The following components are found in a Panasonic Nickel-Metal Hydride battery:

<table>
<thead>
<tr>
<th>Component</th>
<th>Material</th>
<th>Formula</th>
<th>CAS #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positive Electrode</td>
<td>Nickel II Hydroxide</td>
<td>Ni(OH)2</td>
<td>12054-48-7</td>
</tr>
<tr>
<td>Negative Electrode</td>
<td>Metal Hydride Alloy</td>
<td>AB5 Type (See Note)</td>
<td>AB5 Type (See Note)</td>
</tr>
<tr>
<td>Electrolyte</td>
<td>Potassium Hydroxide Sodium Hydroxide</td>
<td>KOH NaOH</td>
<td>1310-58-3 1310-73-2</td>
</tr>
</tbody>
</table>

NOTE: Components of AB5 alloy include: Lanthanum (La) – CAS# 7439-91-0, Cerium (Ce) – CAS#7440-45-1, Neodymium (Nd) – CAS#7440-00-8, Praseodymium (Pr) – CAS#7440-10-0)

The overall reaction is: MH + NiOOH $\leftrightarrow$ M +Ni(OH)$_2$

Disposal

All Panasonic Nickel Metal Hydride batteries are classified by the federal government as a non-hazardous waste and are safe for disposal in the normal municipal waste stream. Exception: California, which requires these batteries to be disposed of in accordance with the California Universal Waste Rules. These batteries, however, do contain recyclable materials and are accepted for recycling anywhere in the US and Canada by the Rechargeable Battery Recycling Corporation’s (RBRC) Battery Recycling Program. Please call 1-800-8-BATTERY for information on recycling your used Nickel Metal Hydride battery or go to the RBRC website at www.rbrc.org for additional information.
Transportation
Nickel Metal Hydride batteries (sometimes referred to as “Dry cell” batteries) are not listed as dangerous goods under the International Civil Aviation Organization (ICAO), 2011-2012 edition, International Air Transport Association (IATA) U.S. Department of Transportation. (DOT), 49 CFR. These batteries are not subject to the dangerous goods regulations provided they meet the requirements contained in the following Special Provisions. Special Provision A123 in the IATA Dangerous Goods Regulations and ICAO Technical Instructions and Special Provision 130 in 49 CFR 172.102 of the U.S. hazardous materials regulations require these batteries to be packed in such a way to prevent short circuits or generating a dangerous quantity of heat. In addition, the IATA Dangerous Goods Regulations and ICAO Technical Instructions require the words “Not Restricted” and “Special Provision A123” be provided on the air waybill, when an air waybill is issued. By ocean the International Maritime Organization (IMO) regulates them as a Class 9 dangerous good under UN 3496 and Special Provision 117 and 963 which allows a total quantity of less than 100 kg gross mass to be transported as non-regulated.

First Aid
If you get electrolyte in your eyes, flush with water for 15 minutes without rubbing and immediately contact a physician. If you get electrolyte on your skin wash the area immediately with soap and water. If irritation continues, contact a physician. If a battery is ingested, call the National Capital Poison Center (NCPC) at 202-625-333 (Collect) or your local poison center immediately

General Recommendations
CAUTION: May explode or leak if short-circuited, inserted improperly, mixed with different battery types or disposed of in fire. Do not open battery.

Fire Safety
In case of fire, use a smothering agent such as dry sand, dry ground dolomite or soda ash. If you use water, use enough to smother the fire. Using an insufficient amount of water could possible make the fire worse. Cooling the exterior of the batteries will help prevent rupturing. Burning of these batteries will generate toxic fumes. Fire fighters should use self-contained breathing apparatus

Notice: The information and recommendations set forth are made in good faith and are believed to be accurate at the date of preparation. Panasonic Industrial Company makes no warranty expressed or implied.