

# Tesla Cars Are So Dangerous Fire Fighters Can't Put Out Their Fires!

## Tesla Thought To Have Lied and Lobbied To Cover Up Lithium Ion Battery Dangers

### Firefighters struggle to contain Tesla car fire

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3 minutes to read

Firefighters extinguish car on fire in Austria. Source: Facebook / Feuerwehr der Stadt Landeck Daily Mail

[http://www.nzherald.co.nz/business/news/article.cfm?c\\_id=3&objectid=11935026](http://www.nzherald.co.nz/business/news/article.cfm?c_id=3&objectid=11935026)

A video has emerged showing firefighters struggling to battle an enormous fire, after a Tesla Model S crashed in Austria.

The footage shows 35 crew members tackling billowing flames caused by the lithium-ion battery.

While the driver made it out alive, the crash has highlighted the difficulties of dealing with fires in electric cars.

The crash occurred on an Austrian motorway near Landeck, when the 19-year-old driver crashed into a concrete barrier at the side of the road.

Firefighters had to wear breathing apparatus while getting the blaze under control. Photo / Feuerwehr der Stadt Landeck

Fire crews were forced to use special breathing kit while tackling the blaze, due to the toxic gases released by the burning lithium-ion battery.

To stop the fire, the firefighters had to cool the battery, before cutting through the power supply with a circular saw.

But this released huge clouds of smoke into the air, and meant the [\\$120,000 car](#) was completely written off.

A statement from the Landeck fire service, who dealt with the blaze, said: "The fire fighting - which could only be carried out under severe respiratory protection - was difficult because the vehicle was repeatedly on fire.

Tesla has admitted that it can take 24 hours for a electric car fire to be extinguished. Photo / Feuerwehr der Stadt Landeck

"It was only after cutting the power supply from the high-performance batteries that it was possible to finally fight the fire.

"Since lithium batteries are used, the manufacturer recommends that the vehicle be parked under 'quarantine' for 48 hours, so that no new fire can break out."

Electric car fires are difficult to extinguish, and Tesla admits that they can take up to 24 hours to fully put out.

Unlike petrol and diesel car fires, which once extinguished are out, lithium-ion batteries can easily reignite once alight.

Huge amounts of water are needed to cool the battery, then the power cables must be cut - which puts firefighters at risk of electrocution.

The toxic gases released from the battery add an extra layer of risk.

The car was a total write off following the crash and blaze. Photo / Feuerwehr der Stadt Landeck

In its safety manual, Tesla writes: "A burning or heating battery releases toxic vapours.

"These vapours include sulphuric acid, oxides of carbon, nickel, aluminum, lithium, copper, and cobalt.

"Responders should wear full personal protective equipment (PPE), including self-contained breathing apparatus (SCBA), and take appropriate measures to protect civilians downwind from the incident."

### **Why are electric car fires so hard to put out?**

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Welcome to the future

# Terrifying Tesla video shows unstoppable electric car inferno that took 35 firefighters to extinguish

A Tesla Model S caught fire after a car crash in Austria and teams of firefighters battled the blaze. But the lithium ion batteries meant the inferno couldn't be tamed until power was cut to the hi-tech motor prompting electric car safety fears

By Joe Finnerty, Digital Motors Editor

19th October 2017, 1:54 pm

Updated: 19th October 2017, 10:23 pm

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## Comments

A BLAZING Tesla has sparked electric car safety fears after firefighters battled to extinguish the inferno.

The Model S was engulfed in flames after its 19-year-old driver crashed into a concrete barrier in Austria.



Feuerwehr-Landeck

And fire crews struggled to put out the billowing flames caused by the lithium-ion batteries.

Toxic gases released by the burning power packs meant firefighters had to wear special breathing kit to tackle the blaze.

And while the driver made it out safely, it took five fire engines, 35 crew members and two hours to finally get the fire under control.

The terrifying video shows huge plumes of smoke erupting around the wrecked £50,000 plug-in car as the battery is cooled.



Feuerwehr-Landeck

## **WHY IS AN ELECTRIC CAR FIRE SO DIFFICULT TO EXTINGUISH?**

Tackling a battery fire requires special assistance and "emergency response guides" have been published to help firefighters.

Tesla admits battery fires can take 24 hours to fully extinguish and can easily re-ignite.

Tesla also details the huge amount of water needed to cool the battery, the position to cut through to stop the power - plus the risk of death in touching the power cables without switching it off first.

Sulphuric acid, nickel, lithium, copper and cobalt are all emitted when an electric car goes up in flames making it essential crews have respiratory equipment to hand, too.

And Tesla suggests "quarantining" the motor for 48 hours to stop a new fire breaking out.

Firefighters are then able to cut through the power supply with a circular saw to prevent a further outbreak.

And the shocking damage of the high voltage fire is revealed with the front end of the hi-tech motor completely wrecked.

Tesla is aware tackling a battery fire requires special assistance and publishes "emergency response guides" to help firefighters.

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Feuerwehr-Landeck

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While the Tesla performed as it should by containing the fire just in the battery compartment.

The video highlights the potential dangers of millions of electric cars flooding UK roads and the prospect of an uncontrollable blaze breaking out.

<b>FIREFIGHTING</b>	<b>HIGH VOLTAGE BATTERY - FIRE DAMAGE</b>
<p>Extinguish small fires, that do not involve the high voltage battery, using a CO<sub>2</sub> or ABC extinguisher.</p> <p>During overhaul, do not make contact with any high voltage component. Always use insulated tools for overhaul.</p> <p>Stored gas inflation cylinders, gas struts, and other components can result in a boiling liquid expanding vapor explosion (BLEVE) in extreme temperatures. Perform an adequate "knock down" on the fire before entering the incident's "hot zone."</p> <p>If the high voltage battery becomes involved in fire or is bent, twisted, damaged, or breached in any way, or if you suspect that the battery is heating, use large amounts of water to cool the battery. DO NOT extinguish fire with a small amount of water. Always establish or request an additional water supply.</p> <p>Battery fires can take up to 24 hours to fully extinguish. Consider allowing the vehicle to burn while protecting exposures.</p> <p>Use a thermal imaging camera to ensure the high voltage battery is completely cooled before leaving the incident. If a thermal imaging camera is not available, you must monitor the battery for re-ignition. Smoke indicates that the battery is still heating. Do not release the vehicle to second responders until there has been no sign of smoke from the battery for at least one hour.</p> <p>Always advise second responders (law enforcement, tow personnel) that there is a risk of the battery re-igniting. After a Model S has been involved in a submersion, fire, or a collision that has compromised the high voltage battery, always store it in an open area with no exposures within 50 feet.</p>	<p>A burning or heating battery releases toxic vapors. These vapors include sulfuric acid, oxides of carbon, nickel, aluminum, lithium, copper, and cobalt. Responders should wear full personal protective equipment (PPE), including self-contained breathing apparatus (SCBA), and take appropriate measures to protect civilians downwind from the incident. Use fog streams or positive pressure ventilation (PPV) fans to direct vapors.</p> <p>The high voltage battery consists of lithium-ion cells. These are considered dry cell batteries. If damaged, only a small amount of battery fluid can leak. Lithium-ion battery fluid is clear in color.</p> <p>The high voltage battery, the drive unit, the charge controllers, and the DC-DC converter are liquid cooled with typical glycol-based coolant. If damaged, blue fluid can leak out of the battery.</p> <p>A damaged high voltage battery can cause rapid heating of the battery cells. If you notice smoke coming from the battery area, assume the battery is heating and take appropriate action as described under the heading "FIREFIGHTING" on this page.</p>
<p><b>WARNING:</b> When fire is involved, consider the entire vehicle energized and DO NOT TOUCH any part of the vehicle. Always wear full PPE, including SCBA.</p> <p><b>WARNING:</b> Regardless of the disabling procedure you use, ALWAYS ASSUME THAT ALL HIGH VOLTAGE COMPONENTS ARE ENERGIZED! Cutting, crushing or touching high voltage components can result in serious injury or death.</p>	
<p>EMERGENCY RESPONSE GUIDE</p> <p>RESCUE OPERATIONS</p> <p>20</p>	

# Tesla Model S Fire — 35 Firefighters Needed To Put Out The Blaze

[Patricia Grannum](#)

A Tesla Model S [crashed](#) into a concrete barrier and burst into flames in Austria and, according to *The Express*, 35 firefighters were needed to put out the blaze. The luxury electric car was travelling along the Ahlberg Expressway (S16) in Pians. Despite the severity of the fire, the 19-year-old driver walked away from the accident with minor injuries since he was able to escape before the fire started.

While the fire required lots of effort to put out, it could have been worse. *The Express* reports that it didn't spread to the entire battery pack which would have intensified the blaze. In Tesla vehicles, the battery packs are built into the chassis and they contain a firewall to prevent the spread of fire. That's a very important safety feature because the lithium-ion batteries in electric cars emit toxic fumes when heated so when fire hits the battery it can be very harmful.

The potential danger of fires in Tesla is so serious that the company has put out a set of guidelines for first-responders who have to deal with them.

“If the high voltage battery catches fire, is exposed to high heat, or is bent, twisted, cracked, or breached in any way, use large amounts of water to cool the battery,” it says. “Always establish or request an additional water supply. Battery fires can take up to 24 hours to extinguish.

We just got our best look yet at what it's like to drive a Tesla Model 3  
<https://t.co/gjljvhvBHF3> <pic.twitter.com/rr2kj7ZVho>

— Business Insider (@businessinsider) [October 19, 2017](#)

So, are electric cars a fire hazard that Tesla buyers should be worried about? In 2013, *The MIT Technology Review* reported that [early data](#) suggested that Tesla models were more likely to catch on fire than regular cars. But they also added that the number of accidents was so small that it was hard to make a definitive judgement as to whether Teslas are more fire-prone than other cars. The report from *MIT* came after three Tesla Model S's [caught on fire](#) in two months. Two of the cars involved in those accidents ran over a metal object and were driving at highway speeds. The other Tesla ran into a concrete wall.

We tried Tesla's 'Summon' feature — where the car comes to you  
<pic.twitter.com/FCDxUbCYBX>

— Business Insider (@businessinsider) [October 18, 2017](#)

It's important to note that none of the drivers of these cars was hurt which could be an indication that Tesla's safety features are working. A warning system instructed the drivers to pull over and exit the car and the battery pack design prevented the fire from getting to the passenger compartments.

## Shocking roadside Tesla blaze takes 35 firefighters to extinguish



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Shocking roadside Tesla car blaze in Austria takes 35 firefighters to extinguish. The Tesla Model S caught fire after a car crash. The fire could not be put out until power was cut from the car's lithium batteries.