

# Transport

One of the advantages with Nilar battery packs, as compared with many other battery types, is that UN approved packaging and marking is not required for transport by sea, road, rail and air.

No dangerous goods documentation is required when transporting Nilar battery packs by road or rail.

A dangerous goods declaration is required if batteries are transported by sea in quantities of over 100 kg in one transport unit. Nilar battery packs are then defined as dangerous goods, class 9. UN number and Proper Shipping Name are UN 3496 and Batteries, Nickel-Metal Hydride respectively.

Transportation of Nilar systems is easy to manage, since the IMDG Code provisions do not apply on NiMH batteries contained in or packed with equipment, according to Special Provision 963.

An Air Waybill or similar is required if batteries are transported by air. Nilar battery packs are not classified as dangerous goods and belong to the entry "Batteries, dry" in the list of dangerous goods in IATA (no UN number). If an Air Waybill is used, the words "Not Restricted" and the Special Provision number (A123) must be included in the description of the substance on the Air Waybill, according to IATA-DGR.

For several other battery chemistries, heavy regulations apply for all modes of transport, especially regarding transport by air. For those classified as fully regulated dangerous goods, strict regulations and even training courses may be required for the personnel involved in the transportation.

#### Standards:

- Transport UN38.3 Test T1 Altitude & Test T3 Vibration
- Transport ADR-S SP238 Test A



# Sustainability



Nilar EC batteries are made with minimal hard-to-recover raw materials. Unlike most industrial batteries, nickel metal hydride batteries do not contain cadmium, mercury or lead to deliver powerful results. And unlike many other chemistries, which are often more costly to recycle than mine, nickel is an actively recycled and reused material.

Nilar batteries are fully recyclable. From the nickel used to power them to the seals and casing used to the contact plates transferring the energy, the different elements that make up the battery can be reused in industrial manufacturing, such as the production of new Nilar batteries. The Circular Economy philosophy has been a central part of the R&D process for Nilar EC, reducing cost and the environmental impact of the batteries.

Handling of battery waste in Europe is regulated according to Battery Directive 2006/66/EC and EU Member state national legislation. Nilar takes full responsibility for taking back Nilar batteries and for the recycling process of them. Returned batteries are systematically recycled and the materials are re-used either in new batteries or in other industries.

#### **Nilar innovations for high recycling efficiency:**

- Developed method for the re-use of battery material in our production line.
- Fully recyclable
- Low usage of hard to recover raw materials

When your Nilar battery is ready for disposal it is recommended to send the battery to the local Nilar battery dealer or to Nilar AB.

#### **Nilar products are compliant with the following directives and regulations:**

- EU-directive 2006/66/EG ('Battery Directive'). The batteries do not contain the heavy metals mercury or cadmium.
- Waste Electrical and Electronic Equipment (WEEE) Directive 2012/19/EU
- Restrictions of certain hazardous substances according to RoHS Directive 2011/65/EU.
- Nilar products are in compliance with Regulation (EC) No. 1907/2006 concerning the Registration, Evaluation, Authorization and the Restriction of Chemicals (REACH).