

FIREBOX OPERATION/INSTRUCTIONS

RECOMMENDATIONS BEFORE AND UPON ARRIVAL OF YOUR CONTAINMENT BOX:

1. Once your firebox is delivered, plan to have your local fire department come to your facility and help you select the best/safest location to place it, and to establish both a familiarity and preplanned positioning of their apparatus responding to an incident. In the event of a future emergency this will eliminate delays due to uncertainty or confusion. Fire Departments can also help to ensure local authorities have knowledge and understanding of the equipment.

Make sure you select an area that is level.

2. Determine if there are regulatory requirements or limitations in your area.

3. Visible hazard identification signs as specified in the Uniform Fire Code and any local regulations should be placed at entrances to the Firebox or where hazardous conditions could exist. This can include “No Smoking”, “Hazardous Materials” and other appropriate warnings.

4. Fire Department will need a 3’ (36”) clearance on all sides for access

5. Do not place Firebox closer than 10’ to any building or flammable structure, and in accordance with fire codes in your area.

6. Do not place Firebox near any overhead poles or power lines.

7. Whether your Firebox has a swing door or a ramp door, make sure when opened, you have sufficient clearance to load and unload vehicles.

8. When a damaged EV is placed into the Firebox, notify insurer regarding the hazardous condition of their insured vehicle and all associated costs for use on isolation equipment and any potential response, monitoring or disposal costs.

9. Be sure to review operational and hazard protocols with employees*

CARE INSPECTIONS

1. While it is safe to hose out the interior of the firebox to remove dirt and debris, power washing is not recommended and will void the warranty on the coating. Power washing will damage the cementitious material and remove paint.

2. If there has been no isolation event inside the box, an annual inspection of the cementitious material and valves is sufficient. Swing door seals should be inspected and greased every 90 days, and more frequently in extreme heat or cold. *Ramp door seals do not require greasing.*

3. In the event of a fire or isolation containment event in the box, all components should be carefully inspected once the contents have been emptied and it is safe to enter.

3. During winter months, make sure spray bar drain valve is open to avoid water freezing in the pipes.

4. Your box is equipped with a protective steel plate covering the floor to prevent damage to cement from vehicles being winched inside. When winching vehicles into the box or otherwise placing items into it, be careful to avoid the walls of the unit as much as possible. Gouging or

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severe cracking due to misuse is not covered by warranty. Hairline cracks in the cement are normal and will not compromise the box.

SAFETY - Even before a fire occurs there can be indications that thermal runaway is in progress which can lead to combustion. Signs of thermal runaway include:

1. Gurgling sounds
2. Smell like bubble gum
3. Smoke (off-gassing/light white vapor)
4. Smoke alarm

In the event of a fire:

1. Evacuate the area immediately.
2. Call 911/fire department.
3. Stay upwind of any smoke.
4. Wait for the fire department to arrive

If you have followed the recommendation to have your fire department come to your facility when the box initially arrives, they will already know where the fill valves are and be will be prepared to manage the fire.

RISK ASSESSMENT AT ACCIDENT SCENE

New Federal standards and recommendations state that hybrid and electric vehicles involved in a collision, fire or water related incident now require a Risk Analysis Inspection.

The ongoing issue of electric vehicles reigniting due to thermal runaway – often hours, days or weeks after an event – has caused these new federal standards to impact the towing community.

The Energy Security Agency (ESA) has met this need with a Risk Analysis service. Anytime you are required to tow or transport a hybrid or electric vehicle that has been involved in a collision, fire or a water related incident, you will need to call the ESA for a Risk Analysis at

1-855-372-7233.

1. During your call with ESA, the Risk Analysis Agent (RAA) will ask you several vehicle specific questions, then text you a link to quickly upload pictures of the vehicle.
2. Your RAA will then give you instructions on how to electrically shut down the vehicle and provide storage and handling guidance. This may include isolating the vehicle, elevating a specific side of the vehicle to allow for water to drain out of a battery or clear the vehicle for normal handling.
3. The RAA will determine the vehicle's risk level – a level green, yellow or red, based on the analysis specifics, and ask that you place the designated Risk Analysis Placard sticker (RAP sticker) on the vehicle. This sticker allows you and others to later identify the vehicle's risk level for safe handling.

The entire process will take between 5 and 15 minutes. To ensure liability mitigation and meet the current standards, every hybrid and electric vehicle requires a Risk Analysis to be conducted if it meets the criteria above.