



DOCUMENT: QAT02-B-NiCd

TRANSPORTATION OF YUASA BATTERIES (TYPE Nickel Cadmium - NiCd) BY AIR, SEA OR ROAD

1. AIR TRANSPORT

Yuasa NiCd sealed rechargeable batteries are classed as “dry cell” batteries. These batteries are unregulated for the purpose of transportation by International Air Transport Association (IATA), U.S. Department of Transport (DOT), International Civil Aviation Administration (ICAO) and the International Maritime Organization (IMO).

DOT Special Provision 130 states “Batteries, dry are not subject to the requirements of this subchapter only when they are offered for transportation in a manner that prevents the dangerous evolution of heat (for example, by the effective insulation of exposed terminals).

ICAO and IATA require under special provision A123, which states: “An electrical battery or battery powered device having the potential of dangerous evolutions of heat that is not prepared so as to prevent a short circuit (e.g. in the case of batteries, by the effective insulation of exposed terminals; or in the case of equipment, by disconnection of the battery and protection of exposed terminals) is forbidden from transportation.”.

2. TRANSPORT BY ROAD AND AS SEA FREIGHT

The International Maritime Dangerous Goods (IMDG) code states under Special Provision 304 “Batteries, dry, containing corrosive electrolyte which will not flow out of the battery if the battery case is cracked are not subject to the provisions of this Code provided the batteries are securely packed and protected against short circuits. Examples of such batteries are: nickel metal hydride and nickel-cadmium batteries”.

3. PACKAGING - GENERAL

These batteries can be shipped in any quantity by air, road and sea. They are exempt from any special packing requirement other than to ensure that the battery terminals are protected from short circuit.

4. SPECIAL PRECAUTIONS

Do not put in a fire, short circuit or mutilate