, lithium battery should pass UN38.3 test, or battery should be re-designed.

The requirement of ocean shipping:

According to International Maritime Dangerous Goods Code to transport and according to the requirements of UN NO3480/3481 to management the goods. International Maritime Dangerous Goods Code require the dangerous goods operators on shore should be trained. The untrained operators cannot handle the dangerous goods without training person guide. The goods should accord with test and standard manual test standards. Firmly installation, mutual isolation and avoiding short circuits.

Section 15: Regulatory Information
