



NFPA 704 RATING

INFORMATION ONLY - Please read Section X

SECTION I - Product and Manufacturer Identity

Product Identity: Revision Date: May 15th, 2003

**Tesla™ Turbo Start™ Ground Power Unit (G.P.U.)
Containing Dry Cell (Starved Electrolyte) Batteries
Used on Aviation/Military Application**

Manufacturer's Name and Address: Emergency Telephone Number:
Tesla Industries Inc. (302)324-8910
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New Castle, Delaware 19720 www.Teslaind.com

SECTION II - Ingredients

Hazardous Components	CAS #	OSHA PEL-TWA	% (By weight)
Lead	7439-92-1	50µg/m ³	45 - 60 %
Lead Dioxide	1309-60-0	50µg/m ³	15 - 25 %
Sulfuric Acid Electrolyte	7664-93-9	1.0 mg/m ³	15 - 20 %
Non-Hazardous Materials	N/A	N/A	5 - 10 %

SECTION III - Physical/Chemical Characteristics

Boiling Point - N/A Specific Gravity (H₂O=1) - NA
Vapor Pressure (mm Hg.) - N/A Melting Point - N/A
Solubility in Water - N/A Appearance & Color - N/A

SECTION IV - Fire & Explosion Hazard Data

Flash Point (Method Used): N/A Flammable Limits: N/A LEL: N/A UEL: N/A
Extinguishing Media: Multipurpose Dry chemical, CO₂ or water spray.
Special Fire Fighting Procedures: Cool G.P.U. exterior to prevent rupture. Acid mists and vapors in a fire are toxic and corrosive.
Unusual Fire and Explosion Hazards: Hydrogen gas may be produced and may explode if ignited. Remove all sources of ignition.

SECTION V - Reactivity Data

Conditions to Avoid: Avoid shorting. Do not operate or charge in gas tight containers.

SECTION VI - Health Hazard Data

Routes of Entry: N/A Health Hazards (Acute & Chronic): N/A
Emergency & First Aid Procedures: G.P.U. Dry Cell battery contains acid electrolyte which is absorbed in the separator material.

SECTION VII - Precautions for Safe Handling & Use

Steps to be taken in case material is released or spilled:	Avoid contact with acid materials. Use soda ash or lime to neutralize. Flush with water.
Waste Disposal Method:	Dispose of in accordance with Federal, State, & Local Regulations. Do not incinerate. G.P.U. Batteries should be shipped to Tesla or a reclamation facility for recovery of the metal and plastic components as the proper method of waste management. Contact Tesla for appropriate product return procedures.

SECTION VIII - Control Measures - Not Applicable

SECTION IX - Transportation

Tesla Industries Inc. ground power units contain batteries that are starved electrolyte batteries which means the electrolyte is absorbed in the separator material. The batteries are also sealed. As of September 30, 1995, Tesla G.P.U. batteries were classified as "nonspillable batteries", and as such are not subject to the full requirements of 49 CFR § 173.159. The previous exempt classification, "Dry Batteries, Not Restricted" was discontinued effective September 30, 1995. "Nonspillable" batteries are excepted from the regulation's comprehensive packaging requirements if the following conditions are satisfied: (1) The G.P.U. is protected against short circuits and is securely packaged. (2) the G.P.U. outer packaging must be plainly and durably marked "G.P.U. CONTAINS NONSPILLABLE" or "NONSPILLABLE BATTERY" and (3) The G.P.U. is capable of withstanding vibration and pressure differential tests specified in 49 CFR § 173.159(d).

Tesla Industries G.P.U. batteries have been tested by WYLE Scientific Services & Systems Laboratories Group and determined to be in compliance with the vibration and pressure differential tests contained in 49 CFR § 173.159(d), and therefore as of September 30, 1995, excepted from the DOT requirements set forth in 49 CFR § 173.159, other than paragraph (d).

G.P.U. shipments from Tesla Industries Inc. New Castle location, will be properly labeled in accordance with applicable DOT regulations.

Packaging changes performed at other locations may require additional labeling, since in addition to the G.P.U. itself containing the required marking, the outer packaging of the G.P.U. must also contain the required marking: "G.P.U. CONTAINS NONSPILLABLE" OR "NONSPILLABLE BATTERY". Because the G.P.U. batteries are classified as "Nonspillable" and meet the three conditions above, [from § 173.159(d)] they do not have an assigned UN number nor do they require additional DOT hazard labeling.

The regulation change effective September, 1995, was to clarify and distinguish to shippers and transporters, all batteries that have been tested and determined to be in compliance with the DOT Hazardous Material Regulations, the International Civil Aeronautics Organization (ICAO), and the International Air Transport Association (IATA) Packing Instruction 806 and Special Provision A67, and therefore excepted from all other requirements of the regulations and classified as a "nonspillable battery".

SECTION X - Additional Information

The Tesla Industries Inc. G.P.U. is determined to be an "article" according to the OSHA Hazard Communication Standard and is thereby excluded from any requirements of the standard. The Material Safety Data Sheet is therefore supplied for informational purposes only.

The information and recommendations contained herein have been compiled from sources believed to be reliable and represent current opinion on the subject. No warranty, guarantee, or representation is made by Tesla Industries Inc., as to the absolute correctness or sufficiency of any representation contained herein and Tesla Industries Inc. assumes no responsibility in connection therewith, nor can it be assumed that all acceptable safety measures are contained herein, or that additional measures may not be required under particular or exceptional conditions or circumstances.

N/A or Not Applicable - Not applicable for finished product used in normal conditions.