



ENERGY SECURITY AGENCY

ENERGYSECURITYAGENCY.COM

855-ESA-SAFE

OHIO, USA

ENERGY SECURITY AGENCY RECOMMENDS ALL AUTO BODY AND MECHANICAL REPAIR FACILITIES ARE INSISTENT THAT ALL HYBRID AND ELECTRIC VEHICLES ARRIVING AT THIER FACILITIES HAVE UNDERGONE RISK ANALYSIS, AND HAVE BEEN PLACARDED BY A SANCTIONED PROVIDER SUCH AS THE ENERGY SECURITY AGENCY

LOOK FOR THE PLACARD & FOLLOW THE GUIDANCE PROVIDED

NO GREEN, YELLOW OR RED STICKER = NO ENTRY



FOLLOW THE GUIDANCE

- RISK ANALYSIS SHOULD BE CONDUCTED BY THE ORIGINAL TOWING PROVIDER IF POSSIBLE
- RISK ANALYSIS MAY BE CONDUCTED BY A SECONDARY TOWING PROVIDER IF NEEDED
- EVIDENCE OF RISK ANALYSIS WILL BE A RISK ANALYSIS PLACARD (RAP STICKER) PLACED ON THE DRIVERS SIDE OF THE WINDSHIELD OR NEAR THAT AREA IN THE ABSENCE OF GLASS
- ISOLATION & HANDLING INSTRUCTION WILL BE PRINTED ON THE STICKER AND ADDITIONAL INSTRUCTION MAY BE HAND WRITTEN OVER STICKER
- VEHICLES THAT ARE STILL WITHIN THIER ISOLATION PERIOD MAY BE REPAIRED/SERVICED. CAUTION SHOULD BE USED AND A PLAN SHOULD BE IN PLACE FOR RAPID MOVEMENT TO ISOLATION OF THE VEHICLE IF SIGNS OF A BATTERY FIRE EVENT ARE DETECTED
- IF CONDUCTING REPAIR PROCEDURES ON A "ISOLATED REQUIRED" VEHICLE INSIDE OF A BUILDING OR WITHIN 50' OF EXPOSURES FOLLOW "REPAIR OF ISOLATED VEHICLE" RECOMMENDATIONS IN THIS DOCUMENT

NO GREEN, YELLOW OR RED STICKER = NO ENTRY

- LACK OF A RAP STICKER IS JUSTIFICATION FOR NOT ACCEPTING A VEHICLE FOR REPAIR(S)
- A ORANGE STICKER ALONE INDICATES THAT RISK ANALYSIS HAS NOT YET BEEN COMPLETED. REQUIRE RISK ANALYSIS
- IF STICKERS ARE NOT AVAILABLE, TOWING PROVIDERS MAY UTILIZE A WINDSHIELD MARKER OR OTHER MEANS OF PLACARDING. THIS SHOULD BE ACCEPTABLE
- TOWING ORGANIZATIONS MAY CONDUCT RISK ANALYSIS ANYTIME BY CALLING THE ESA AT 855-ESA-SAFE
- VEHICLES ATTEMPTING TO ENTER A FACILITY WITHOUT RISK ANALYSIS MAY CALL THE ESA AT YOUR FACILITY TO CONDUCT THE ASSESSMENT
- EARLY RISK ANALYSIS IS BEST BUT LATER IS BETTER THAN NEVER!
- IT IS THE RESPONSIBILITY OF THE TOWING PROVIDER TO CALL THE ESA FOR RISK ANALYSIS

REPAIR OF ISOLATED VEHICLE

IN SOME SITUATIONS IT MAY BE REQUIRED TO SERVICE OR REPAIR A HYBRID OR ELECTRIC VEHICLE WHEN IT IS STILL WITHIN ITS ISOLATION PERIOD. THIS PRACTICE IS ACCEPTABLE PROVIDED THE FOLLOWING RECOMMENDATIONS ARE FOLLOWED.

VEHICLES IN ACTIVE ISOLATION PERIODS SHOULD FOLLOW THE FOLLOWING RECOMMENDATIONS SET IN PLACE BY THE ESA

- VEHICLES SHOULD NOT BE LEFT UNATTENDED WHILE NOT CONTAINED BY ISOLATION BARRIERS OR NOT IN PROXIMITY ISOLATION
- IF THE VEHICLE IS PLACED INSIDE A BUILDING FOR SERVICE OR REPAIR IT SHOULD BE KEPT WITHIN CLOSE PROXIMITY TO AN EXIT FOR RAPID REMOVAL IF NEEDED
- EVERY EFFORT SHOULD BE MADE TO REDUCE EXPOSURES WHILE IN A BUILDING THIS MAY INCLUDE CLEARING REPAIR "BAYS" AROUND THE VEHICLE
- A NON FLAMMABLE TOWING STRAP SHOULD BE DEPLOYED AND ATTACHED TO THE VEHICLE AND A PLAN SHOULD BE MADE TO PULL THE VEHICLE OUT TO A SAFE AREA IF THE NEED ARISES
- A CO MONITOR SHOULD BE USED TO MONITOR THE VEHICLE FOR CARBON MONOXIDE. THE MONITOR SHOULD HAVE AN AUDIBLE ALARM TO ALERT STAFF OF A READING THAT EXCEEDS 100 PARTS PER MILLION
- AFTER BUSINESS HOURS AND WHEN MONITORING THE VEHICLE IS NOT POSSIBLE, THE VEHICLE SHOULD BE KEPT 50 FEET FROM ALL EXPOSURES OR IN A ESA APPROVED BARRIER ISOLATION DEVICE

ANY DEVIATION FROM THE ABOVE RECOMMENDATIONS MAY RESULT IN INJURY, DEATH OR SIGNIFICANT PROPERTY DAMAGE



REFERENCING STORAGE & HANDLING RECOMMENDATIONS

ENERGY SECURITY AGENCY MAY PROVIDE GUIDANCE IN ADDITION TO THE RECOMMENDATIONS PRESENTED ON THE RISK ANALYSIS PLACARD. FOR A COMPLETE LIST OF STORAGE AND HANDLING REQUIREMENTS FOR A SPECIFIC VEHICLE VISIT ENERGYSECURITYAGENCY.COM/ID

INSTRUCTIONS FOR ADDITIONAL GUIDANCE

- VISIT THE ESA DATABASE AT ENERGYSECURITYAGENCY.COM/ID TO LOOK UP THE VEHICLE IN QUESTION
- VEHICLES CAN BE SEARCHED ON THE ESA DATABASE USING THE SESSION ID, VIN OR LICENSE PLATE NUMBER
- IN SOME CASES A SESSION ID NUMBER MAY NOT BE AVAILABLE ON THE RAP STICKER OR A RAP STICKER MAY NOT BE PRESENT. TO DETERMINE WHETHER OR NOT A VEHICLE HAS RECEIVED RISK ANALYSIS VISIT ENERGYSECURITYAGENCY.COM/ID
- IF THE SESSION ID, LICENSE AND VIN DO NOT PRODUCE RESULTS IN THE ESA DATABASE CALL THE ESA 24/7 TO ACQUIRE INFORMATION ON ANY VEHICLE THAT HAS COMPLETED A RISK ANALYSIS PROCESS

COMPLIANCE AND SAFETY

SEVERAL FEDERAL STANDARDS AND RECOMMENDATIONS DICTATE THE NEED FOR RISK ANALYSIS AND APPROPRIATE STORAGE AND HANDLING OF HYBRID AND ELECTRIC VEHICLES. THE SOCIETY OF AUTOMOTIVE ENGINEERS, NATIONAL FIRE PROTECTION ASSOCIATION, NATIONAL TRANSPORTATION SAFETY BUREAU, AND THE ENERGY SECURITY AGENCY PRESENT THESE RECOMMENDATIONS IN TRAINING AND STANDARDS

- BY FOLLOWING THE STEPS OUTLINED IN THIS DOCUMENT YOUR ORGANIZATION IS CONTRIBUTING TO BEST PRACTICE AND COMPLIANCE THUS REDUCING RESPECTIVE LIABILITY
- HYBRID AND ELECTRIC VEHICLES HAVE A KNOWN RISK OF SHOCK/ELECTROCUTION AND A TRACK RECORD OF FIRE EVENTS HOURS DAYS OR EVEN WEEKS AFTER A COLLISION, SUBMERSION OR FIRE EVENT
- FOLLOWING THE INSTRUCTIONS IN THIS DOCUMENT WILL GREATLY REDUCE LIABILITY FOR AUTO BODY AND MECHANICAL REPAIR FACILITIES

VISIT THE ENERGY SECURITY AGENCY WEBSITE ENERGYSECURITYAGENCY.COM FOR MORE INFORMATION OR CALL THE CALL RESPONSE CENTER 855-ESA-SAFE ANYTIME FOR MORE INFORMATION

