



Li-Ion Battery Response Considerations

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Li-Ion Battery Response Considerations

LOGISTICS

Facility
Restrooms
Emergency Location/Safety Message
Survey





Li-Ion Battery Response Considerations

OBJECTIVES & TOPICS

Basic Understanding & Principles of Li-Ion Batteries

Hazards and Risks

Types of Energy Storage

Different Chemistries

DDR and Misuse

Packaging, Disposal, Recycling

Fire Response Tactics

Air Monitoring





Li-Ion Battery Response Considerations

COURSE OUTLINE

Li-Ion Battery Awareness
Waste Profile and Disposal
Tactical Considerations

- Micro-mobility
- Electric Vehicle
- Larger Scale

Health and Safety

- Air Monitoring
- PPE

Battery Burn Demo (Optional)





Li-Ion Battery Response Considerations

Module One: Awareness

Uses in the consumer marketplace

Trends in energy storage

Types of Batteries

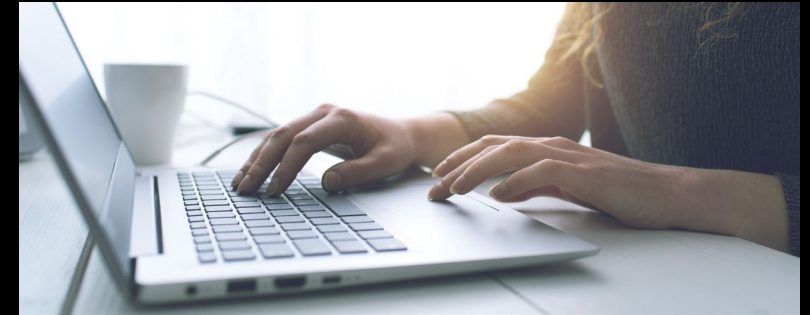
Chemistries

Hazards and Risks



Li-Ion Battery Response Considerations

Communications



Li-Ion Battery Response Considerations

Transportation



Li-Ion Battery Response Considerations

Energy Storage

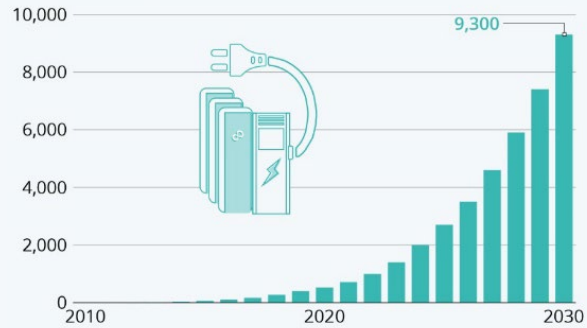


Household/Medical



High Demand for Lithium-Ion Batteries

Cumulative lithium-ion battery demand for electric vehicle/energy storage applications (in GW hours)

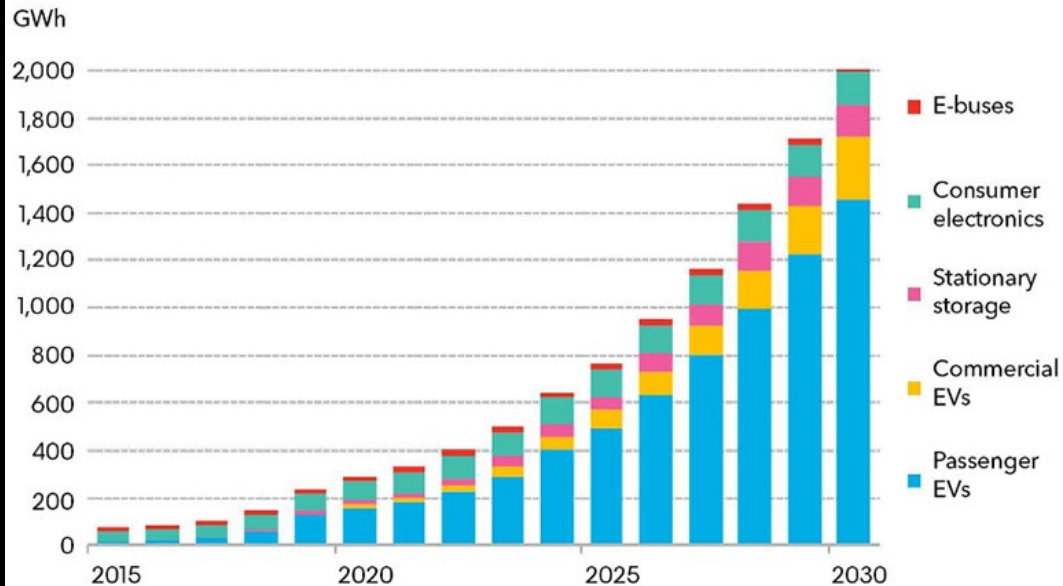


Source: Bloomberg

Trends in Li-Ion Batteries

- Demand is increasing
- Energy density of batteries is increasing
 - Thermal runaway severity increases
- Production increasing
- Cost per kilowatt hour decreasing
- Products reaching “end of life” increasing

Annual lithium-ion battery demand



2018

> 4 million



> 77 GWH



2028

50 to 200 million

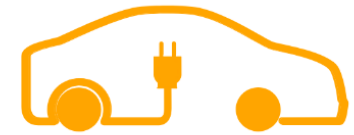


250 to 1100 GWH



2040

up to 900 million



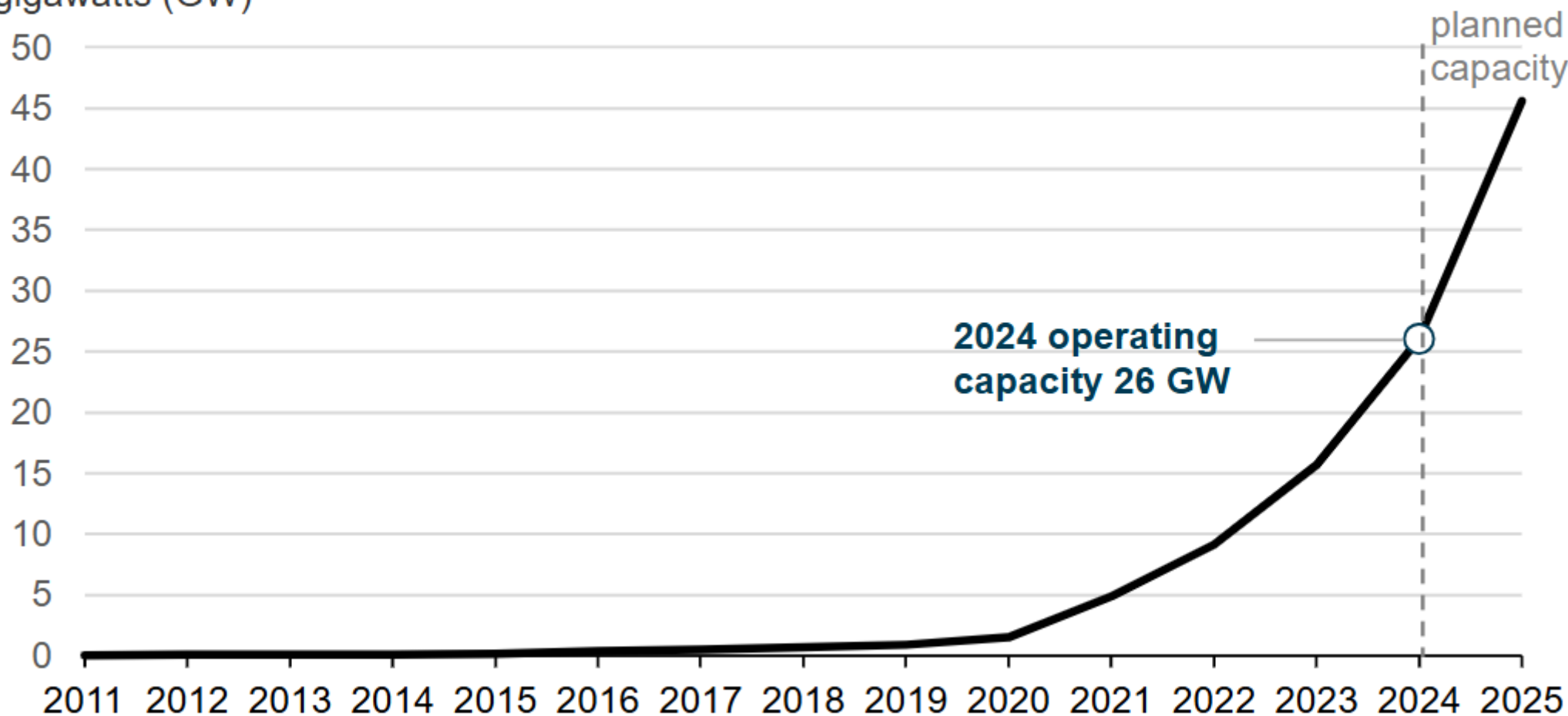
600 to 4000 GWH



Trends in Li-Ion Batteries

U.S. battery capacity increased 66% in 2024

Cumulative U.S. utility-scale battery power capacity (2011–2025)
gigawatts (GW)



Trends in Li-Ion Batteries

Last year, Americans registered more than 3 million electric and plug-in hybrid vehicles

While still a fraction of the more than 200 million gasoline vehicles registered every year, EVs are increasingly commonplace on the road.

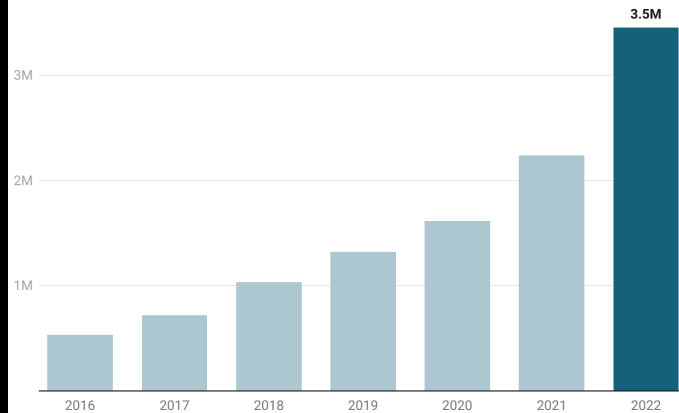
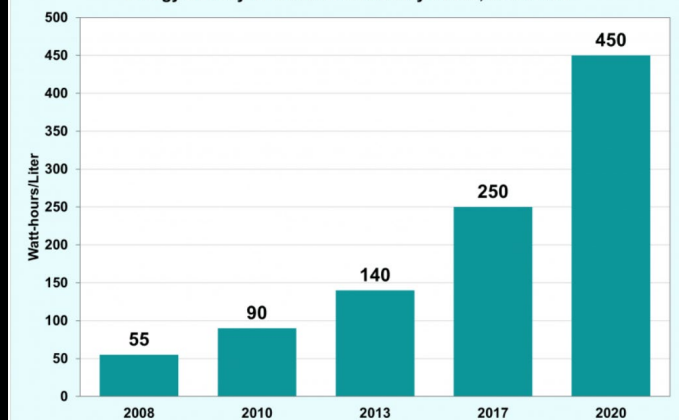


Chart: Scott Pham, CBS News • Source: Alternative Fuels Data Center, US Department of Energy

A Shifting Risk Profile for Lithium-Ion Batteries

- Increased availability and involvement
- Higher energy density of product
- Phaseout gas-powered lawncare and generator
- Right-to-Repair Laws in numerous states
- Growth in Recycle/Reuse/Refurbish Market
- Growth & availability in off-market products
- Increase in micro-mobility (scooters/e-bikes) & energy storage

Energy Density of Lithium-ion Battery Packs, 2008-2020



Source: Nitin Muralidharan, Ethan C. Self, Marm Dixit, Zhijia Du, Rachid Essehli, Ruhul Amin, Jagjit Nanda, Ilias Belharouak, Advanced Energy Materials, [Next-Generation Cobalt-Free Cathodes – A Prospective Solution to the Battery Industry's Cobalt Problem](#), January 2022.



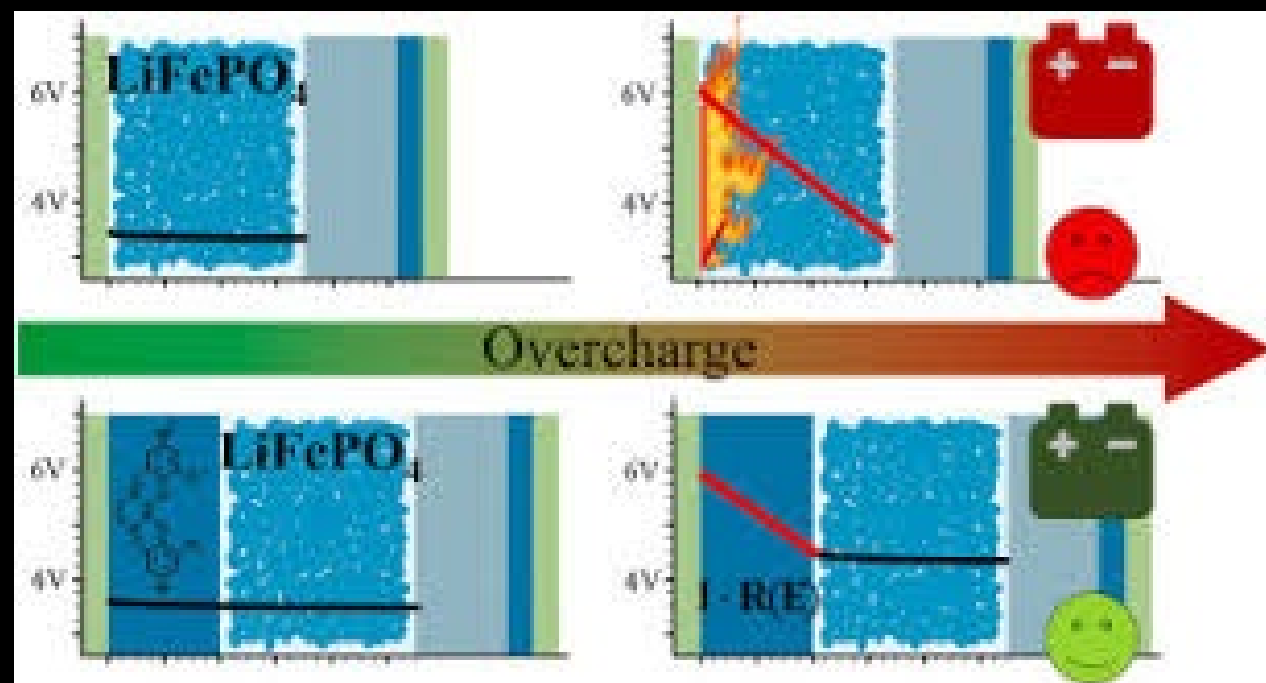
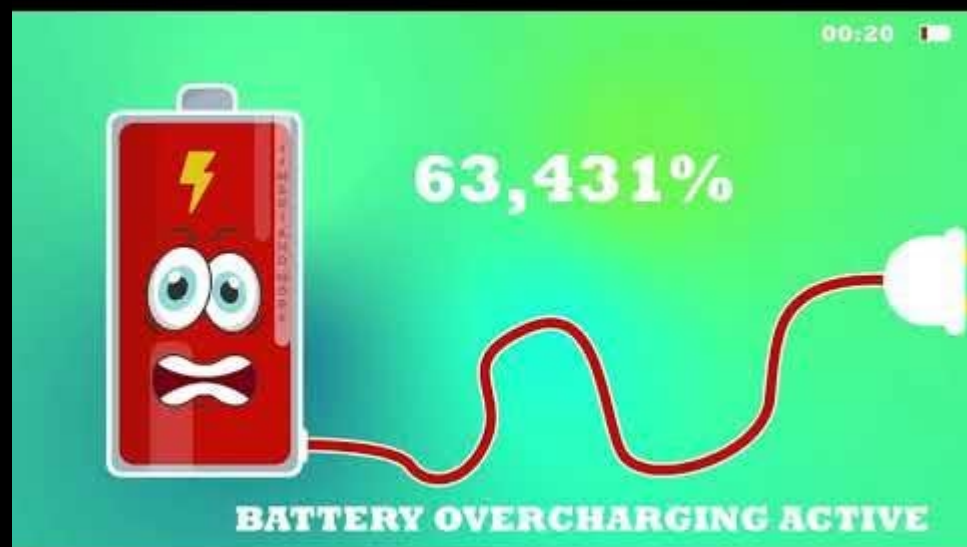
WARNING - FIRE and EXPLOSION RISK

These 18650 batteries sold on Amazon may be dangerous or deadly



Knockoff Battery Dangerous?





Types of Lithium Batteries

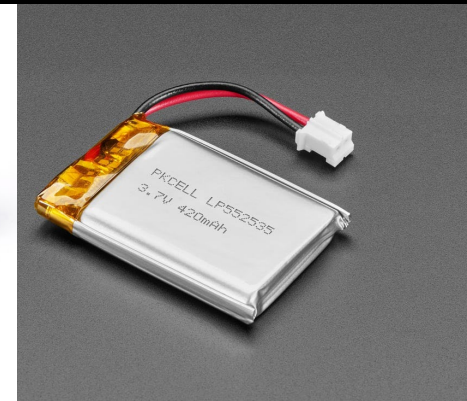
Lithium Metal

- Metallic lithium or alloy
- Tend to be single use and not rechargeable
- Typical Configurations:
 - Cell or button
 - Cylindrical
 - Rectangular
- Found in:
 - Watches, digital cameras, flashlights, toys



Lithium Ion

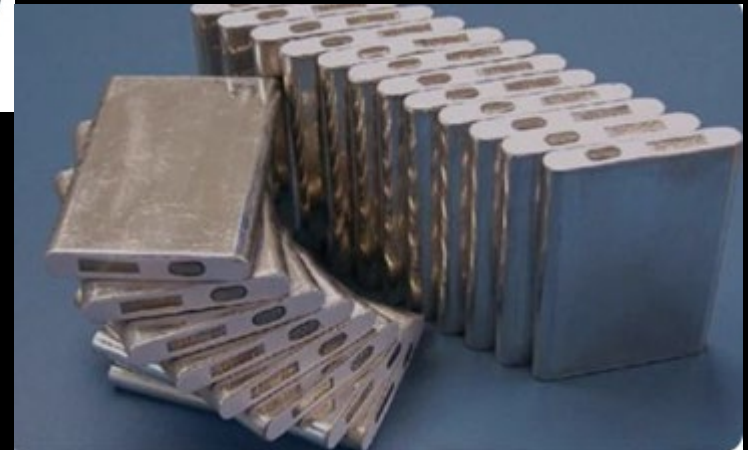
- Lithium compound
- Tend to be rechargeable
- Typical Configurations:
 - Cylindrical
 - Pouch
 - Prismatic/Rectangular
- Found in:
 - Laptops, power tools, e-bikes, vehicles, ESS



Types of Li-Ion Batteries

Styles

- Cylinder
- Pouch
- Prismatic



Four Primary Presentations of LIB



Energy Storage Systems



Electric Vehicles



Micro-mobility



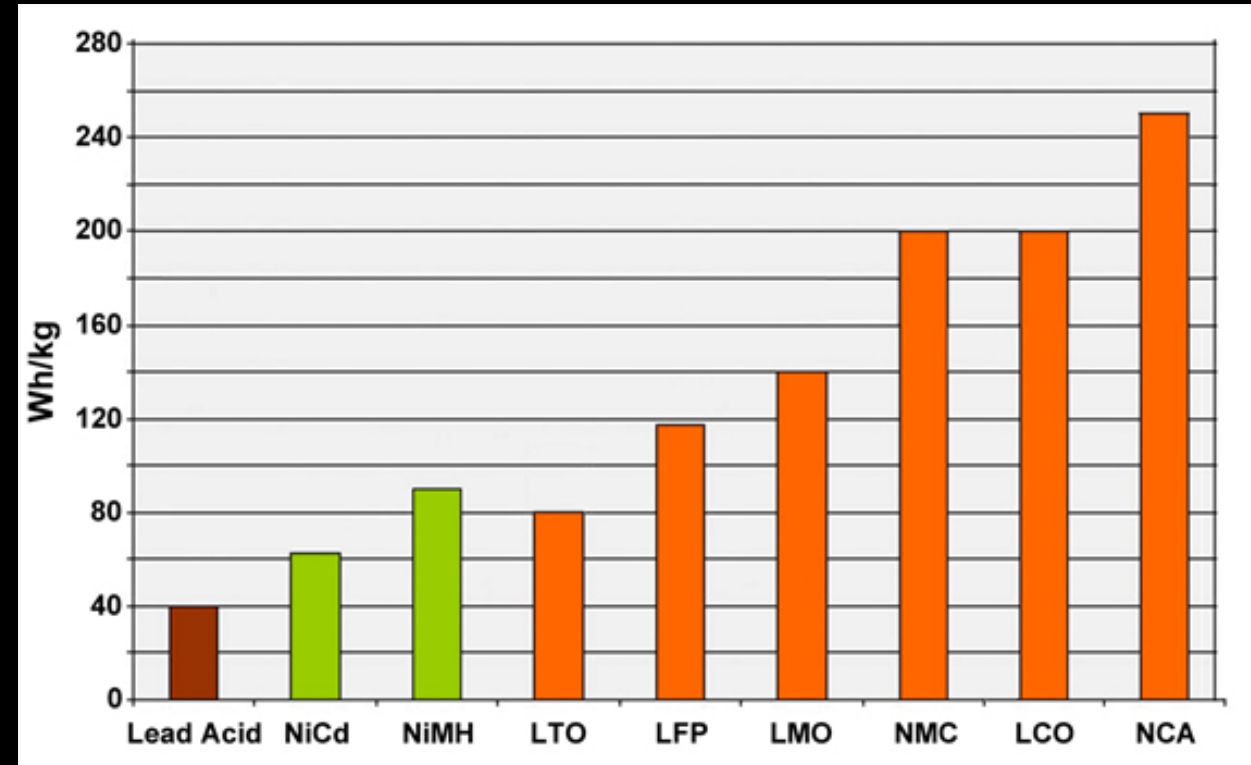
Personal Electronic Devices





How do
Lithium-ion
batteries
work?

Li-Ion Battery Chemistry



Cathode Chemistry

- Lithium Cobalt Oxide(LiCoO_2) — LCO
- Lithium Nickel Cobalt Aluminum Oxide (LiNiCoAlO_2) — NCA
- Lithium Nickel Manganese Cobalt Oxide (LiNiMnCoO_2) — NMC
- Lithium Manganese Oxide (LiMn_2O_4) — LMO
- Lithium Iron Phosphate(LiFePO_4) — LFP
- Lithium Titanate (Li_2TiO_3) — LTO
- Lithium Manganese Rich (LMR)

Anode Chemistry

- Graphite
- Graphite Mixtures

Li-Ion Battery Electrolyte

Type

- Liquid
- Solid
- Gel

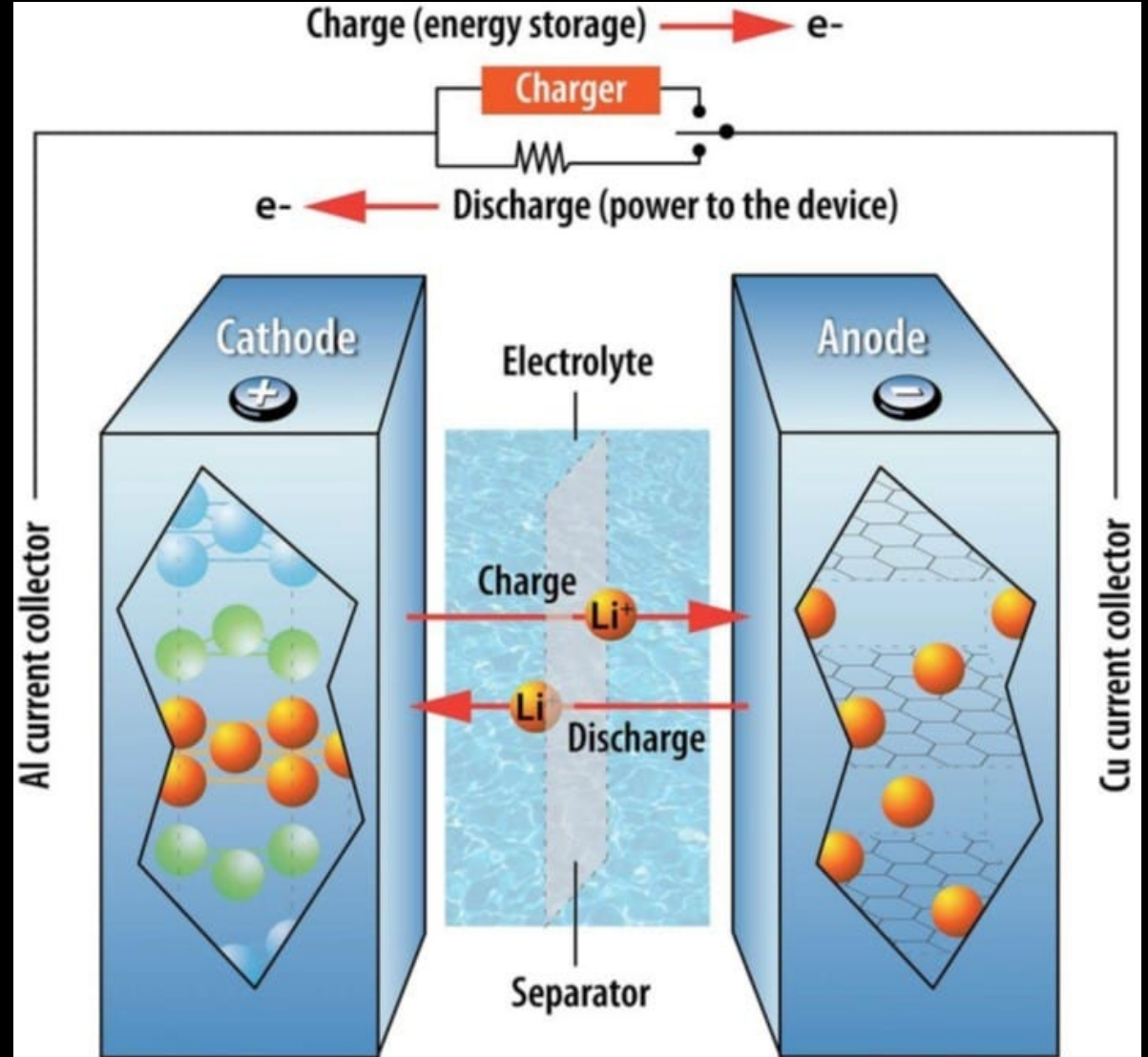
Lithium Salt

- Lithium Hexafluorophosphate (LiPF_6) – LHP

Solvents

- Ethylene carbonate
- Propylene carbonate
- Dimethyl carbonate
- Ethyl methyl carbonate
- Fluoroethylene carbonate
- Methyl acetate
- Methyl propionate

**CONFIDENTIAL
INFORMATION**



Dangers of Li-Ion Batteries: Terms to Know



“End-of-life” means batteries meeting their end of service life. They will be scrapped/shredded into precious metals or “Black Mass” or incinerated or landfilled.



Alternatively, “second life” for lithium batteries refers to their repurposing or refurbishing. These are not eligible for the recycling exceptions in the HMR.



“DDR” means damaged, defective, or recalled. These are batteries that are a greater risk and have greater regulatory restrictions. Common in recycling and disposal streams, and commonly found to be the cause of incidents.



“Thermal runaway” means the fire event that occurs in lithium batteries. It is uncontrollable, self-heating, and has a reignition risk that can last weeks.



“Propagation” means fire initiating from one battery causing other batteries in close proximity to go into thermal runaway, resulting in additional fires at the same time.

Propagation

- Propagation
 - Domino effect
 - Thermal Runaway heat from one battery-cell is likely to trigger Thermal Runaway in neighboring battery-cells
- Limiting propagation is primary goal
 - Cooling neighboring cells may prevent propagation
 - Removing exposed cells (i.e., removing other e-bikes, loose cells, etc.)



Dangers of Li-Ion Batteries: DDR

Can be caused by:

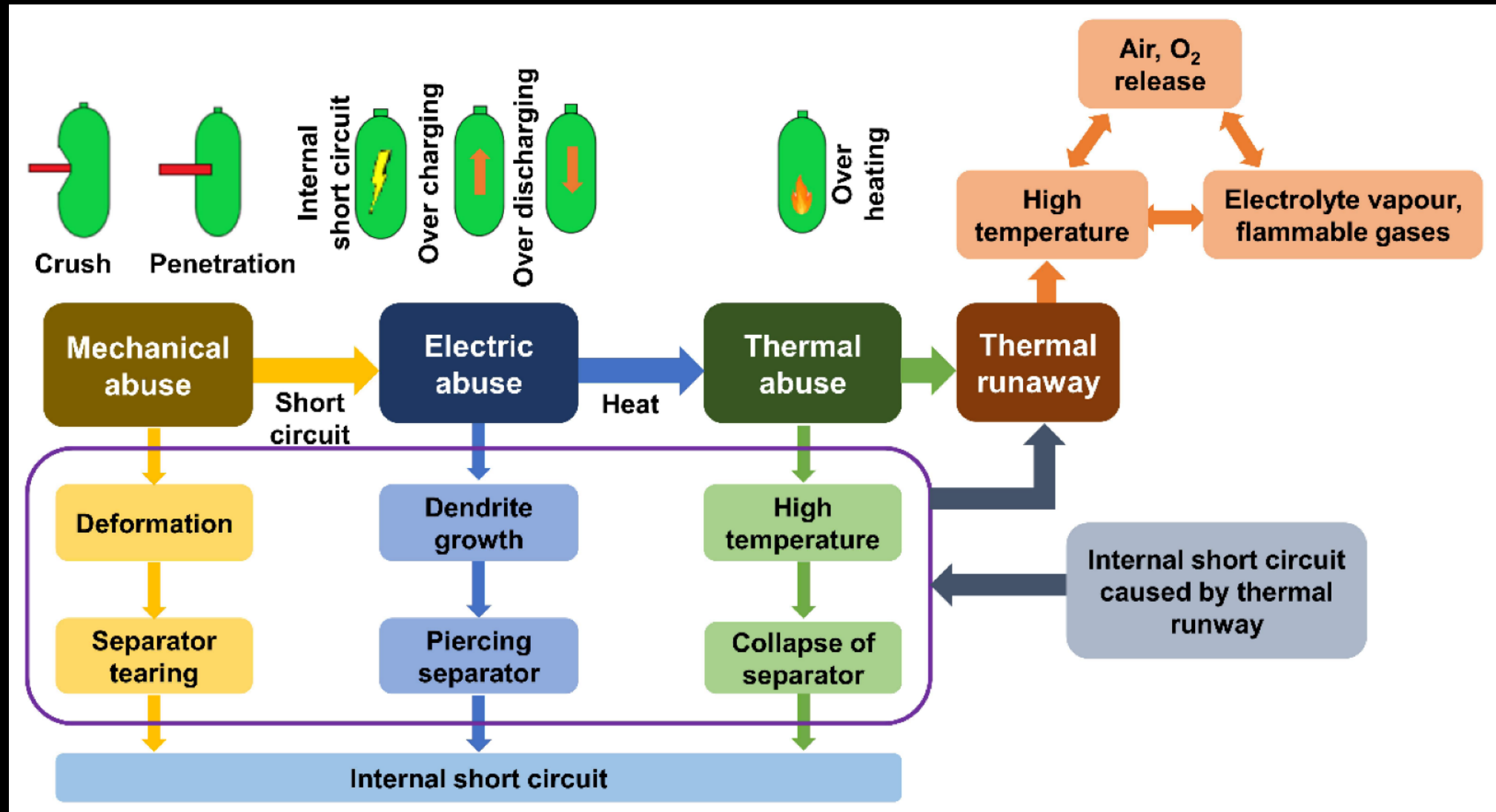
- Misuse & Abuse
- Imperfections
- Overcharging
- Incompatibility/Modifications
- Damage through impact



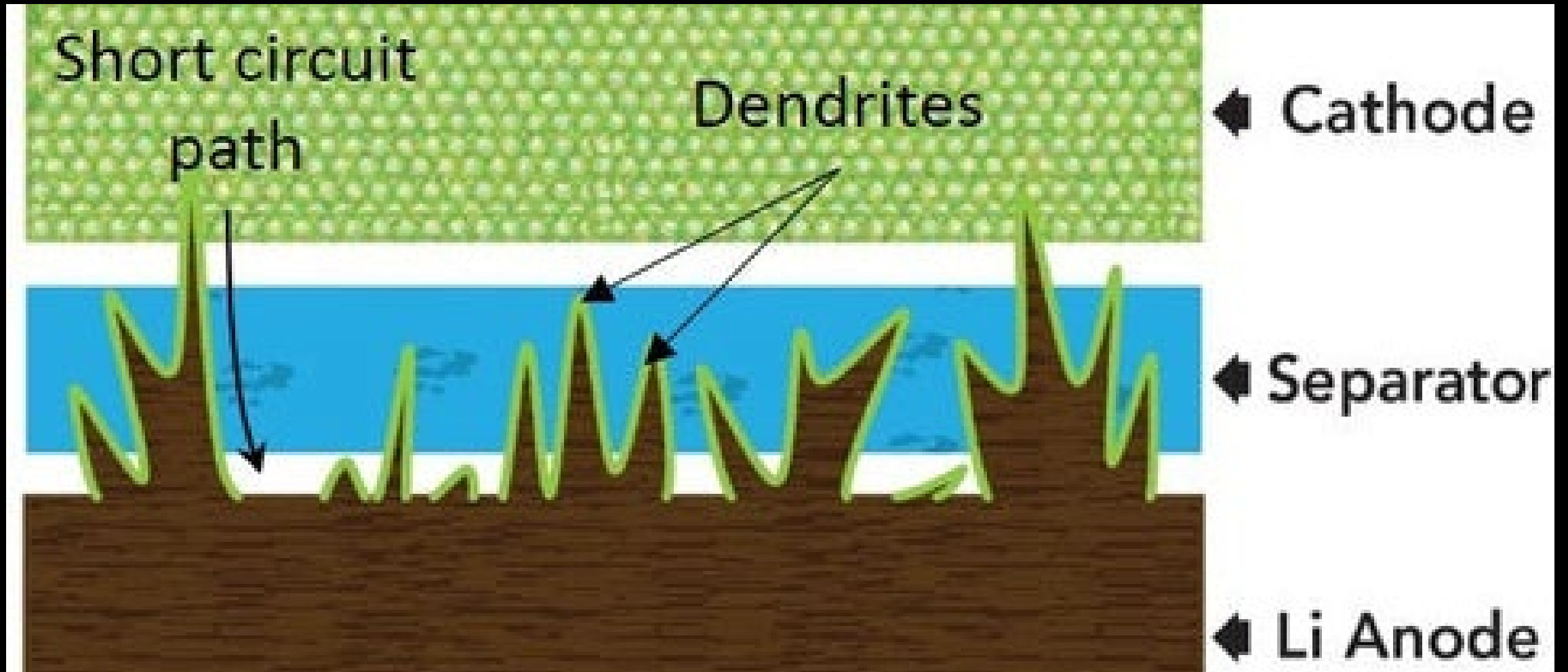
Are characterized as:

- Unreliable
 - No longer working appropriately
- Unpredictable
 - Overheat
 - Expansion/Swelling
 - Fire
 - Explosion
- Hazardous Waste
 - Disposal concerns
 - Expense

Why do batteries fail?

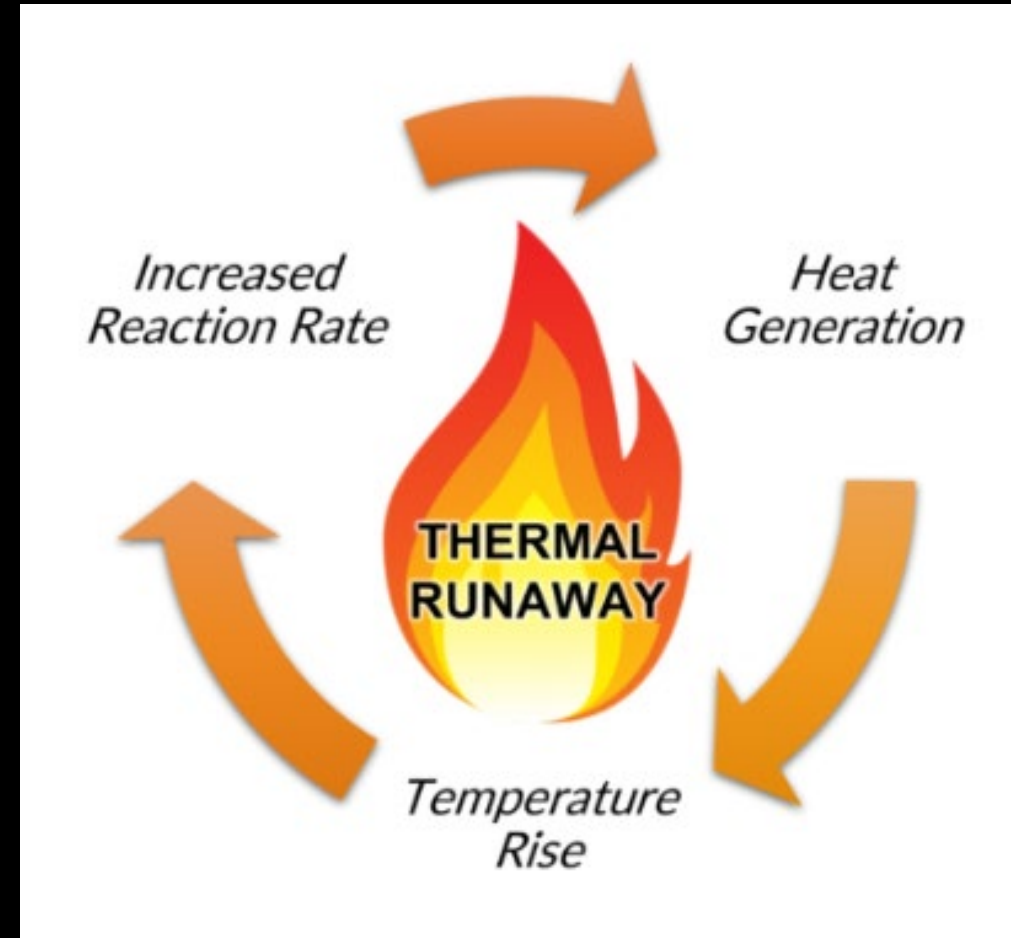


Why do batteries fail?



Characteristics of Li-Ion Fires

- Very toxic atmospheres – H, HF, HCN, CO, heavy metals
- ~6L/Wh gas produced/released
- Burn temperatures are higher than normal - >2,000°F
- Battery fires can burn without Oxygen – can't smother!
- Explosive potential – Hydrogen Gas
- Thermal Runaway reaction
 - Chemical reaction – rapid degradation
 - Does not require Oxygen
 - Nearly impossible to stop once it starts
 - Rapid event that can propagate to other cells
- Rekindle is common and cannot be predicted – can happen minutes, hours, days, weeks, months later



DO YOU KNOW THE DIFFERENT TYPES OF FIRES?

Not all fires are the same. Per NFPA 10, items burning may be classified into one or more of the following fire classes and your fire protection specialist will select the right fire extinguisher size and agent for the hazard.

CLASS	SYMBOL	PICTOGRAM	MATERIALS	EXAMPLES
A			Ordinary combustible materials	Wood, paper, cloth, rubber, and many plastics
B			Flammable liquids and gases	Gasoline, petroleum greases, tars, oils, oil-based paints, solvents, alcohols, propane, and butane
C			Energized electrical equipment	Computers, servers, motors, transformers, and appliances
D			Combustible metals	Magnesium, titanium, zirconium, sodium, lithium, and potassium
K			Cooking oils and greases	Animal and vegetable fats

Characteristics of Li-Ion Fires



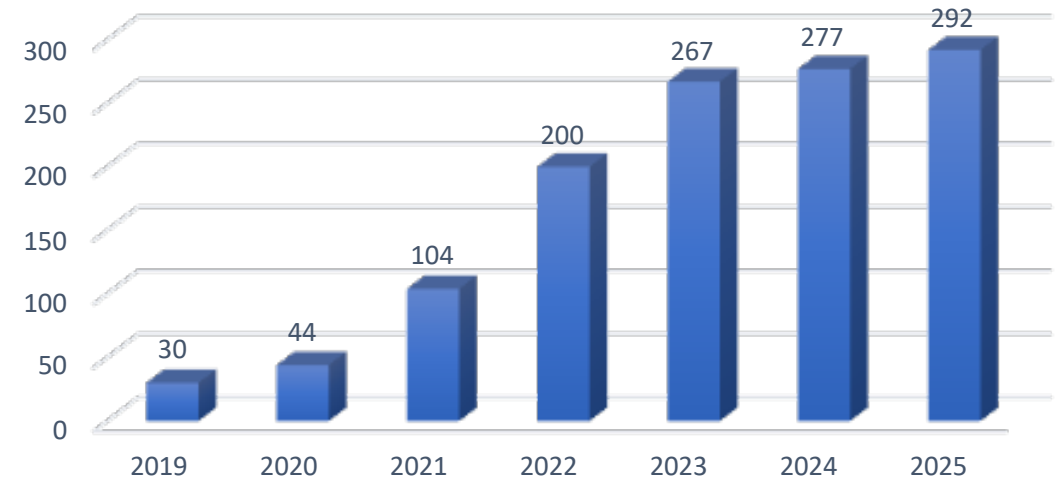
- Signs of trauma
- Gasses emitting
- Increase in temperature
- Pop and hiss
- Projectiles
- Intense fire
- Propagation
- Secondary fires

Characteristics of Li-Ion Fires

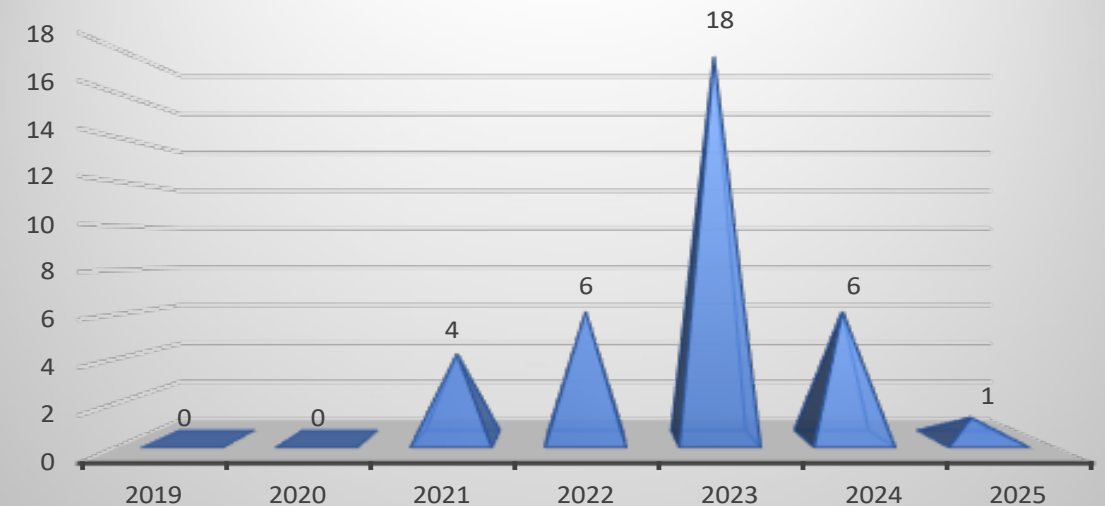


- Largest number of LIB incidents
- FDNY LIB fires:
 - 44 in 2020
 - 104 in 2021 (4 killed, 79 injured)
 - 219 in 2022 (6 killed, 147 injured)
 - 268 in 2023 (18 killed, 150 injured)
 - 279 in 2024 (6 killed, 99 injured)
 - 292 in 2025 (1 killed, 51 injured)
- Public exposure concerns
 - Stored and charged inside occupied residences and businesses
 - Stored near entry and exit ways
 - Can ignite with little-to-no warning
 - Rekindle is likely.

Number of NYC Structure Fires
Due to Lithium-Ion Batteries



NYC Deaths By Lithium-Ion Batteries





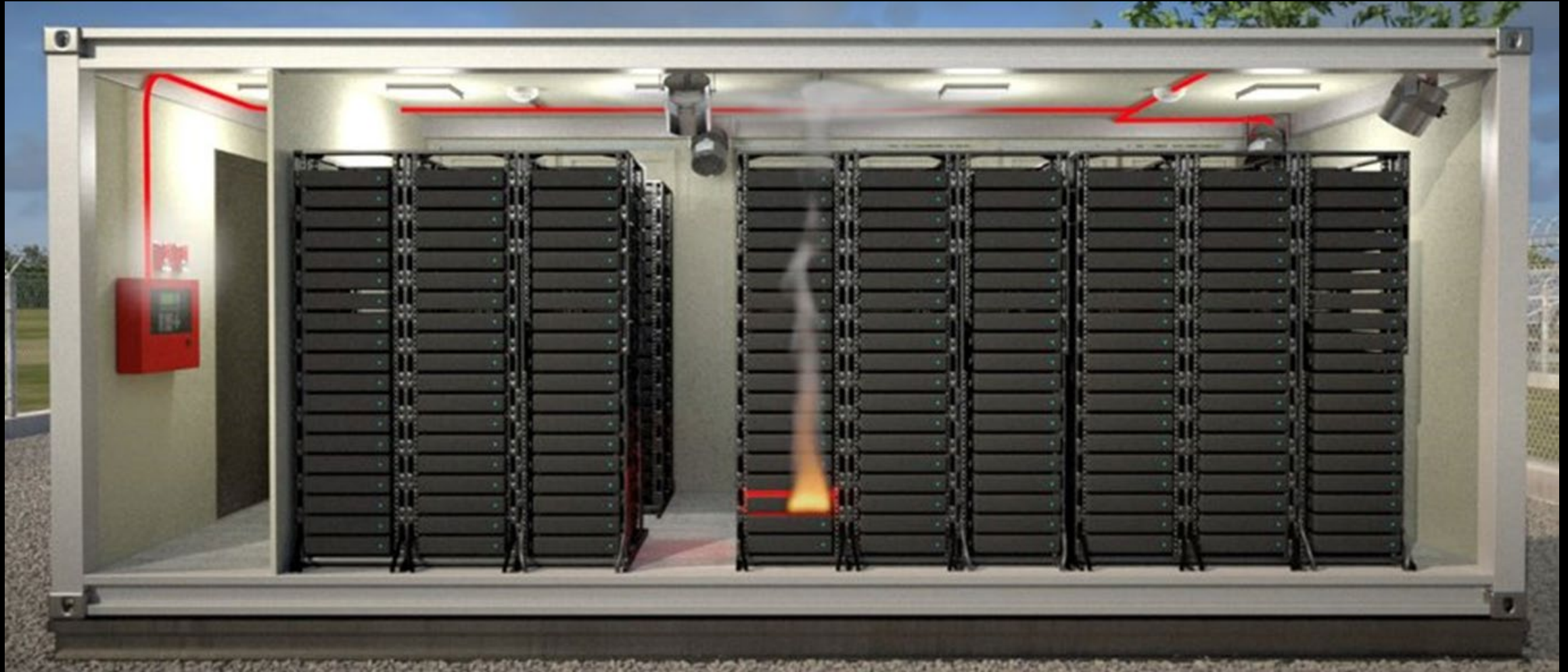








BESS Incidents







Flooded Car Incidents

Hurricane Ian – September 2022

Hurricane Idalia – August 2023



ELECTRIC VEHICLE FIRES CAUSED BY SALTWATER FLOODING



6:15
90°

Searchwater

Credit: Pinellas County Government

Nest

Flooded Car Incidents

Hurricane Helene
September 2024



Shipping Incidents

S-Trust Crude Tanker



Shipping Incidents

M/V Genius Star XI





Cargo ship carrying EVs catches fire off Alaska coast

● USA TODAY







Batteries may be involved in the incident OR they may be the cause of the incident

All Incidents



Li-Ion Battery Response Considerations

Module Two: Waste Profile & Disposal



Hazardous waste regulations
Challenges
DDR packaging options
Transportation of materials
Disposal and Recycling



End-of-Life Lithium-Ion Battery

Recycle

Recycle via Resell/Re-Use/Re-Purpose

Manufacture swap-out

Disposal as Universal Waste





**OKAY
IN
TRASH**



**REQUIRES
SPECIAL
RECYCLING**

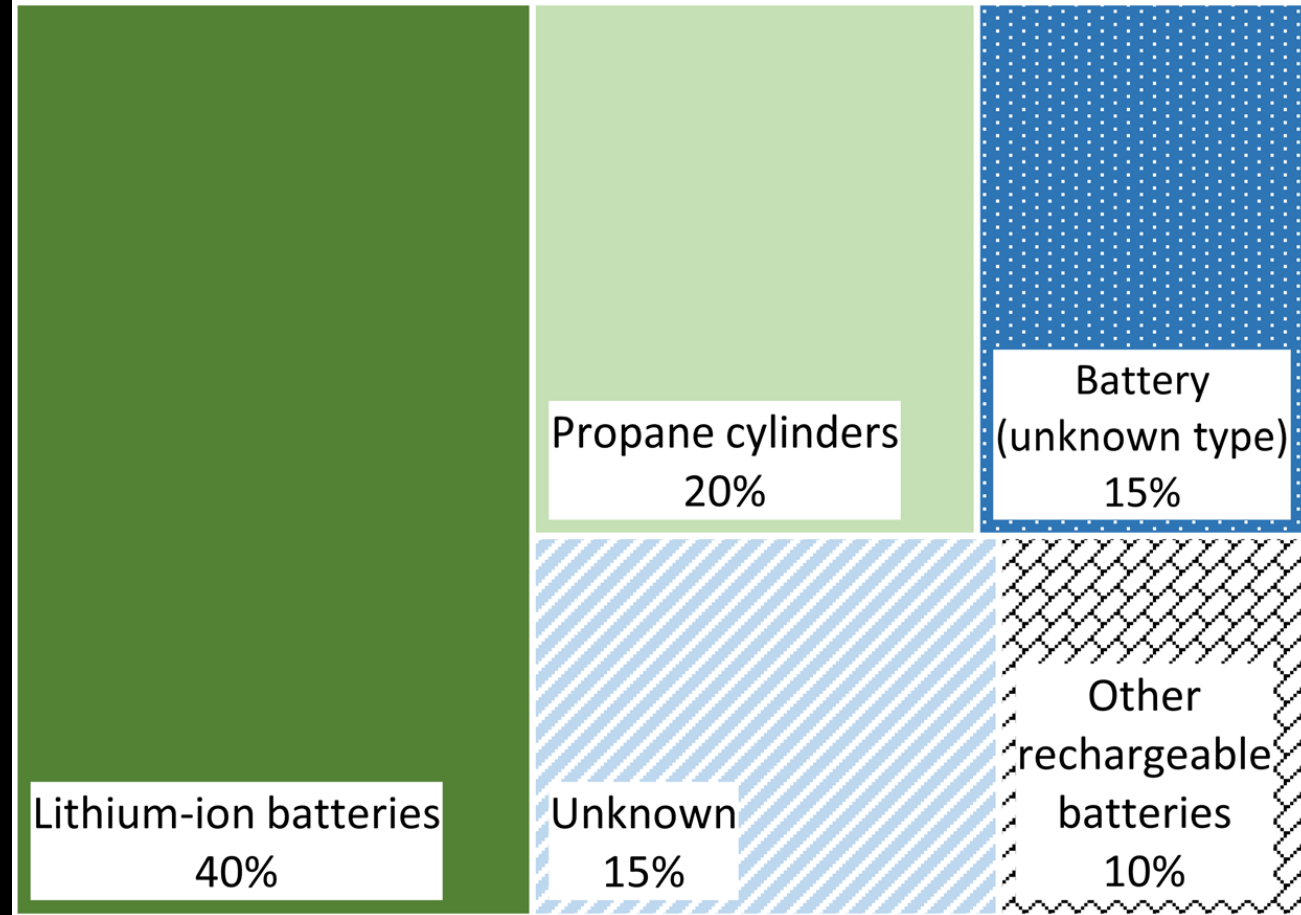


Consumer Disposal

- Trash trucks/recycling facilities
- 60% of trash truck load fires



Sources of Fires at Waste Management Facilities



Electric Vehicles, Batteries, Cobalt, and Rare Earth Metals

October 25, 2017 | 11:59 am



BATTERY PACK FOR BMW i3 ELECTRIC VEHICLE (AT MUNICH TRADE SHOW ELECTRONICA). PHOTO: RUDOLFSIMON CC-BY-2.0 (WIKIMEDIA)

The case for switching to electric vehicles (EVs) is nearly settled. They are cheaper to use, cut emissions, and offer a whisper

quiet ride. One of the last arguments available to the EV-hater club, which is largely comprised of thinly veiled oil-industry front

groups funded by the Koch brothers, focuses on the impacts from the materials used to make an EV's battery pack.

Specifically, the use of lithium, cobalt, nickel, and other metals that are part of an EV lithium-ion battery pack has raised red flags about the poor human rights and worker protection records in the countries where these materials



Josh Goldman
Former Contributor

Hazardous Waste

CONTACT US

Hazardous Waste Home

Learn the Basics of
Hazardous Waste

Hazardous Waste
Management

Generation

Identification

Definition of Solid Waste

Exclusions

Characterization

Delistings

Transportation

Permitting

Land Disposal Restrictions

Requirements for Importers

Requirements for Exporters

Recycling

Cleanups

Regulations for Certain
Wastes

EPA Hazardous Waste
Initiatives

SW-846 Test Methods

State Authorization

A to Z Directory of Topics

Lithium-Ion Battery Recycling

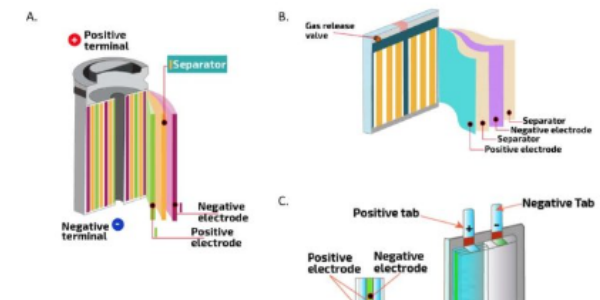
On this page:

- [Background on Lithium Batteries](#)
- [Lithium-Ion Batteries as Waste](#)
- [How Lithium-Ion Batteries are Recycled](#)
- [Lithium-Ion Battery Reuse](#)
- [Additional Resources](#)

Background on Lithium Batteries

Lithium-ion batteries are a type of commonly used rechargeable batteries that vary in size and design, but work in very similar ways. A battery is made of one or more cells, with each individual cell functioning to produce electricity.

A cell contains an anode layer, a cathode layer, and a separator, all of which are in contact with an electrolyte, which is most often a liquid. These components are stacked or rolled together and placed in an outer packaging— typically either a steel can or an aluminum/polymer pouch material.



Find a Recycling Location Near You

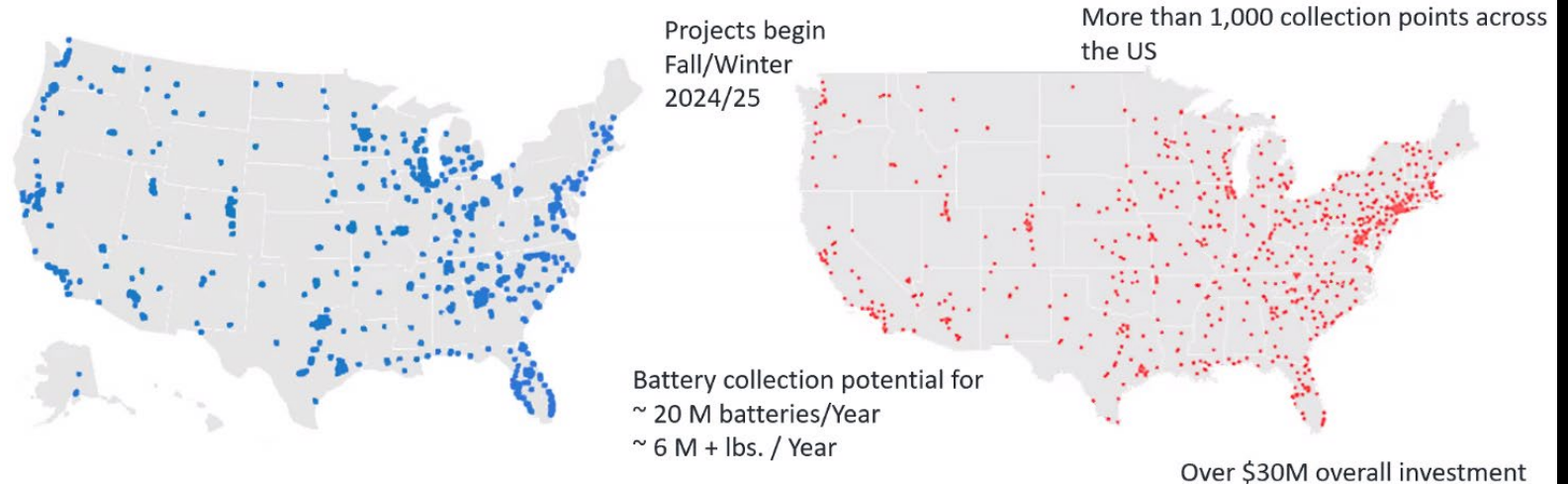
To find a battery recycling location near you, consult the following resources:

- [Earth911](#) ↗.
- [Call2Recycle](#) ↗.
- [Consumer Technology Association's Greener Gadgets](#) ↗.

Disclaimer: These sites are listed for informational purposes only. U.S. EPA does not endorse any of these entities or their services.

Consumer Recycling

Consumer Electronics Battery Recycling, Reprocessing, and Battery Collection - Retailer Programs



BatteriesPlus+

Staples

No cost to consumers, predicted to increase battery recycling by 100% over pilot programs

Consumer Recycling

Lowe's

2801 Chapline St
Wheeling, WV 26003-4013

📞 130-423-8200

Rechargeable Battery

Cellphones

Get Directions

About this Location

Lowe's

50421 Valley Plaza Dr
Saint Clairsville, OH 43950-1749

📞 174-069-9300

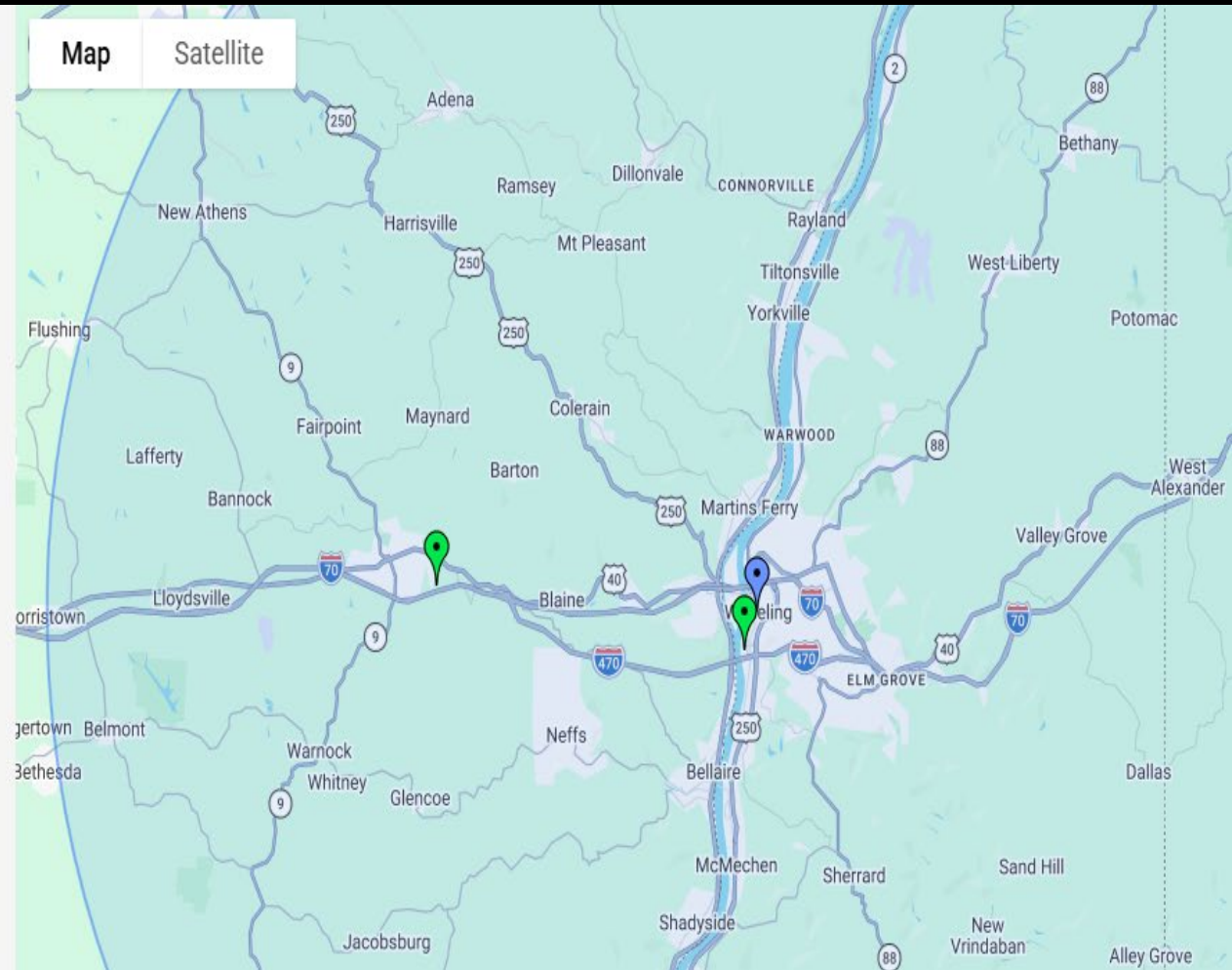
Rechargeable Battery

Cellphones

High Energy Battery

Get Directions

About this Location



batterynetwork.org/locator

Consumer Recycling



Battery Disposal

40 CFR 273.9

Battery means a device consisting of one or more electrically connected electrochemical cells which is designed to receive, store, and deliver electric energy. An electrochemical cell is a system consisting of an anode, cathode, and an electrolyte, plus such connections (electrical and mechanical) as may be needed to allow the cell to deliver or receive electrical energy. The term battery also includes an intact, unbroken battery from which the electrolyte has been removed.

49 CFR 171.8

Lithium ion cell or battery means a rechargeable electrochemical cell or battery in which the positive and negative electrodes are both lithium compounds constructed with no metallic lithium in either electrode. A lithium ion polymer cell or battery that uses lithium ion chemistries, as described herein, is regulated as a lithium ion cell or battery.

DDR Battery Disposal

Damaged, Defective, Recalled Lithium-Ion Battery

- Recycle (ship per DOT regulations)
- Recycle via DOT Special Permit
- Disposal as Hazardous Waste
- Create “Not a Battery”



DDR Battery Disposal



- Who will collect, containerize, store batteries?
- Who will be responsible for getting rid of them?
- How do you address these?

DDR Battery Disposal - RCRA

Characteristics:

- Ignitability – D001
- Reactivity – D003

Manage via:

- Hazardous waste under universal waste regulations
- 40 CFR 273
- Universal Waste regulations do not require hazardous waste manifest
- Must go to permitted facility
- Household hazardous waste exemptions apply



DDR Battery Disposal

- Highly unstable material
- Cannot be transported via air cargo
- Ocean carrier limitations
- Are hazardous waste / universal waste
- DDR batteries may not be accepted at consumer recycling points
- DDRs may not be accepted at hazardous waste collection sites
- Regulations are burdensome, expensive and ineffective to address all safety concerns



Transport & Disposal Challenges

Shipping – DOT Restrictions for DDR Batteries

- (f) *Damaged, defective, or recalled cells or batteries.* Lithium cells or batteries that have been damaged or identified by the manufacturer as being defective for safety reasons, that have the potential of producing a dangerous evolution of heat, fire, or short circuit (e.g., those being returned to the manufacturer for safety reasons) may be transported by highway, rail or vessel only, and must be packaged as follows:
- (1) Each cell or battery must be placed in individual, non-metallic inner packaging that completely encloses the cell or battery;
 - (2) The inner packaging must be surrounded by cushioning material that is non-combustible, electrically non-conductive, and absorbent; and
 - (3) Each inner packaging must be individually placed in one of the following packagings meeting the applicable requirements of part 178, subparts L, M, P, and Q of this subchapter at the Packing Group I level:

DDR Batteries cannot be transported via aircraft.

Transport & Disposal Challenges

DOT Special Permits

Allows for handling material outside of the Hazardous Materials Regulations, provided a level of security can be met

Can be issued to response company, manufacturer, project site

Takes time; submit for approval



Transport & Disposal Challenges

DOT Special Permits

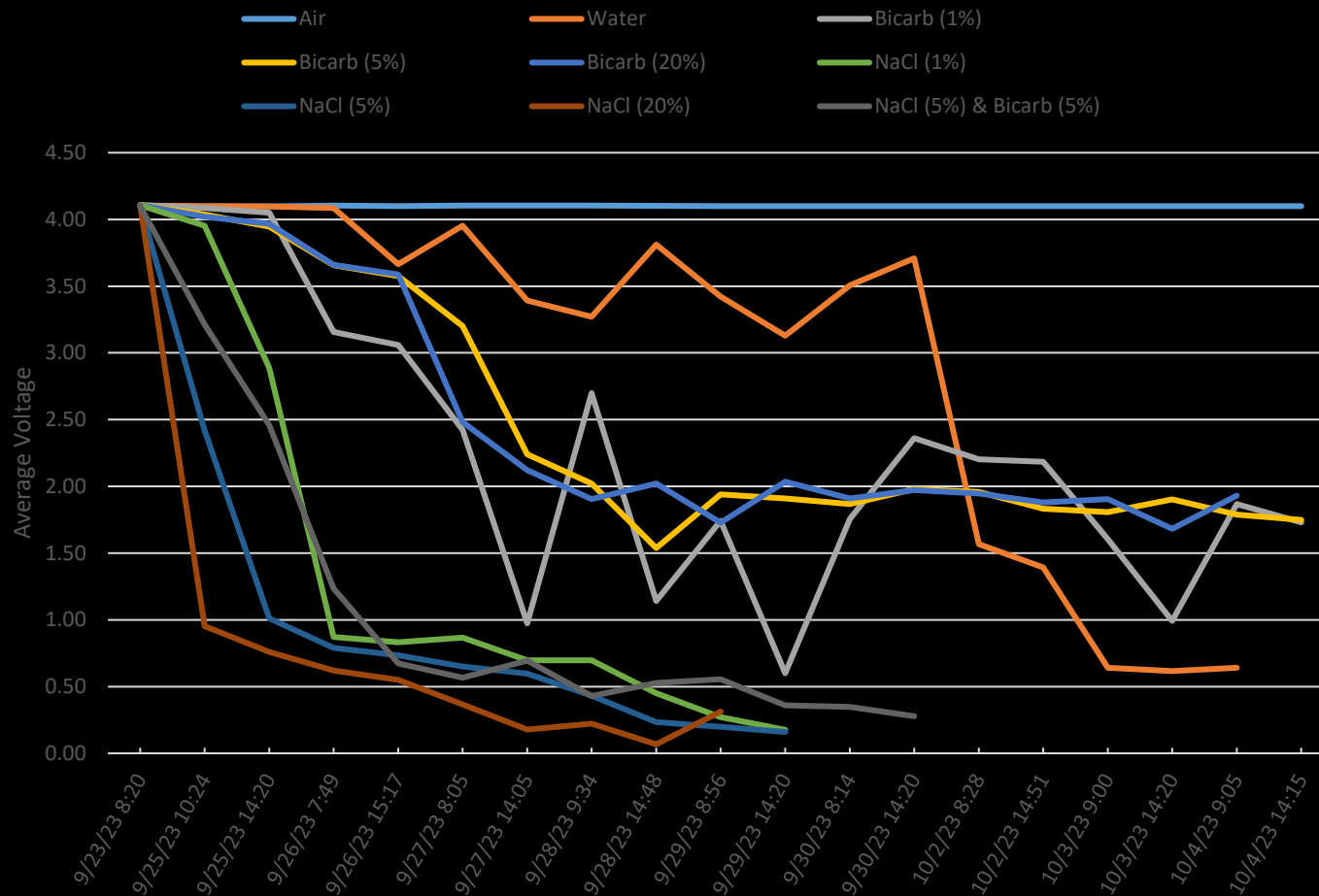






Battery De-Energizing

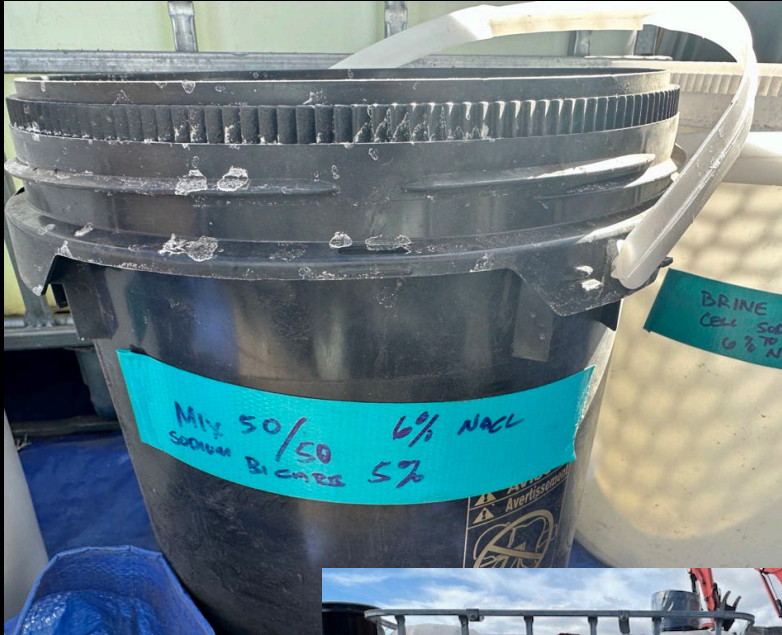
Comparison of Brine Solutions in Decreasing Voltage of Li-ion Batteries



- Discharge battery for safety
- Create a salt solution of 5% NaCl
- Allow to soak for 3 days
- Lower voltage
- Release of gases
- Progress dependent on battery construction



Battery De-Energizing



Battery Processing





Runoff/Brine Solution

- ◆ TCLP results for RCRA metals have been non-detect for disposal
- ◆ Studies show other metals may be present in high concentrations
- ◆ Could be toxic for aquatic life

Brine solution and runoff water are likely to be non-hazardous but should be disposed of at a POTW if possible.

Table 13
Comparison of contamination of sprinkling and storage water with limit and background levels.

Contaminant/ Parameter	Unit	Sprinkling water	Storage water	Process water	Drinking water limit values ⁽¹⁾	Industrial effluent limit value ⁽²⁾
pH value	-	8.2	12.3	8	6.8 - 8.2	6.5 - 9.0
Chloride	mg/l	2	22	3	250	n.s.
Sulphate		34	98	2	250	n.s.
Nitrate		2	< 1	< 1	40	n.s.
Phosphate		<1	< 1	< 1	1	n.s.
Fluoride		8	330	< 1	1.5	n.s.
PAH ^(c)		0.001 ^(a)	0.02 ^(a)	0.001 ^(a)	0.1	n.s.
		0.36 ^(b)	0.02 ^(b)	< 0.001 ^(b)		
Benzo[a]pyrene		< 0.001 ^(a)	0.004 ^(a)	< 0.001 ^(a)	0.01	n.s.
		0.07 ^(b)	0.01 ^(b)	< 0.001 ^(b)		
Nickel	µg/l	36000 ^(a)	55000 ^(a)	< 700	20	2000
		48400 ^(b)	181000 ^(b)			
Cobalt		36000 ^(a)	50000 ^(a)	< 400	n.s. (≤ 70)	500
		46000 ^(b)	181000 ^(b)			
Manganese		36000 ^(a)	53000 ^(a)	< 1300	50	n.s.
		44000 ^(b)	199000 ^(b)			
Lithium		7000 ^(a)	1460000 ^(a)	< 1300	n.s. (≤ 40)	n.s.
		2200 ^(b)	31000 ^(b)			



Li-Ion Battery Response Considerations

Module Three: Tactical Considerations

Small Consumer Products
Micro-Mobility Devices
Electric Vehicles
Energy Storage Systems
Accumulators/Recyclers
Stafford Act Responses



Small Consumer Products





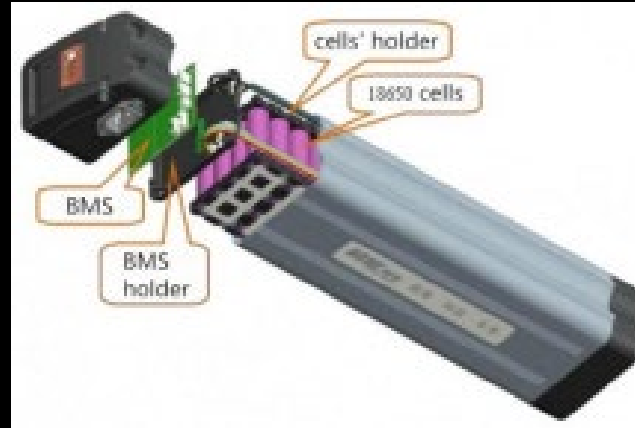


Small Consumer Products Tactical Considerations

- Life safety
- Property conservation
- Recover batteries
- Appropriate disposal



Micro-Mobility Devices



(i) Electric Unicycle



(ii) Egret (kick electric scooter)



(iii) Electric Scooter



(iv) Three-wheeler Electric Scooter



(v) Electric Mobility Cart



(vi) Electric Bike (bicycle)



(vii) Hoverboard



(viii) Segway



(ix) Electric Caster Board



4.5K



How Many Gallons per Minute?

- Lithium-Ion batteries do not require Oxygen to burn.
- Smothering also does not work
- Inerting with clean agent may inhibit class A fire but not battery fire, where flaming combustion is suppressed, explosive and toxic gases build-up and don't burn off
- Cooling to prevent cell propagation may be successful if water can be placed into battery pack
 - **DO NOT** force open the battery pack



Micro Mobility Concerns



Micro Mobility Concerns



Micro Mobility Concerns

Rapid failure

Overhaul

Toxic atmosphere

Rekindle

Explosive

Micro Mobility Tactical Considerations

- Life safety
 - PPE/SCBA
 - Rescue
 - Evacuate area



- Consider protection of exposures of life, environment, property/superstructure, and commerce.

Incident Stabilization

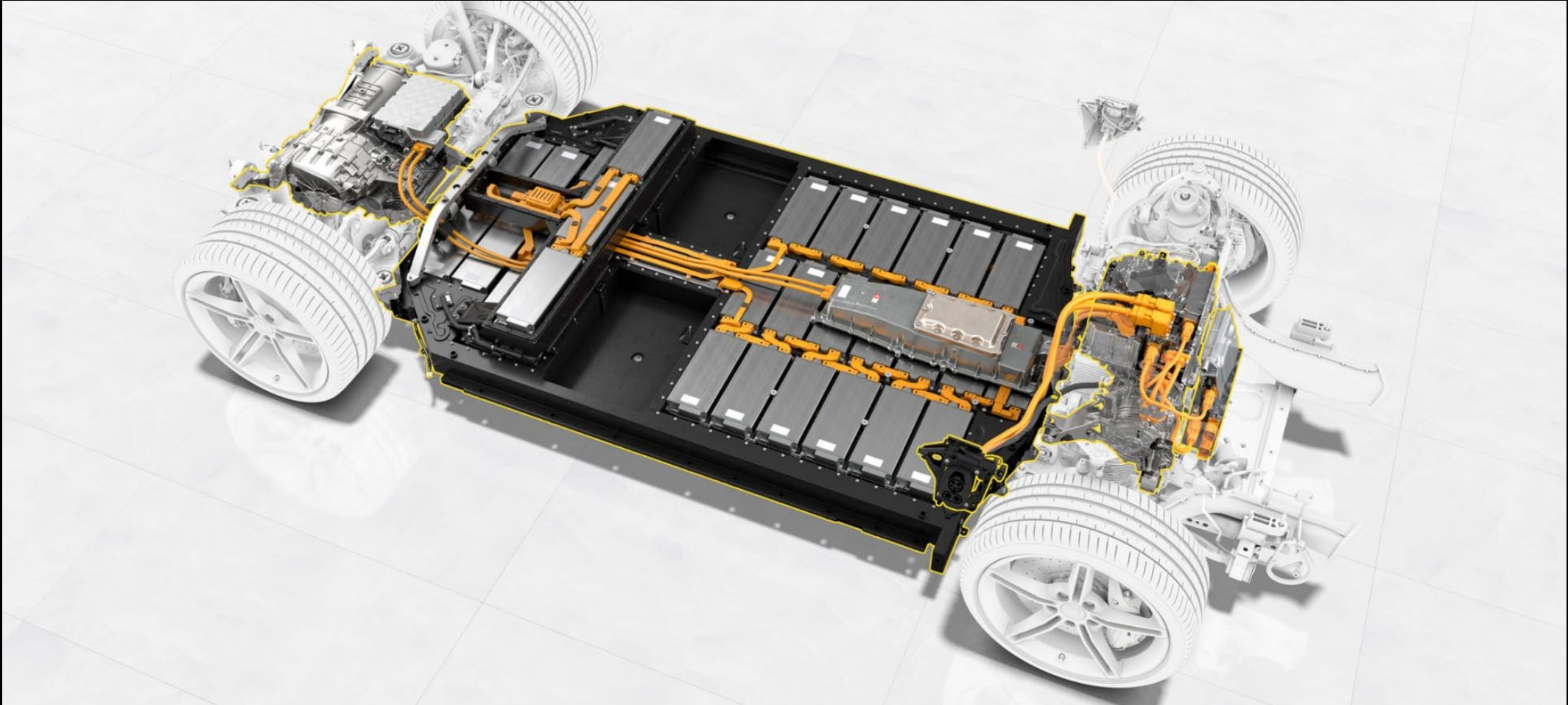
- If outdoors
 - Allow micro mobility to burn to completion
 - Prevent propagation to other devices/battery packs
- If indoors
 - Attack residential fire like normal
 - During fire attack, uninvolved micro mobility device may ignite behind you!!

Micro Mobility Tactical Considerations

- Move all lithium-ion battery cells and devices to a safe location, away from firefighting operations, **PRIOR to overhaul**
 - Use shovel with wooden handle
 - Outside is preferred
 - Consider bathroom, bathtub, sink, or metal bucket and fill with water if outdoor not an option
- Wear SCBA during overhaul
- Advise Investigators of possible LIB presence
- Request HazMat to assist with battery stabilization, mitigation, overpacking, and disposal
- Provide protection line during overpacking procedures



Electric Vehicles (EV)





Exponential Increase: Electric Vehicles (EV)

% of EVs Global Auto Sales

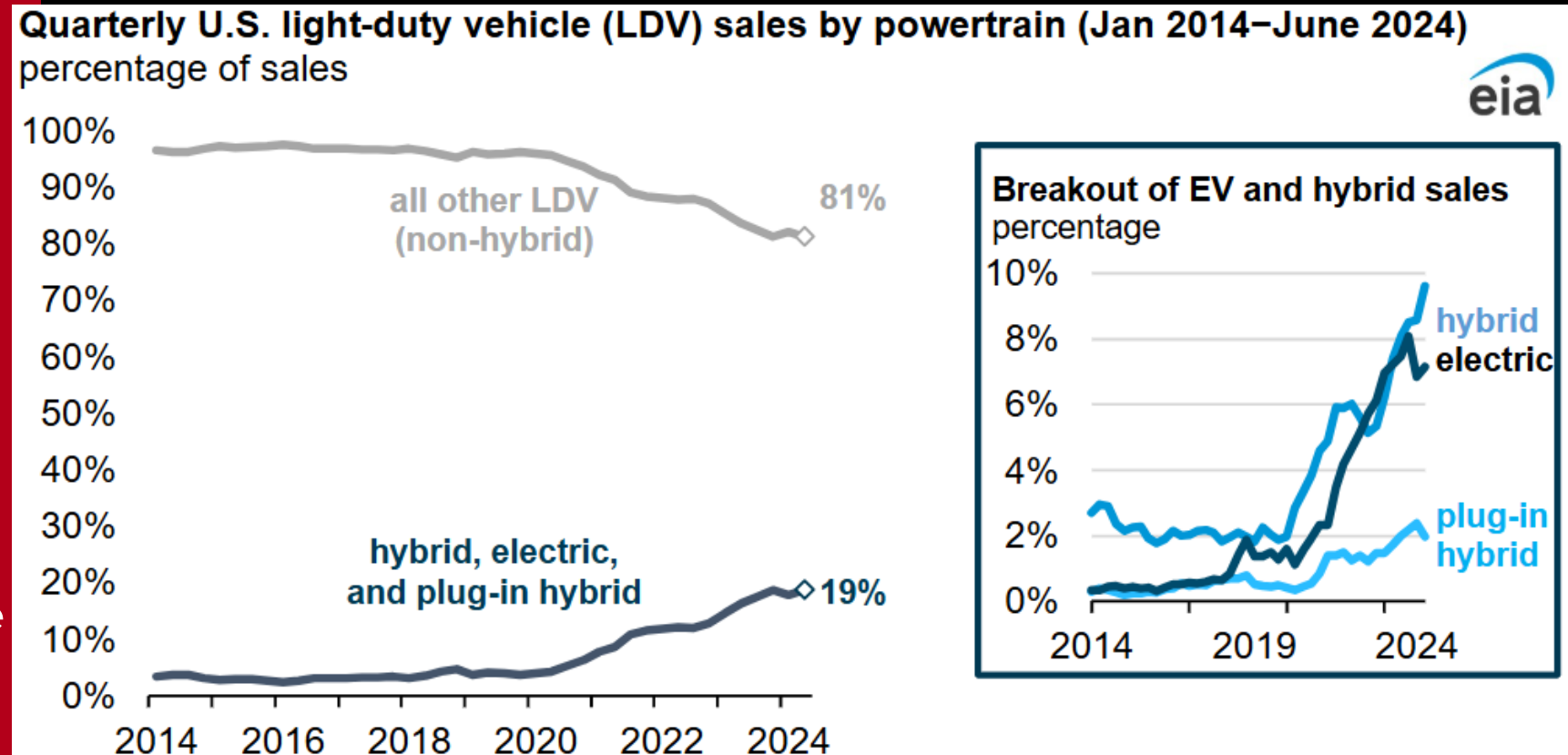
4.7% - 2020

15% - 2025

48% - 2035

California forecasted to be much higher.

By 2035 100% of all vehicle sales in CA must be battery or hydrogen powered



Electric Vehicles (EV) – Battery Packs

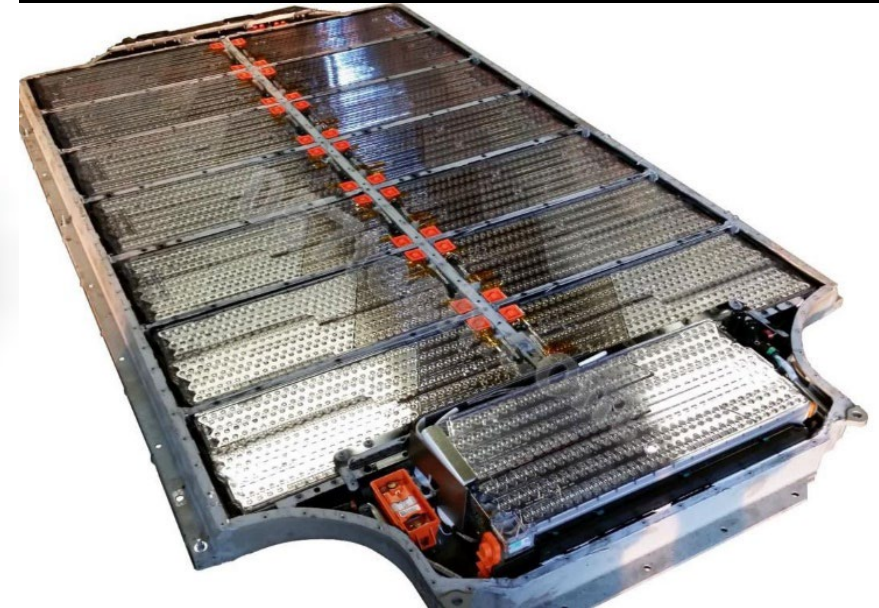
MODULAR PLATFORM AND
BATTERY SYSTEM



GM Battery Pack
Pouch Cells



Ford Lightning Battery Pack
Pouch Cells



Tesla Battery Pack
Cylindrical Cells



EV Battery Response

Different Make = Different Battery
Different Model = Different Battery
Different Year = Different Battery
Different Option = Different Battery

National Fire Protection Association
Emergency Response Guides\Tech Ref



EV Battery Response (Tesla)



EV Battery Response (Toyota Prius)



EV Battery Response (Nissan Leaf)



EV Battery Response (Subaru)





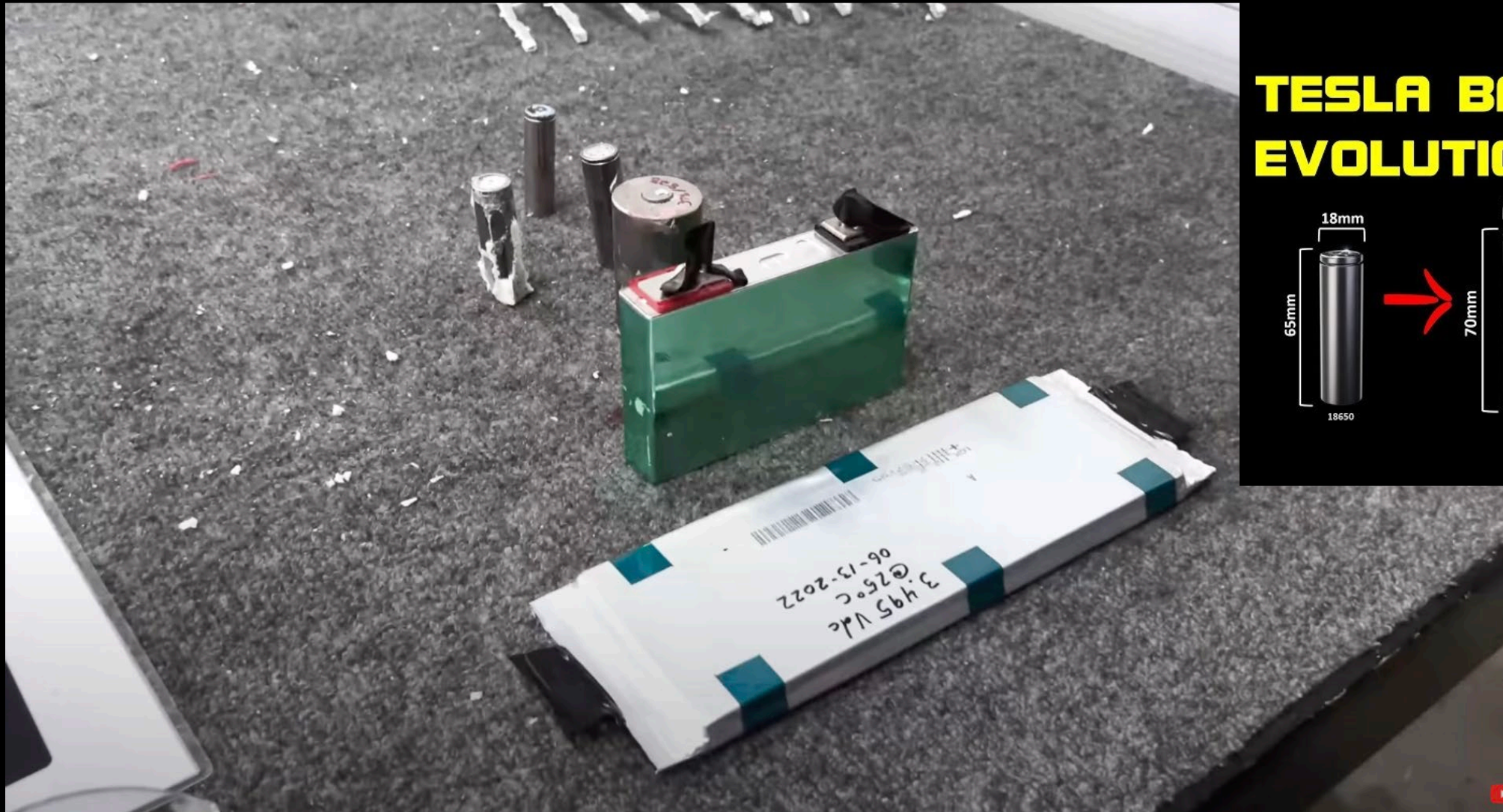
EV Battery Response (BMW i3)





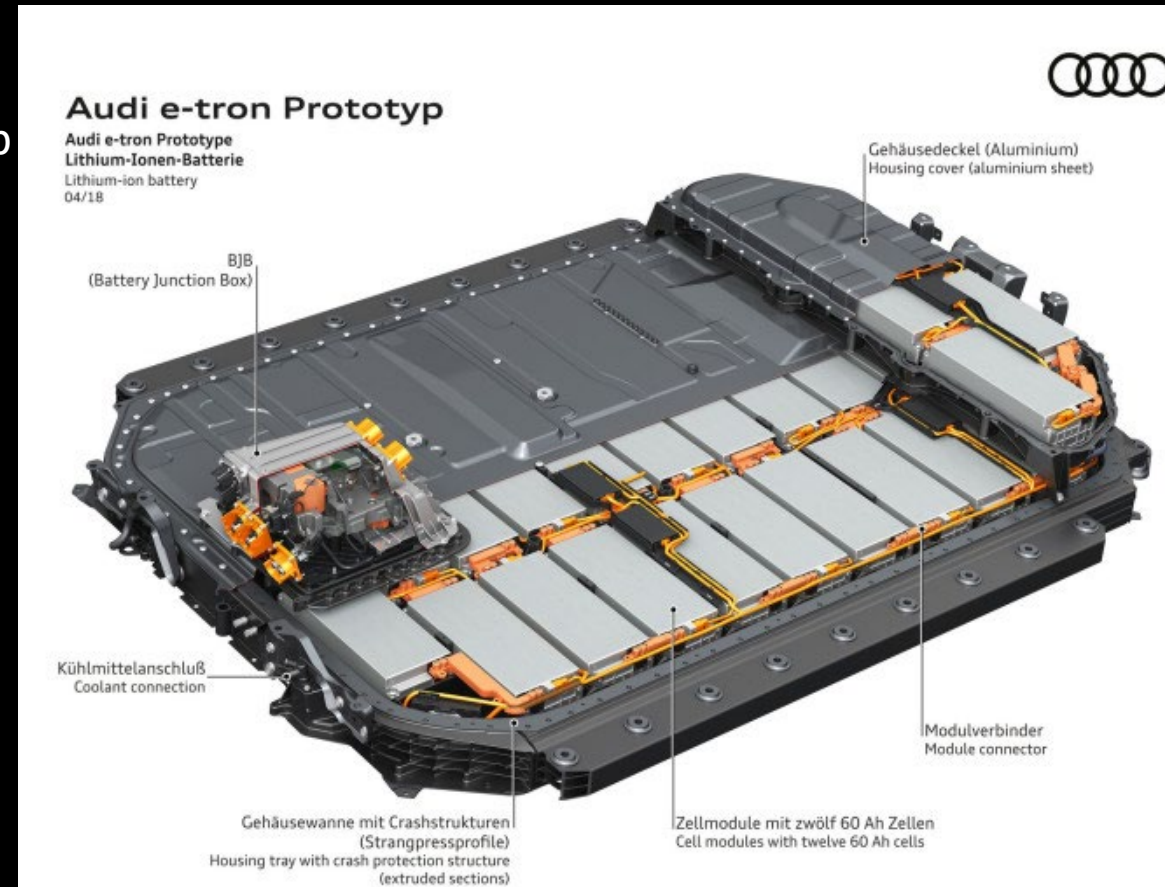


Electric Vehicles (EV) – Battery Packs



EV – Offensive Operations

- Water is considered best cooling agent
 - If offensive operation engaged:
 - Water should be applied under the vehicle and up at the batteries.
 - For pouch cell vehicles (i.e., GM), there may be access points near the wheel wells
 - Water application into access points to battery compartment can prevent propagation (manufacturer specific)
- **Delayed thermal propagation ignition or delayed damage ignition of cells within the module or pack is common and cannot be predicted – can happen minutes, hours, days, weeks, months later!!**



Example ERG

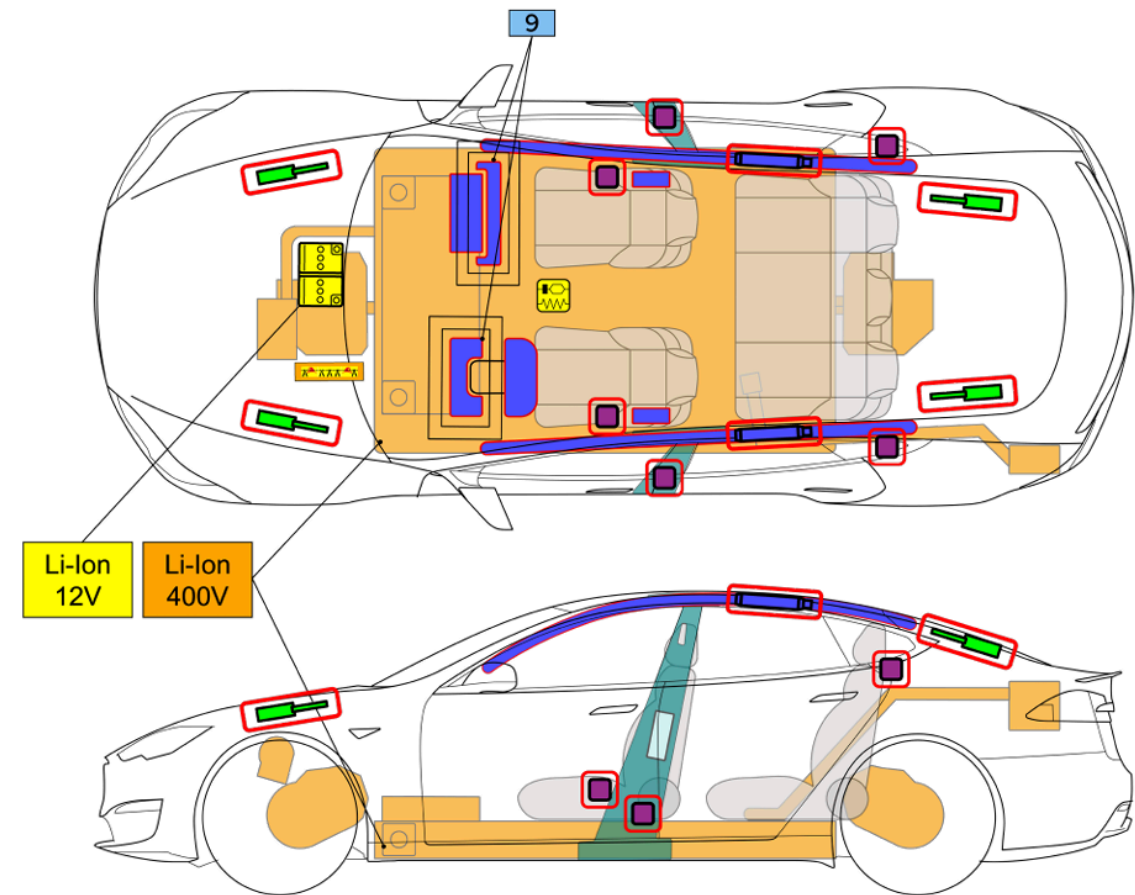
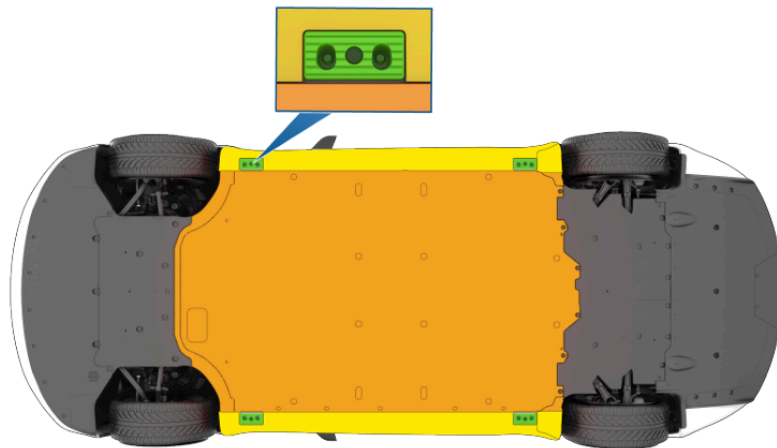
STABILIZATION / LIFTING POINTS

The high voltage battery is located under the floor pan. A large section of the undercarriage houses the high voltage battery. When lifting or stabilizing Model S, only use the designated lift areas, as shown in green.

WARNING Be careful to not damage the battery pack while stabilizing / lifting the vehicle.

WARNING The vehicle should be lifted or manipulated only if first responders are trained and equipped at the technician level per the applicable country's national fire training requirements and are familiar with the vehicle's lifting points. Use caution to ensure you never come into contact with the high voltage battery or other high voltage components while lifting or manipulating the vehicle.

WARNING DO NOT USE THE HIGH VOLTAGE BATTERY TO LIFT OR STABILIZE MODEL S.



	Airbag		Stored gas inflator		Seatbelt pretensioner		SRS Control Unit		Pedestrian protection active system
	Automatic rollover protection system		Gas strut/pre-loaded spring		High strength zone		Zone requiring special attention		
	Battery low voltage		Ultra capacitor, low voltage		Fuel tank		Gas tank		Safety valve
	High voltage battery pack		High voltage power cable/component		High voltage disconnect		Fuse box disabling high voltage system		Ultra capacitor, high voltage



Cable cut

3 Keys to Success



EV
Identification



PROTECT
EXPOSURES!
(If possible)



Water



EV Fire Tactical Considerations

Life safety

- PPE
- Rescue / Check for victims
- Chock wheels
- Wind direction
- Evacuate / Shelter-in-Place

Incident Stabilization

- **Attack the fire like a normal vehicle fire.** Foam is NOT recommended
 - Most EV fires do not involve the batteries
- After confirming it is an EV and batteries are involved, if possible, allow the batteries to burn and evacuate the area 330' in all directions and protect exposures.
- Stay out of smoke, toxic.
- Consider PPV fans to move smoke away from victims and responders.



EV Fire Tactical Considerations

- Other considerations
 - Refer to the Emergency Response Guide (ERG) for the specific make and model of the vehicle for guidance on securing power to the lithium-ion battery. www.NFPA.org
 - Some battery cooling mechanisms are powered by the 12-volt system
 - Once the lithium-ion battery has been cooled, stand-by at least 120 minutes and continue monitoring the lithium-ion battery using the thermal imager and observe for any other signs of thermal runaway

EV Fire Tactical Considerations

- Tow Company
 - Make sure it's towed on a flatbed.
 - Regenerative braking sends power to batteries. This may cause a fire with rotational force on wheels
 - Store 50 ft away from all exposures
 - Prepare for rekindle
 - Determine disposal



EV Fire Tactical Considerations

Available Tools

- Fire blanket
- Encapsulant/Suppressants
- Piercing nozzles
- Dunk tanks
- Emergency Plug



2023-04-11 08:30:46 -0600
AXON BODY 3 X60AC497T



EV Fire Tactical Considerations – Inside (underground/garage/warehouse)



- Garage

- Approach from a 45° angle to avoid possible door explosion/over pressurization; deflagration-detonation phenomena.
- If no active fire, be concerned with possible explosive atmosphere

- Warehouse

- Careful cutting into rollup doors without knowing what's inside



Battery Energy Storage System (BESS)

Residential



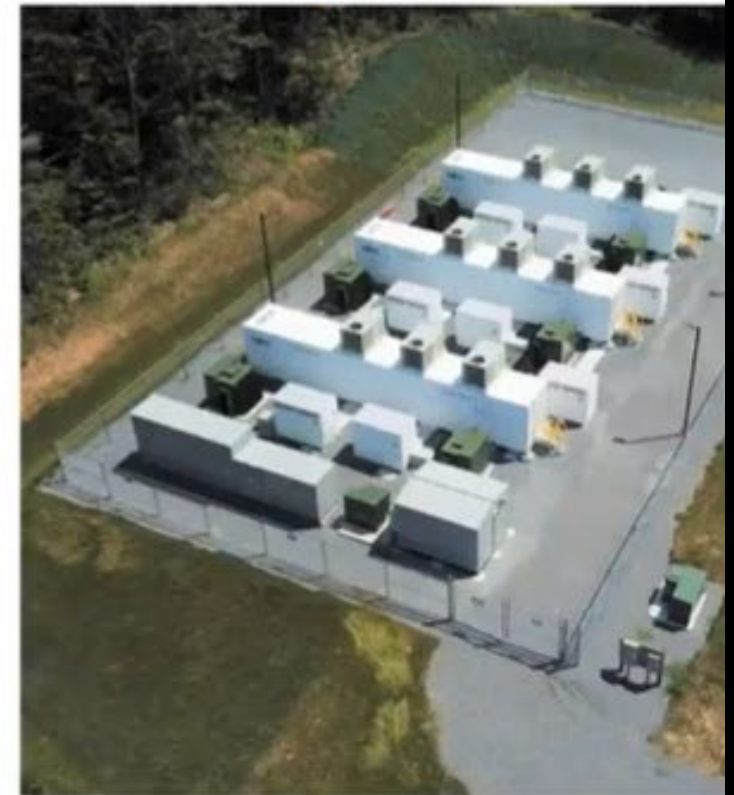
kWh

Commercial



kWh - MWh

Utility-Scale



MWh - GWh



KEY TAKEAWAYS FROM APS EXPLOSION REPORT

SEVERAL VALLEY FIREFIGHTERS HURT IN 2019 BLAST

Battery Energy Storage System (BESS)



- Large Systems
- Multiple racks of batteries
- Surprise, AZ – 2019
- Regulations
 - NFPA 855
 - Safety measures
 - UL 9540 & 9540A
 - Testing of system
- Local zoning laws



Battery Energy Storage System (BESS)



- Smaller Systems
- Urban locations
- City equipment
- Airports/Hospitals



BESS Failure Tactical Considerations



- Signs of possible BESS Failure
 - Suspicious odor emanating from the BESS
 - Smoke/Gas Cloud
 - Battery thermal runaway fires are preceded by smoke/gas
- If fire, smoke, or suspicious odor is observed, consider:
 - If possible, shut off the unit/system.
 - Evacuate the area of all non-emergency personnel.
 - Do not approach the unit and attempt to gain access.
 - Some BESS safety mechanisms are designed to maintain doors shut, and other have automatic ventilation doors.
 - Contact site emergency contact and/or manufacturer.



BESS Tactical Considerations



If a fire is confirmed:

- Confirm if batteries are involved
- Non-Intervention or Defensive Operations
- Establish water supply.

Life safety

- Stay out of smoke!
- PPE
 - Structural Firefighting Gear and SCBA.
- Rescue
- Evacuate / Shelter-in-Place
 - Use as much "ground truth" as possible to determine distance
 - Use air monitoring devices.



BESS Tactical Considerations



Incident Stabilization

- Let it burn!
 - Applying water to the burning unit will only delay the event.
 - May take multiple operational periods.
 - During periods of module propagation, there may be no sign of fire, but the event can still be active and flare up can still occur.
- Environmental Protection
 - Minimize/contain/redirect runoff if possible
 - Use lowest GPM needed



BESS Tactical Considerations



- Resources to consider
 - BESS Personnel / PRP
 - EPA, State Environmental Agency, HazMat Teams
 - Health Department
 - Gas/Electric
 - Private Contractor



Transportation Related Tactical Considerations



- Are batteries involved?
- Can it be allowed to burn?
- Protect surroundings
- Can it be moved?



Battery Accumulators



- May have large numbers of batteries (thousands to millions)
- Batteries may be ancillary to the business, or may be the business
- No limitations to location or staging

Damaged Batteries are Unpredictable



Damaged Batteries are Unpredictable





Battery Recyclers





Lithium-Ion Battery Case Study:

2025 SoCal Wildfires



September 2025



Legal Disclaimer

The information provided herein is intended for informational purposes only and should not be construed as legal advice, relied upon nor as establishing a professional or contractual relationship with any participants. The actions carried out by the U.S. Environmental Protection Agency (EPA), its contractors, and support staff during Maui and/or SoCal Wildfire Responses were based solely on the knowledge, data, and information available at the time. It is important to note that, during these responses, the behavior of lithium-ion batteries in wildfire scenarios was not fully understood, and any interpretations or conclusions drawn from subsequent analysis may differ from those applied at the time.

The EPA, its contractors, and support staff acknowledge that lessons learned from past responses, emergent data, and evolving regulatory frameworks may inform future actions and decisions related to disaster response efforts. As such, individuals and entities are advised to consult other relevant sources and experts for current information and guidance regarding environmental safety and emergency response protocols. The EPA and presenters of these Case Studies disclaim any liability for actions taken or decisions made based on the information provided herein.



Reconnaissance

Los Angeles Wildfires

Lithium-ion batteries burned by wildfires

The U.S. Environmental Protection Agency (EPA) has been assigned by the Federal Emergency Management Agency (FEMA) to remove lithium-ion batteries affected by the Los Angeles County wildfires.



This includes battery:

- recovery
- safe transportation
- processing (de-energizing)
- safe disposal



Use extreme caution when returning to your property



Your home may have damaged or destroyed lithium-ion batteries, lithium-ion battery energy storage systems, and electric and hybrid vehicles.

- ✓ **The batteries should be considered extremely dangerous**, even if they look intact.
- ✓ **Lithium-ion batteries can spontaneously re-ignite, explode, and emit toxic gases and particulates even after the fire is out.**

Household Items with Lithium-Ion Batteries:



Other examples:

- | | | |
|----------------------------|-------------------------------|------------------|
| • Electric/hybrid vehicles | • Home alarms | • Scooters |
| • Electric bikes | • Power banks or stations | • Drones |
| • Hoverboards | • Game controllers | • Tablets |
| • Wheelchairs | • Home energy storage systems | • Power tools |
| • Digital cameras | • Personal mobility device | • Vaping devices |

If you hear a popping, hissing noise, or see smoke or fire:

1. Do not attempt to extinguish or smother the battery.
2. Leave the area immediately.
3. Move upwind at least 330 ft (the length of a football field) and **call 911**.

- **Do not** touch fire-damaged products with lithium-ion batteries – they can ignite.
- **Do not** start, move, tow, or charge a fire-damaged electric/hybrid vehicles (EV, PHEV, HEV). These will be assessed by EPA hazardous material professionals.
- **Do not** use or start a fire-damaged residential energy storage or house battery. These will be assessed by EPA hazardous material professionals.
- **Do not** enter enclosed spaces with lithium-ion battery products.
 - Gasses and vapors from damaged lithium-ion batteries can build up in enclosed spaces (such as a garage, shed, basement, or closet) and may produce an explosive environment.

- **DO** call our hotline if you encounter a lithium-ion battery while re-entering your property and/or are unsure if a lithium-ion battery was damaged.



epa.gov/california-wildfires

For questions about this work or if you have an electric or hybrid vehicle and/or a battery energy storage system in the burn zone, call the EPA hotline at:

1-833-R9-USEPA
(1-833-798-7372)

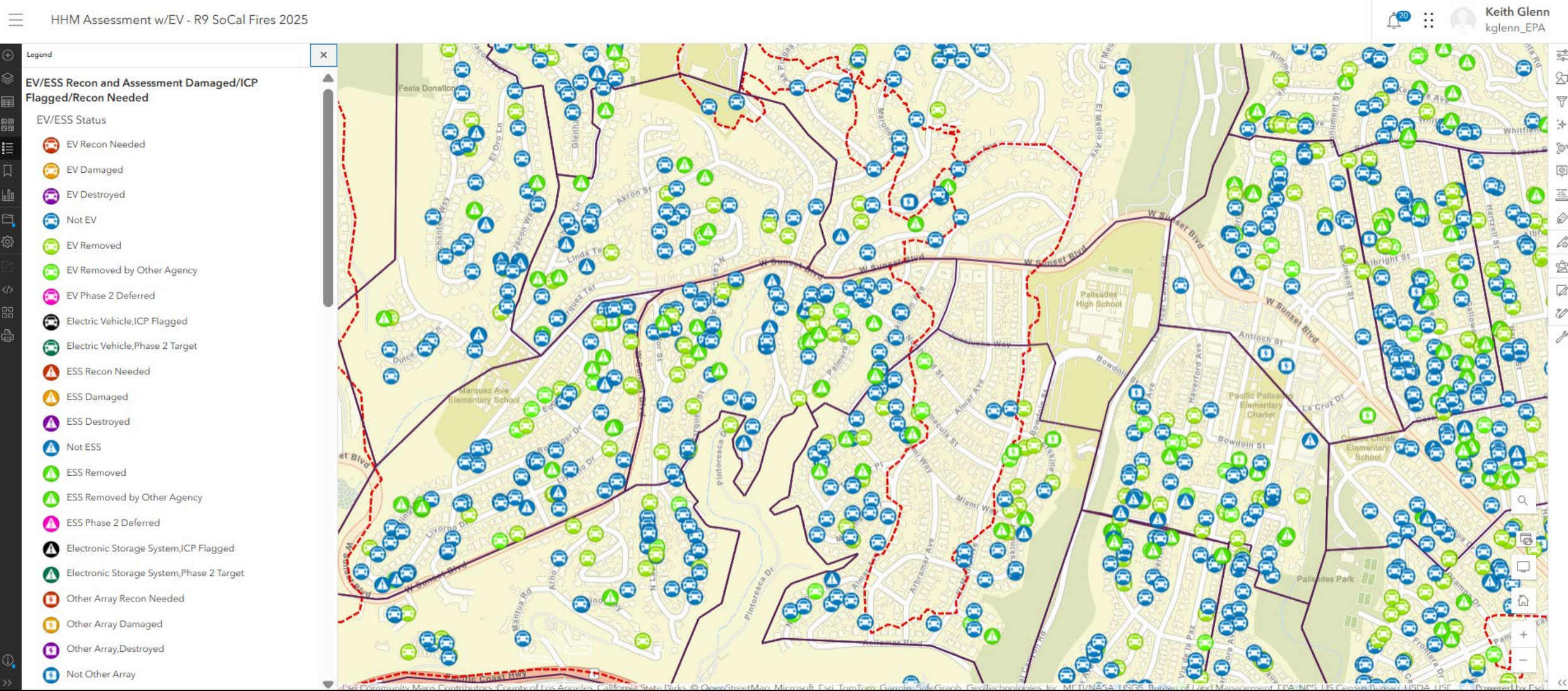
Preliminary ID

- SARCOPS (Search and Rescue)
- CUPA Teams (Certified Unified Program Agency) – LACoFD
- Recon Teams

Other Identification Routes

- HHM Referrals
- Local Permits
- EPA Hotline
- Information Requests/SCE – Tesla, Enphase
- Phase II/Army Corps

Reconnaissance



Battery Recovery





Battery Recovery – Intact





Battery Recovery – Intact



Battery Recovery – Intact



Staging





Battery Processing - Brining



Battery Processing - Crushing



Battery Processing - Shredding



Battery Processing - Shredding





Final Product



Disposal





Statistics

SoCal vs. Maui Battery Processing

- Increased quantity of recon/recovery teams & staging areas
- Larger staging/processing – frac tanks, equipment, smash pad
- More processing capacity
- Smaller footprint per staging area
- Use of shredders
- Better understanding of batteries; lessons learned from Maui
- Willingness to expand beyond our knowledge and try new methods



Maui Wildfires

- ~1,200 properties
- ~400 targets
- 30 tons (est) batteries processed
- 90-day timeframe
- Hundreds of personnel

SoCal Wildfires

- ~13,000 properties
- >5,000 ESS & EV targets
- 500 tons (est)
- 28-day timeframe
- 1,700 independent personnel



Li-Ion Battery Response Considerations

Module 4: Health and Safety

Air Monitoring

What chemicals to look for

Equipment Considerations

Personal Protection



Air Monitoring

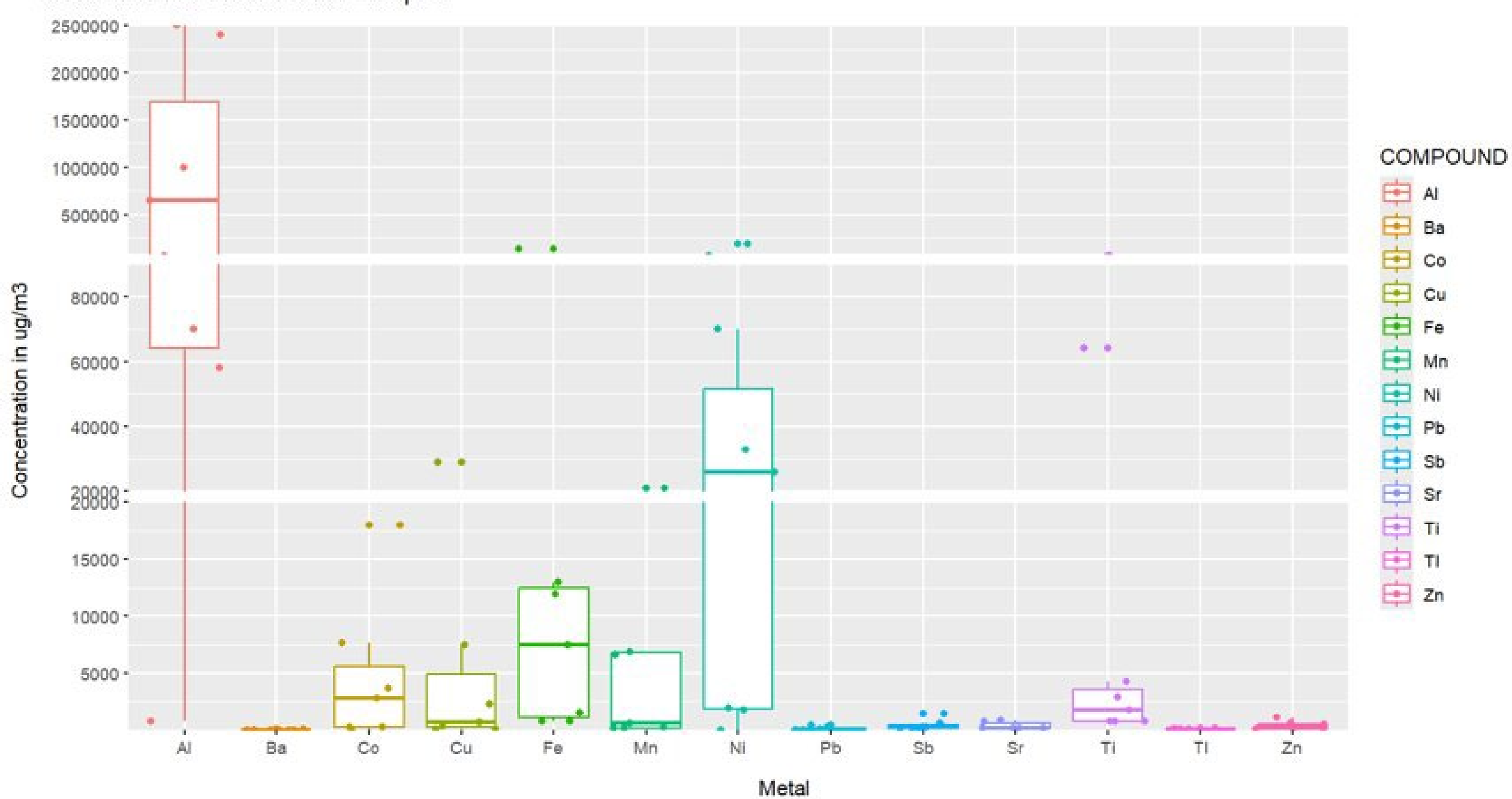
Target Compounds for Lithium-Ion Battery Fires

Compounds	Hydrocarbons	Particulates (Metals)
Hydrogen	Methane	Manganese
Hydrogen Fluoride	Ethylene	Copper
Carbon Monoxide	Propylene	Nickel
Sulfur Dioxide	Propane	Cobalt
Hydrogen Cyanide	Ethane	Carbon Black
Hydrogen Chloride	Acetylene	Lithium
Hydrogen Sulfide		Aluminum
Ammonia		Zinc Oxide
Formaldehyde		Cadmium
Phosphoryl Fluoride		Lead
Phosphorus Pentafluoride		Silver
Phosphorus Trifluoride		Antimony
		Tin
Green=visible on PID		Barium
		Iron
		Thallium

Post Maui – San Diego Study



Metals in Burn Chamber Air Samples



Air Monitoring – RAE Sensors

Target Compound	Ionization Potential	RAE Sensor	Detection Range
Carbon Monoxide	14.01 eV	CO	0-500 ppm
Hydrogen Fluoride (AreaRAE Only)	15.98 eV	HF	0.5-10 ppm
Sulfur Dioxide	12.3 eV	SO2	0-20 ppm
Hydrogen	15.43 eV	LEL H2	0-100% (0-30% O2) 0-1000 ppm
Hydrogen Chloride (AreaRAE Only)	12.74 eV	HCl	0-15 ppm



Air Monitoring – SPM Flex

Target Compound	SPM Flex Tape	Detection Range
Hydrogen Fluoride	Mineral Acid	0.4-20 ppm
Sulfur Dioxide	Sulphur Dioxide	0.01-2.5 ppm
Hydrogen Chloride	Mineral Acid	0.2-20 ppm



Air Monitoring – Dräger Tube

Target Compound	Tube Available	CMS Chip Available	Detection Range
Carbon Monoxide	✓	✓	5- 150 ppm, 100-700 ppm
Carbon Dioxide	✓	✓	1-20% Vol.
Hydrofluoric Acid (Hydrogen Fluoride)	✓		0.5-15 ppm, 10-90 ppm
Sulfur Dioxide	✓	✓	≥0.1-3 ppm
Hydrogen	✓		0.2-2%, 0.5-3%
Hydrochloric Acid (Hydrogen Chloride)	✓	✓	0.2-3 ppm, 5-50 ppm



Air Monitoring – DustTrak (Particulates)

- ◆ Measurement range: 0.001 to 150 mg/m³
- ◆ Operating temperature range: 32 to 122 °F
- ◆ Method of particle detection: 90° light scattering
- ◆ Flow Rate: 3 L/min
- ◆ Simultaneously measures different particle diameters by algorithm (PM₁₀, PM₄, PM_{2.5}, PM₁ and Total Particulates)



PPE Considerations-Initial Emergency Response

- ◆ Turnout Gear & SCBA
- ◆ Keep protection level during overhaul process
- ◆ Decon of turnout gear being evaluated



PPE Considerations-Decon TEEX Study

- 3 tests of 50 NMC batteries in thermal runaway exposing emissions to various materials found in the fire fighting industry
- 6 swatches with bunker gear: outer shell, moisture barrier and thermal liner.
- 4 swatches from cab apparatus material and 2 swatches of SCBA shoulder straps.

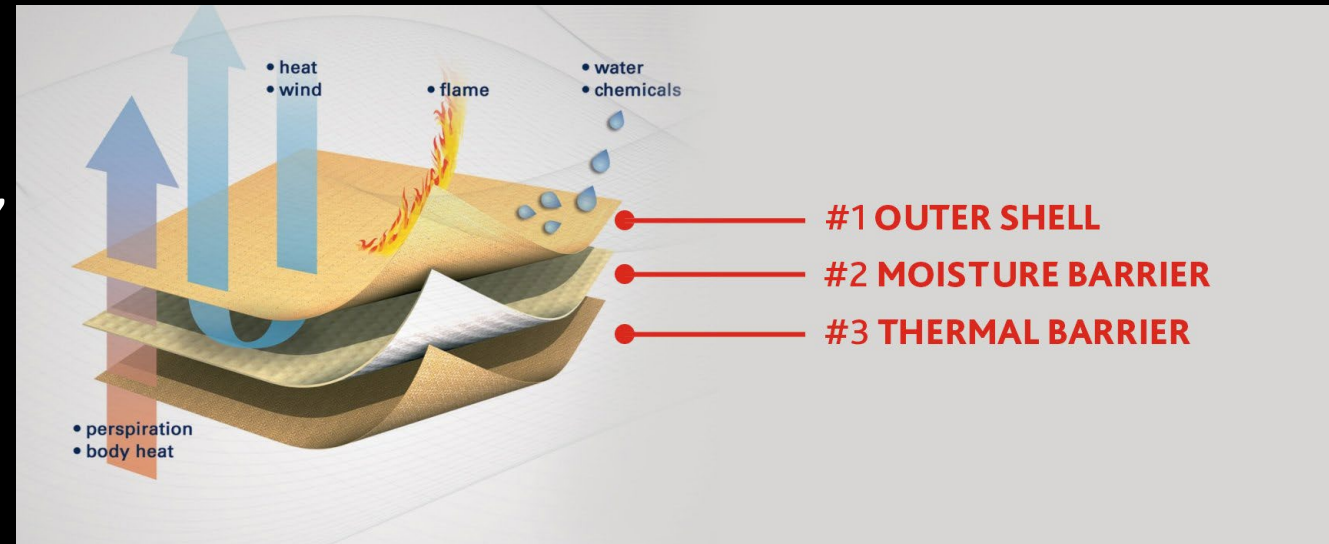




Figure 7



Figure 8

PPE Considerations-Decon TEEX Study Results

- ◆ 75 SVOC identified during testing
- ◆ Bunker Gear
 - SVOC penetrated to moisture barrier.
 - Water cleaning 21% -91% efficiency.
 - CO2 cleaning showed effective with many compounds undetected.
 - Penetration of metals to vapor barrier was very low. Thermal liner-ND.
CO2 cleaning removed over 99% metal contamination. Iron, lead, magnesium most difficult to remove. Copper, cobalt, manganese and nickel remained.
- ◆ SCBA Straps
 - Contained highest amount of metal contamination
- ◆ TEEX report: <https://teex.org/ev-ess-current-practices/>

PPE Considerations-Removal

- ◆ Modified Level D PPE – FR Coveralls, Thermal Work Gloves, Nitrile Gloves, Eye and Face Protection (safety glasses, splash goggles, face shield, based on specific tasks), Safety Boots
- ◆ Modified Level C PPE – FR Coveralls, Thermal Work Gloves, Nitrile Gloves, Full-face Air Purifying Respirator (APR) with appropriate cartridges; typically, the multiple purpose P100, Organic Vapor and Acid Gas cartridges, Safety Boots
- ◆ Modified Level B PPE – FR Coveralls, Thermal Work Gloves, Nitrile Gloves, Self-Contained Breathing Apparatus (SCBA) or Supplied Air Respiratory (SAR), Safety Boots





United States Environmental Protection Agency

2023 Maui Wildfires

Damaged Lithium-Ion Battery Management Guide for
Electric Vehicles & Mobility Devices

Version: November 27, 2023

1. OBJECTIVE

The handling of damaged lithium-ion batteries inherently presents significant hazards to response personnel. This Guide, along with complementary Standard Operating Procedures, has been established as a set of general guidelines for the proper handling of lithium-ion batteries to protect all response personnel. The purpose of this procedure is to outline the minimum requirements for safe handling, transportation, and the disposal process considerations for fire damaged lithium-ion batteries through a process of hazard identification and exposure control practices resulting in risk mitigation (Hazard x Exposure = Risk). This Guide is geared towards the following categories of lithium-ion batteries: Battery Energy Storage Systems (BESS), electric and hybrid vehicles (EVs), micromobility devices (e-bikes and scooters), and small batteries (vaping devices, power tools, computers, cell phones, etc.).

2. HAZARDS

Thermally insulated, burned or partially damaged lithium-ion batteries are susceptible to thermal runaway. This chemical reaction produces self-sustaining high temperatures that can result in the release of toxic and flammable/explosive vapors with the potential for fire (Figure 1). In addition to combustion products, the vapor produced during thermal runaway and fire can include the following hazardous and toxic and flammable/explosive vapors:

- Hydrogen (30%-50%)
- Carbon monoxide (CO)
- Hydrogen fluoride (HF)
- Hydrogen chloride (HCl)
- Hydrogen cyanide (HCN)
- Phosphoryl fluoride (POF₃)
- Organic solvent droplets
- Ethane, methane, and other hydrocarbons



Figure 1: Diagram depicting a cascading thermal runaway event.

Burned or damaged batteries are unpredictable and cannot be considered fully discharged or free of hazards. Reignition from propagation or thermal insult to other cells within a battery is common and can occur 30 to 90 days from an initial thermal runaway event. During transportation, extreme temperatures and mechanical damage (such as puncturing or jostling) can trigger additional thermal runaway events. Batteries, groups of cells, or individual cells that have suffered significant fire damage may be present as a mass of melted or consumed material that



STANDARD OPERATING PROCEDURE 402:

REMOVAL OF LITHIUM-ION AND NICKEL METAL HYDRIDE BATTERIES FROM ELECTRIC VEHICLES

2025 SOCAL WILDFIRE RESPONSE

February 1, 2025

1. OBJECTIVE

This standard operating procedure (SOP) describes a set of general guidelines for the removal of batteries from hybrid and electric vehicles (EVs) impacted by the 2025 Southern California Wildfire Response. This SOP also includes safety procedures for the removal and transportation of extracted batteries. The objective is to extract lithium-ion (Li-ion), nickel metal hydride (NiMH) and other batteries used in EVs and transport them to a secure area where they may be stored and prepared for recycling or disposal. The handling of damaged Li-ion and NiMH batteries from thermally insulated and fire damaged vehicles presents significant hazards to response personnel and should be handled with extreme care. The EV Battery Removal Team generally consists of the following: Federal On-Scene Coordinator (OSC), START personnel, certified electrician, battery subject matter expert, heavy equipment operator, and 2-3 support team members (air monitoring, water hose operation, supply handler). The EV Battery Removal Team is part of the broader EV Task Force.

The purpose of this SOP is to outline field techniques for the safe removal and transportation of fire damaged Li-ion and NiMH batteries identified in the field. This SOP is geared towards the following sources of Li-ion and NiMH batteries: EVs, limited mobility devices, golf carts, all-terrain vehicles, scooters, bikes, mopeds, and larger transportation vessels.

2. SUMMARY OF METHOD

Removal and transportation of extracted batteries is done by a team of trained hazmat responders familiar with vehicle manufacturers, models, and mechanical and battery technology. Personnel from the Emergency Response and Removal Services (ERRS) contract will be responsible for the physical removal of the batteries and Superfund Technical Analytical Response Team (START) personnel will be responsible for the documentation of activities in field logbooks and electronic field collection and mapping software. Additional contractors will be responsible for electrical and temperature checks.

3. HEALTH AND SAFETY

Qualified personnel should have completed adequate training to enter a disaster area, including HAZWOPER, OSHA, site-specific safety, and cultural training, if necessary. Numerous chemical and physical hazards are present during vehicle battery recovery. Chemical hazards include acid gases, occasional lead-acid, and heavy metals. Physical hazards include heavy lifting of tools, sharp metal, risk of fire or explosion from thermal runaway of a battery, heat stress, ash and chemical exposure, and dehydration. Level C PPE will be used for this operation: half-face or full-face respirator utilizing acid gas/P100 dual cartridge, flame retardant clothing (FRC)¹, cut resistant or shock resistant gloves (as appropriate), hard hat, protective boots and safety glasses. A Job Hazard Analysis (JHA) has been generated by the Safety Officer for inclusion in the Health and Safety Plan, which is housed on the 2023 Maui Wildfires Teams page, Section 1.6 Safety Officer, managed by the US Environmental Protection Agency (EPA).

¹ Flame Retardant Clothing: The implications of using disposable vs reusable FRC should be considered in the health and safety plan and field procedures. Appropriate decontamination or disposal of FRC should be implemented in the field prior to entering vehicles so ash and other contaminants do not contaminate vehicles.

SOPs & JHAs

JHA – Battery Energy Storage Systems



2023 Maui Wildfires

U.S. Environmental Protection Agency, Region 9

Emergency Response Section

JOB HAZARD ANALYSIS #7: Power Walls / Lithium Batteries

JHA		
JHA #: 007	Name of Task: Power Walls / Lithium Batteries	Location: 2023 Maui Wildfires
Task Description: Managing power walls and lithium batteries		Task Duration: Daily

Physical Hazards			Exposure Potential				
Hazard	Source	Control Measures	H	M	L	Unk	N/A
Stored Energy (Electricity) / Fire and Explosion	1. Electric/Power supply lines	1. Ensure all electrical power has been shut off/disconnected from the power wall: a. Licensed/certified electrician to verify power status.					
	2. Power walls (Tesla and other brands or homemade versions)	2. Ensure no backfeeding to the power wall (i.e., solar panels or any other device that could potentially be feeding energy to or drawing energy from power wall).					
	3. Lithium batteries	3. Isolate the energy storage system (i.e., power wall) after verification that all energy to the system has been shut off or disconnected.					
		4. Prepare power wall for transportation: - Partially burned, Partially insulated, intact, but suspected insulated power walls: - Use SCBA for respiratory protection along with Flame-Resistant (FR) clothing. Completely charred or Completely charred and bulged power walls: - Use organic vapor/acid gas filters along with Flame-Resistant (FR) clothing. - Wrap powerwall in fireblankets (e.g., Bridgehill). - If any reaction occurs during handling, immediately drop the power wall and vacate the area to a safety place. - Place in transport vehicle and secure in place using straps or other equipment. - Ensure fire extinguisher and pressurized water sprayers are available during transport.					
		5. Transport power wall to secure staging area for further processing: - Coordinate with local fire department prior to transport. - If reaction occurs during transport, park vehicle immediately in a location with minimal fire risk (to the extent possible); call fire department (dial 911) immediately for assistance.					

		Maintain fire readiness (fire extinguishers and pressurized water sprayers to cool container during transport in the event of reaction/fire situation).					
Chemical Exposure	By-product of fires involving lithium batteries	See Chemical Hazards section below					

Biological Hazards							
Hazard	Source	Control Measures	Exposure Potential				
			H	M	L	Unk	N
COVID-19 Exposure	Unknown	Follow COVID-19 protocols					

Chemical & Radiological Hazards							
Hazard	Source	Control Measures	Exposure Potential				
			H	M	L	Unk	N
Hydrogen Fluoride	By-product of fires involving lithium batteries	1. Partially burned, Partially insulated, intact, but suspected insulated power walls: - SCBA required for respiratory protection while handling power walls. - Completely charred or Completely charred and bulged power walls: organic gas/acid gas filters required for respiratory protection. 2. FR clothing required for potential fires. 3. In the event a reaction occurs during handling, immediately drop the power wall and vacate the area to safety. 4. Notify the fire department (dial 911).					

PPE				
Level A	Level B	Level C	Level D Mod	Level D
	Partially burned, Partially insulated, intact, but suspected insulated power walls: -SCBA for respiratory protection combined with FR clothing)	Completely charred or Completely charred and bulged power walls: (Organic gas/acid gas filters required for respiratory protection combined with FR clothing.)		

Other
None

JHA – EV Battery Removal & Transport



2023 Maui Wildfires

U.S. Environmental Protection Agency, Region 9

Emergency Response Section

JOB HAZARD ANALYSIS #8: EV Battery Removal and Transport

JHA		
JHA #: 008	Name of Task: EV Batteries	Location: 2023 Maui Wildfires
Task Description: Managing EV batteries	Task Duration: Daily	

Physical Hazards – EV Battery Removal							
Hazard	Source	Control Measures	Exposure Potential				
			H	M	L	Unk	N/A
Overhead Hazards	Burned out structure debris	Situational awareness. Hard hat					
Trip Hazards	Burned out structure debris	Situational awareness, test footing prior to stepping on unknown area					
Electrocution	Energized power lines. Charged EV battery.	Assume all electric lines and appliances are energized. Evaluate EV battery prior to handling.					
Traffic	Vehicles traveling in work areas	Situational Awareness. High visibility vests					
Fall Hazard	Open septic field or tree root burnout	Situational Awareness. Mark deep fall hazards with caution tape and orange spray paint					
Falling Trees	Burned out trees	Situational Awareness. Observe Arborist markings trees. Avoid hazardous tree fall zones. Cease work with wind speeds of 20mph.					
Puncture Risk	Sharp objects in debris	Situational Awareness. Leather work gloves.					
Heavy Equipment	Crush zones during vehicle rotation	Situational Awareness. Spotter usage.					
Pinch Points	Cutting metal/Jaws of life	Situational Awareness. Use leather work gloves.					
Heat Stress	Working in protective suits	Follow Work/Rest schedules. Stay Hydrated					
Lifting Injuries	Lift heavy batteries and equipment	Use propped lifting techniques. Use two man lift for heavy objects Do not carry heavy objects far distances					

Physical Hazards – EV Batteries							
Hazard	Source	Control Measures	Exposure Potential				
			H	M	L	Unk	N/A
Stored Energy (Electricity) / Fire and Explosion	1. Electric/Power supply lines 2. EV high-voltage and low-voltage batteries	1. Ensure all electrical power has been shut off/disconnected from EV vehicle: a. Licensed/certified electrician to verify power status. 2. Ensure no backfeeding to the EV vehicle (i.e., solar panels or any other device that could potentially be feeding energy to or drawing energy from EV vehicle). 3. Isolate the energy storage system (i.e., EV battery) after verification that all energy to the vehicle has been shut off	Red	Yellow	Green	Orange	Blue

		4. Remove EV battery from vehicle using methods identified in the SOP; methods may include rotating vehicle (on side or completely flipped over) using heavy equipment, cutting metal using "Jaws of Life", removing bolts or other metal fasteners (see physical hazards above).					
		5. Prepare EV battery for transportation: • Active thermal event or poorly ventilated area - SCBA required for respiratory protection along with Flame-Resistant (FR) clothing OR Standard EV battery removal - organic gas/acid gas filters required for respiratory protection along with Flame-Resistant (FR) clothing. • Wrap EV battery in fireblankets (e.g., Bridgehill) or place loose material in drum with bung off. • If any reaction occurs during handling, immediately drop the EV battery and vacate the area to a safe place (upwind). • Place in transport vehicle and secure in place using straps or other equipment. • Ensure fire extinguisher and pressurized water sprayers are available during transport.					
		6. Transport EV battery to secure staging area for further processing: • Notify local fire department if thermal or other event occurs that requires a response. • If reaction occurs during transport, park vehicle immediately in a location with minimal fire risk (to the extent possible); call fire department (dial 911) immediately for assistance. • Maintain fire readiness (fire extinguishers and pressurized water sprayers to cool container during transport in the event of reaction/fire situation).					
Chemical Exposure	By-product of fires involving lithium batteries	See Chemical Hazards section below					

Biological Hazards							
Hazard	Source	Control Measures	Exposure Potential				
			H	M	L	Unk	N/A
COVID-19 Exposure	Unknown	Follow COVID-19 protocols					

Chemical & Radiological Hazards							
Hazard	Source	Control Measures	Exposure Potential				
			H	M	L	Unk	N/A
Alkaline Ash and Battery	Remnants of burned out	Personal Data Ram worn by perimeter personnel. MultiRae monitoring by screening team. P100 respirators on EV					

Materials	Structures and Battery materials	Battery removal crew					
Asbestos	Remnants of burned out structures	Personal Data Ram worn by perimeter personnel. MultiRae monitoring by screening team. P100 respirators on EV battery removal crew					
Flammable and Combustible gases	Batteries	Well ventilated area. P100 respirators and proper eye protection (i.e., goggles). If ventilation concerns, switch to SCBA.					
Acid gases	Batteries	P100 respirators, acid-proof gloves					
Lead acid	Batteries	Tyvek suits, acid-proof gloves					
Hydrogen Fluoride	By-product of fires involving lithium batteries	1. Active thermal event or poorly ventilated area - SCBA required for respiratory protection OR Standard EV battery removal - organic gas/acid gas filters required for respiratory protection. 2. FR clothing required for potential fires. 3. In the event a reaction occurs during handling, immediately drop the EV battery and vacate the area to safety. 4. Notify the fire department (dial 911).					

PPE				
Level A	Level B	Level C	Level D Mod	Level D
	Active thermal event or poorly ventilated area. (SCBA for respiratory protection combined with FR clothing)	Completely charred or completely charred and bulged EV battery: (Organic gas/acid gas filters required for respiratory protection combined with FR clothing)		

Other	
None	

NOTES:

From draft SOP on EV Reconnaissance – Hazards and required PPE are listed as: Many hazards exist when performing reconnaissance of burned vehicles. Some of these hazards include sharp edges, broken glass, puncture hazards, structurally unsafe walls, beams, and roofs, high voltage hazards, toxic dust, compromised trees, heat/cold stress, and many more. The recommended PPE for this task is: long sleeve pants and shirts, hardhat, safety toe boots with steel shank, cut resistant gloves, eye protection, high visibility vests, and a dust mask or respirator. Higher level PPE such as Tyvek and boot covers is recommended when conditions require entry into ash footprints.

From draft SOP on EV Battery Removal – Hazards and required PPE are listed as: Numerous chemical and physical hazards are present during vehicle battery recovery. Chemical hazards include acid gases and occasional lead-acid. Physical hazards are heavy lifting of responder tools, sharp metal, fire, heat, ash and dehydration. The PPE level utilized is Level C with half-face respirator utilizing acid gas/P100 dual cartridge, flame retardant clothing (FRC), cut resistant gloves, hard hat and safety glasses. Tyvek suits are only utilized during lead acid battery removal.



Li-Ion Battery Response Considerations

Conclusion / Final Thoughts





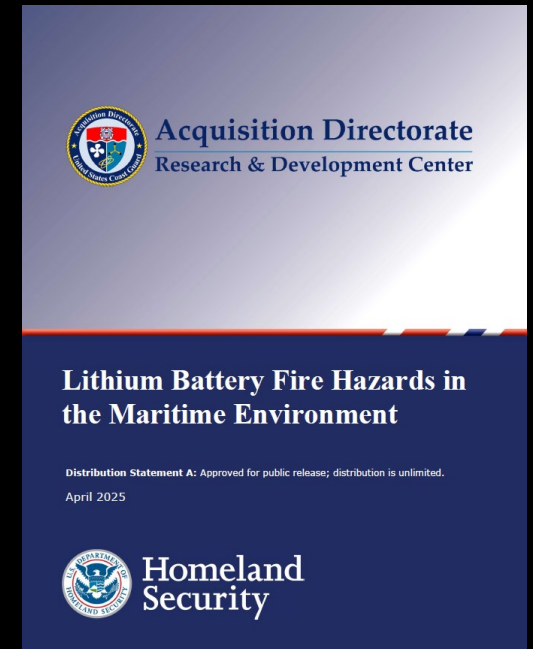
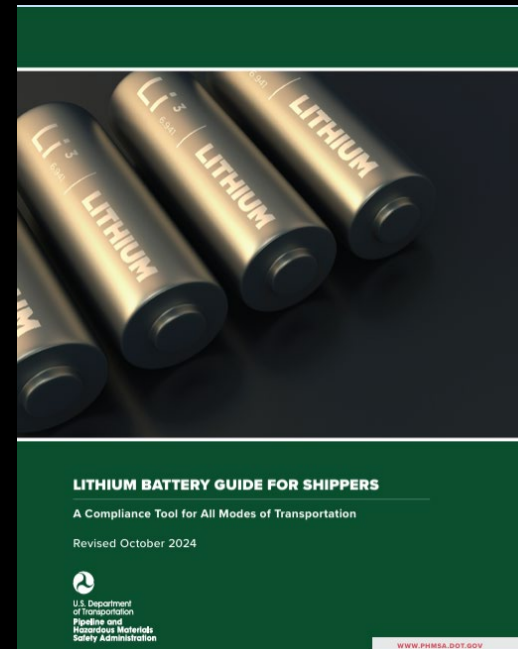
Resources

response.epa.gov/R2LIBResources

response.epa.gov/R4LithiumIonBatteryOutreach

phmsa.dot.gov/lithiumbatteries

EPA LIB Guidance Document





Questions?



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