

Subject: Re: Cars that burned up
From: Jesse <--@---.com>
Date: 5/16/19, 8:16 AM
To: Stephen --- <stephen--@--.net>
CC: <board-members> <EVSE-committee-members>

Stephen,

At this point, I am unable to find more details on the 4/21 fire in a Shanghai garage. I will keep looking. Here is the latest update: <https://electrek.co/2019/05/15/tesla-fiire-update-battery-software/>

From what I found, the 4/21 fire is one of three active investigations of tesla electric vehicle fires that were not directly following an impact/collision. (<https://electrek.co/guides/tesla-fire/>)

Here is a quote I found helpful: "NTSB has a long history of investigating emerging transportation technologies, such as lithium ion battery fires in commercial aviation, as well as a fire involving the lithium ion battery in a Chevrolet Volt in collaboration with the National Highway Traffic Safety Administration," <https://www.autoblog.com/2018/05/09/ntsb-tesla-crash-teens-killed-fort-lauderdale/>

At this point there is **no evidence** that electric vehicles ignite at a higher rate than gasoline cars. An \$8Million study of electric battery vehicles by the NHTSA : "anticipate same or less [risk] than gas" (https://en.wikipedia.org/wiki/Plug-in_electric_vehicle_fire_incidents), primarily because there is less energy embodied in an 300-mile-range electric vehicle than a 16-gallon gas vehicle tank. Additionally, in Tesla electric battery at least, modules are designed to dump heat away from the other modules in the case of thermal runaway. In the few fires that result from impact or collision, generally only the module compromised burns. When a gas tank ignites... all of it burns.

Typically, the cause of (both gas & electric) vehicle fires are accidents. Next, various components can short/overheat and ignite (like a fan or pump). Indeed, my 1999 Volvo was recalled in 2001 for a headlamp component that ignited in some cars.

There have been very few fires that were not the result of collision/impact. In one fire in france, they found that an improperly tightened bolt lead to a fire (it was tightened by hand in that demonstration car, and not by machine). In another

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fire in Norway, the charging mechanism overheated (this link doesn't appear to be updated anymore: <https://www.autoblog.com/2018/05/11/a-list-of-tesla-car-fires-since-2013/>) Both designs have since been changed. So far, not one of the hundreds of thousands of Model 3 (the model sometimes parked on P5) has ignited.

As you probably remember, I spoke with our building's current insurer, USI Insurance, in February about car charging. His reply:

"I was able to confirm that, typically, insurance carriers do not have an issue with charging stations being present on their insured's premise and **rates would not arbitrarily increase.**" [emphasis added]

He noted, however, the importance of "selecting a licensed/qualified/insured contractor, negotiating proper indemnity provisions and insurance requirements with the vendor...." We intend to collect all that as the GUC prepares a charging proposal.

Jesse

On 4/24/19 6:04 PM, Jesse wrote:

I'm on it. :)

On 4/24/19 8:49 AM, Stephen -- wrote:

Need to know a lot more about those fires.

Sent from my iPhone