



Marshals Guide

Dealing with potential lithium battery fires on Motorcycles

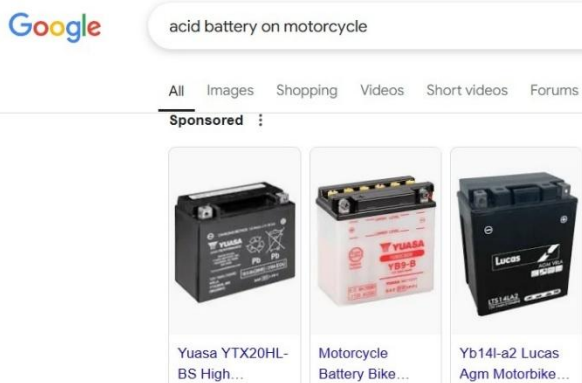
As many of you are probably aware, more and more Racers are opting to make use of the lighter weight lithium batteries instead of the conventional lead acid/gel batteries.

Although Lithium battery fires are rare, it is still possible... as a Club, we've already had experience of a lithium battery fire... so, with this in mind, the following should act as a guide for Marshals when dealing with a potential lithium battery fire.

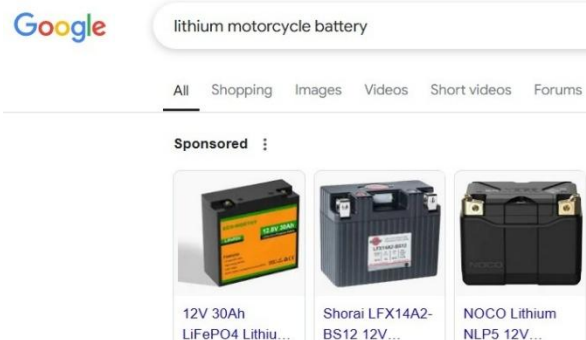
It is important to note that you **CANNOT put out a lithium battery fire in the conventional manner ... i.e. with a fire extinguisher!**

So, how can you tell it's a lithium battery? It may not be entirely obvious from looking at the battery... I did a Google search on both, with the following results:

Acid Motorcycle Batteries



Lithium Motorcycle Batteries



It's important to note that conventional acid batteries don't tend to catch fire ... so, **rule of thumb for identifying a lithium battery fire or potential fire:**

- Is the battery hissing and/or popping?**
- Is the battery smoking?**
- Is the battery on fire?**

If you see or hear any of the aforementioned signs ...

**Do NOT attempt to put it out OR take the battery off the bike ...
IT COULD EXPLODE at any time ... YOUR SAFETY FIRST !!**

Step away from the bike, get yourself safe, and inform your IO

The IO will call through to Race Control, requesting for Circuit Maintenance to attend a possible lithium battery fire. If possible, Circuit Maintenance will use cutters to remove the battery and dispose of it in sand. They will have had training on this and will also have the appropriate equipment to deal with it.

Please note that fumes from a lithium battery fire are **HIGHLY TOXIC and damaged batteries can cause severe skin burns**