Hanoi battery safety

Speaking of fires in cars fueled by gasoline or diesel, he says, "It"s an everyday event. You don"t have to go far to see [a car on fire]. Two days ago, I passed one on the highway, and the fire engines were just getting there. Flames were coming out of the top, and no one even looked at it. It hardly got a glimpse. And it certainly didn"t appear in the news."

An ICE car going up in flames is, Kohl says, widely considered an acceptable risk today. As a result, the occasional gasoline-fueled car fires one sees on the side of the highway can be treated, Kohl notes, as "an un-event."

However, when fires break out that involve more than one electric vehicle--whether car or scooter or e-bike--media and authorities have recently revealed a tendency to rush in to blame the EV.

Soon enough, the fire was extinguished, and the ship was towed to a port on the coast of The Netherlands, as reported by CleanTechnica. It wasn"t long before the grist in the rumor mill was contradicted by investigators" finding that all 498 electric cars were in good condition and that the blaze appeared to have begun several decks above the place on the craft where the EVs had been situated.

In a 10 August press release issued after the initial inquiry into the blaze aboard the ship was completed, the International Union of Marine Insurance (IUMI) said, "No fire onboard a [roll-on/roll-off cargo ship] or Pure Car and Truck Carrier (PCTC) has been proven to have been caused by a factory-new EV." The organization concluded that concerning EV fires, "Research suggests that the risks are not heightened or more dangerous."

But MSB reports that in 2022, there were only 24 EV car fires in Sweden, representing 0.004 percent of battery-powered cars there. For cars running on gasoline or diesel fuel, the fire rate was 0.08 percent, or 20 times the frequency.

"[Firefighters have] had 100 years to train and to understand how to deal with internal combustion engine fires," the NFPA"s Andrew Klock told Vox. "With electric vehicles, they don"t have as much training and knowledge."

But MSB"s Per-Ola Malmqvist has developed webinars that explain how to safely put out battery fires. In a 2022 webinar, he described the tools and techniques that were used to put out a raging EV battery fire in 10 minutes using only 750 liters of water. In another webinar about EV fire suppression best practices, Malmqvist interviewed a firefighter from Vestfold Fire Service in Norway, where the extinguishing method Malmqvist recommends was tried for the first time in battling an electric-vehicle blaze.

The report addresses concerns over the ability of the world"s grid infrastructure to stay ahead of demand as

more vehicles depend on it for propulsive energy. It dispels the talking points predicting widespread grid failures as more EVs are plugged in for charging. The report"s lead author, NREL researcher Eric Wood, told Spectrum, "We believe there is strong evidence that EVs will not break the grid anytime soon. Transportation electrification is front and center for electric utilities, regulators, and [the U.S. Department of Energy], with planning happening on all fronts."

Willie Jones is an associate editor at IEEE Spectrum. In addition to editing and planning daily coverage, he manages several of Spectrum's newsletters and contributes regularly to the monthly Big Picture section that appears in the print edition.

Please take care when comparing the number of ICE fires against EV battery, yes they indicate EV fires are less likely but... ICE by their nature require regular extensive maintenance, ignoring collisions/accidents it is likely that most ICE fires are due to poor maintenance. whereas the majority of EV fires are caused by OEM battery faults (). OEMs have already put mitigations in place for EV fires so I would expect the stats to be as they are but your headline "persistent fears" panders to humanities inability to correctly perceive risk or understand statistics :)

The article cites questionable statistics, such as "fires per cars sold", but without characterizing either the period of sale or the age of the cars. ICE catch fire either due to collision or due to poor maintenance; EV burn out on their own, even when parked.

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