Ocean Signal Ltd. Unit 4 Ocivan Way Margate, CT9 4NN United Kingdom



CERTIFICATE OF CONFORMITY

Hereby we, Ocean Signal Ltd., of the above address, certify that the lithium battery module designated RB5V, has been tested in accordance with the United Nations Recommendation on the Transport of Dangerous Goods, Manual of Tests and Criteria (ST/SG/AC.10/11/Rev.5).

The RB5V is designed for use with:

• safeSEA V100 GMDSS VHF Handheld Radio

Testing was performed by Sartech Engineering Ltd., under test report no. 112011-1.

Test Report Information:

Test House:	Sartech Engineering Ltd			
Address:	13 Trowers Way, Holmethorpe Ind. Estate, Redhill, Surrey, RH1 2LH, UK			
Contact:	Tel: +44 (0) 1737 372670 ;	Email: info@sartech.	com	
Report No:	112011-1	Date:	1 November 2011	
Title:	UN Transportation Safety Tests on lithium primary and lithium-ion secondary batteries used in Ocean Signal V100 VHF portable radios.			

The battery module successfully completed all tests and each battery has been categorized as a watt-hour rating of less than 100Wh.

Battery Information:

Name & Makeup:	RB5V Battery module containing two cells connected in series with protection circuitry.		
Gross Weight (kg):	0.12	Net Weight (kg):	0.12
Battery Type:	Lithium Ion	Lithium content or Rating:	13.3 Wh
UN 38.3 Clause:	38.3.3(f)	UN 38.3 Tests Passed:	T1, T2, T3, T4, T5, T7

The battery module may be shipped with equipment as class 9, UN category UN3481, with the proper name "Lithium-Ion batteries packed with equipment", under the following conditions:

- By road under the ADR regulations, special provision 188.
- By sea under the IMDG regulations, special provision 188.
- By air under the IATA regulations 66th edition, packing instruction 966 section II

The battery module may be shipped as a spare battery without equipment as class 9, UN category UN3480, with the proper name "Lithium Ion batteries" and packed in accordance with IATA regulations 66th edition, packing instruction 965 section IB.

Signed on behalf of Ocean Signal Ltd.,

Date: 20 May 2025

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Simon Nolan, Chief Technical Officer

