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ASSOCIATION STANDARD

T/CSAE 87-2018

Disposal procedures for post-accident electric vehicles

事故后电动汽车处置规程

(English Translation)

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Foreword

This standard was drafted in accordance with the rules given in GB/T 1.1-2009.

Some elements of this standard may involve patents, and the standard issuing authority does not assume responsibility for identifying these patents.

This standard was proposed by the Technical Innovation Alliance of the Electric Vehicle Industry.

This standard was drafted. Shanghai Fire Research of the Ministry of Public Security, Hangzhou Zhongchuan Fire Equipment Company, SAIC Wanxiang New Energy Bus Limited company.

1 Scope

This standard stipulates the operation of electric vehicles after the emergency rescue department completes the disposal of electric vehicle accidents.

As a procedure.

This standard applies to the safe disposal of electric vehicles after an accident.

2 Normative documents

The following standards are essential for the application of this document. All dated references, all subsequent modifications (not the inclusion of errata content or revisions does not apply to this specification, but parties to agreements based on this specification are encouraged to study the use of these documents.

The possibility of the latest version.

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GB 50016 Building Design Fire Code GB 50116 Fire Automatic Alarm System Design Specification GB 50084 automatic sprinkler system design specification GB 50140 Building Fire Extinguisher Configuration Design Specification

3.1 Electric car after the accident

An electric car that has a serious collision, fire, or water immersion.

4 Evacuation site requirements

4.1

Before the evacuation of the electric vehicle after the accident, if the emergency department has implemented emergency rescue, the evacuation implementation unit should go to the emergency rescue department.

Understand the information about the accident handling process and the high-voltage power cut-off measures taken.

4.2

The evacuation implementation unit shall check the overall status of the vehicle to ensure that the vehicle is in a non-working state and confirm that the high-voltage power cancellation procedure has been completed.

And take effect.

4.3

The evacuation implementation unit shall use a leakage tester to measure the charging of the vehicle body. If there is leakage, the evacuation should be suspended.

The machine factory seeks technical support.

4.4

The evacuation implementation unit should pay close attention to the status of the power battery system and monitor the temperature of the power battery system.

If the degree is higher than 100 °C or continues to rise, electrolyte leakage, large amount of smoke overflow, etc., evacuation should be suspended, as appropriate the fire department was on the scene.

4.5

For passenger vehicles, the evacuation implementation unit shall use a flatbed trailer to pull the accident vehicle off the scene of the accident, and it is forbidden to use the wheel the trailer method, flatbed trailer flats should be covered with insulation. For commercial vehicles, the evacuation implementation unit should use trailers below 5km/h.

The speed is off the scene of the accident.

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4.6
For battery packs that have been removed at the scene of the accident, the evacuation unit should place it in a fireproof, explosion-proof container and store it properly.

transport.

5 Electric vehicle parking requirements after the accident

5.1
Vehicles should be parked in a safe and stable area after an accident.

5.2
After the accident, the vehicle should be parked in an outdoor place before the battery system is removed, and the distance from the surrounding buildings is not less than 15 m.

Not less than 5 m from other vehicles.

5.3
After the accident, when the vehicle is parked in an indoor place, the parking lot should be set up after the accident; the setting of the parking space after the accident should be Meet the requirements of "Code for Fire Protection of Building Design" GB 50016.

5.4
After the accident, the parking space of the vehicle should be set on the ground floor and set on the outer wall. The parking space should be outside the entrance and exit, and other parts of the building should be Set fireproof partitions with a fire endurance limit of not less than 2h.

5.5
After the accident, the vehicle parking space should be set to meet the "Fire Automatic Alarm System Design Specification" GB 50116, "Automatic Water Spraying Off Fire System Design Specification GB 50084 Fire automatic alarm system and automatic sprinkler system.

5.6
Smoke evacuation facilities should be installed in the parking spaces of the vehicles after the accident.

5.7
After the accident, the parking space of the vehicle shall be in accordance with the provisions of the Code for Design of Fire Extinguishers for Buildings, GB 50140, Dangerous grades are equipped with fire extinguishers. Dry powder fire extinguishers should be used.

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5.8
Electric vehicle charging facilities shall not be installed in the vehicle parking space after the accident.

5.9
The parking place of the accident vehicle should be within the monitoring range of the video surveillance facility.

6 Accidental battery disposal

6.1
Accidental batteries should be removed from the vehicle in accordance with the procedures and disposal methods provided by the manufacturer. This work should be performed by trained specialists.

The staff completed. Before removing the battery pack, observe the state of the battery pack, and damage the appearance, leakage, and leakage of the casing.

6.2
Accidental batteries removed from accident vehicles shall be safely disposed of as soon as possible in accordance with the disposal procedures provided by the host manufacturer.

Disposal should be carried out on an indoor floor with a smoke evacuation facility, or outdoors with a rain-proof function, and a safe area should be delineated.

6.3
If the accidental battery is not disposed of immediately, the accident handling unit should place the battery in a fireproof or explosion-proof container.

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