



MATERIAL SAFETY DATA SHEET

Form # 853022
Revised: 7/8/04
Supersedes: 2/15/02

I. PRODUCT IDENTIFICATION
Table with 2 columns: Identification details (Chemical Trade Name, Manufacturer's Name/Address) and Safety/Contact info (Chemical Family/Classification, Telephone, Emergency Response Contact).

II. HAZARDOUS INGREDIENTS/IDENTIFY INFORMATION
Table with 4 columns: Components, OSHA PEL, ACGIH TLV, % (Optional). Includes hazard ratings for Sulfuric Acid and Water.

III. PHYSICAL DATA
Table with 4 columns: Property (Boiling Point, Melting Point, Solubility, etc.) and Value. Includes Electrolyte information.

IV. FIRE AND EXPLOSION HAZARD DATA
Table with 2 columns: Hazard type (Flash Point, Extiguishing Media) and Limit/Value (Flammable Limits).

V. REACTIVITY DATA
Table with 2 columns: Reactivity type (Stability, Conditions To Avoid) and Description.

VI. HEALTH HAZARD DATA
Table with 2 columns: Health hazard type (Routes of Entry, Inhalation, Ingestion, etc.) and Description.





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**IX. OTHER REGULATORY INFORMATION (Cont.)**

The shipping information is as follows:

Proper Shipping Name: Battery Fluid, Acid	Packing Group: II
Hazardous Class: 8	Label/Placard Required: Corrosive
UN Identification: UN2796	

When battery fluid is shipped in a carton with a dry battery, CFR 49, 172.102 special provision N6 states that this combination packaging must conform either section 173.159 (g) or (h).

**IATA:**

The international transportation of electrolyte is regulated by the International Air Transport Association (IATA). These regulations also classify electrolyte as a hazardous material. Electrolyte must be packed according to IATA Packing Instruction Y809.

The shipping information is as follows:

Proper Shipping Name: Battery Fluid, Acid	Packing Group: II
Hazardous Class: 8	Label/Placard Required: Corrosive
UN Identification: UN2796	

**IMDG:**

The international transportation of electrolyte is regulated by the International Maritime Dangerous Goods code (IMDG). These regulations also classify electrolyte as a hazardous material. Electrolyte must be packed according to IMDG code page 8230.

The shipping information is as follows:

Proper Shipping Name: Battery Fluid, Acid	Packing Group: II
Hazardous Class: 8	Label/Placard Required: Corrosive
UN Identification: UN2796	

**RCRA:**

Spilled sulfuric acid is a characteristic hazardous waste; EPA hazardous waste number D002 (corrosivity).

**CERCLA (Superfund) and EPCRA:**

- (a) Reportable Quantity (RQ) for spilled 100% sulfuric acid under CERCLA (Superfund) and EPCRA (Emergency Planning Community Right to Know Act) is 1,000 lbs. State and local reportable quantities for spilled sulfuric acid may vary.
- (b) Sulfuric acid is a listed "Extremely Hazardous Substance" under EPCRA, with a Threshold Planning Quantity (TPQ) of 1,000 lbs.
- (c) EPCRA Section 302 notification is required if 1,000 lbs. or more of sulfuric acid is present at one site. The quantity of sulfuric acid will vary by battery type. Contact your EnerSys representative for additional information.
- (d) EPCRA Section 312 Tier 2 reporting is required for batteries if sulfuric acid is present in quantities of 500 lbs. or more and/or if lead is present in quantities of 10,000 lbs. or more.
- (e) Supplier Notification: This product contains toxic chemicals, which may be reportable under EPCRA Section 313 Toxic Chemical Release Inventory (Form R) requirements. If you are a manufacturing facility under SIC codes 20 through 39, the following information is provided to enable you to complete the required reports:

<u>Toxic Chemical</u>	<u>CAS Number</u>	<u>Approximate % by Wt.</u>
Sulfuric Acid	7664-93-9	30 - 40

If you distribute this product to other manufacturers in SIC Codes 20 through 39, this information must be provided with the first shipment of each calendar year.

**TSCA:**

Ingredients in battery electrolyte are listed in the BCA Registry as follows:

<u>Components</u>	<u>CAS Number</u>	<u>TSCA Status</u>
Sulfuric Acid (H <sub>2</sub> SO <sub>4</sub> )	7664-93-9	Listed

**CAA:**

EnerSys supports preventative actions concerning ozone depletion in the atmosphere due to emissions of CFC's and other ozone depleting chemicals (ODC's), defined by the USEPA as Class I substances. Pursuant to Section 611 of the Clean Air Act Amendments (CAAA) of 1990, finalized on January 19, 1993, EnerSys established a policy to eliminate the use of Class I ODC's prior to the May 15, 1993 deadline.