



## Northamptonshire Fire and Rescue Service

Please ask for: Service Information Team Leader  
Tel: 01604 797000  
Our Ref:  
Your Ref: N/A  
Date: 18 March 2022  
If you have any difficulty in obtaining the above telephone number please email [enquiries@northantsfire.gov.uk](mailto:enquiries@northantsfire.gov.uk).

### **Re: Request for information (our ref: NFRS2022-23-23)**

I am writing in response to your request for information under the Freedom of Information Act 2000, received 02 March 2022. Our response is provided below:

*Q1 What intervention tactics do you employ in an electric car fire?*

We adopt National Operational Guidance (NOG) principals for the types of incident we attend:

- When dealing with a fire in a hybrid vehicle an offensive strategy can be implemented following a suitable Dynamic Risk Assessment (DRA). However, if the battery pack is on fire the Incident Commander (IC) should consider allowing the battery to burn out rather than to attempt extinguishment
- It is nearly impossible to get enough water directly onto batteries because of their protective shell. The only real access for water to the battery pack is through the battery vent, and many vent designs do not allow easy access for this.
- If the battery pack is allowed to burn out, it negates the concerns regarding the hazmat properties of the residual electrolyte. Ensure that the battery pack is cooled down enough to prevent re-ignition prior to releasing the vehicle. A Thermal Imaging Camera (TIC) can be a valuable tool to determine if the battery pack is cooled down in vehicles where the battery pack is visible.
- Beware of high-voltage components following a fire; the effects of fire can render system safety features inoperable so components can remain live after exposure and there is no guarantee that the system is de-energised.

*Q2 Do you have different procedures for fighting a fire in electric cars in different environments? (for example : indoors outdoor, above ground, underground...)*

No as we adopt a risk based approach.

*Q3 If you answered "yes" on the previous question then what are these procedures? Please could you send some of your documentation of this procedures/tactics?*

N/A

Continued/...2



*Q4 Are you using the IFA methodology to fight fire of an electric cars? (IFA meaning methodology of International Fire Academy in Switzerland)*

No we do not use the IFA methodology.

*Q5 What kind of resources/equipment do you use for fighting fire of an electric car and transport ? (such as transport trolley, fire blanket...)*

Standard equipment plus electrical gloves if there is no fire risk for certain tasks such as isolation.

*Q6 Do you immerse electric cars in the water container? If yes, is this container in your ownership or are you handling this process with an outside company (renting it)? How do you deal with subsequent contaminated water?*

No we do not immerse electric cars in the water container.

*Q7 Do you deal with the subsequent quarantine of the car? If yes, how?*

No it would be either the Police or the owner's responsibility.

If I can be of any further assistance, please do not hesitate to contact me quoting reference NFRS2022-23-23.

Yours sincerely

Service Information Team Leader

If you are unhappy with the response, you can ask the Service to review it. To do this, please email [enquiries@northantsfire.gov.uk](mailto:enquiries@northantsfire.gov.uk) or alternatively write to the address below:

Service Information Manager  
Northamptonshire Fire and Rescue Service  
Darby House  
Darby Close  
Park Farm Industrial Estate  
Wellingborough  
NN8 6GS

If our internal review does not resolve the issue to your complete satisfaction, you have the right to apply to the Information Commissioner for a decision at the following address:

Information Commissioner  
Wycliffe House  
Water Lane  
Wilmslow  
Cheshire  
SK9 5AF