

TESLA

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# SUPERCHARGER

## EMERGENCY RESPONSE GUIDE

## DISCLAIMER

This guide is intended only for use by trained and certified rescuers and first responders. It assumes that readers have a comprehensive understanding of how safety systems work and have completed the appropriate training and certification required to safely handle rescue situations. Therefore, this guide provides only the specific information required to understand and safely handle Tesla Supercharger equipment in an emergency situation. It describes how to identify Supercharger equipment, and provides the locations and descriptions of its high voltage components. This guide includes the high voltage disabling procedure and any safety considerations specific to Supercharger equipment. Failure to follow recommended practices or procedures can result in serious injury or death. Supercharger equipment is constantly evolving, and multiple generations of hardware exist. The images in this guide may not match the equipment you are working on. Any major changes regarding high voltage components across equipment generations will be explicitly outlined in this guide.



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## IMPORTANT SAFETY INFORMATION

This document contains important instructions and warnings that must be followed when handling Urban, V2, and V3 Supercharger systems in an emergency situation.







- ⚠ WARNING:** Always use appropriate tools, such as a hydraulic cutter, and always wear appropriate personal protective equipment (PPE) when working around Supercharger equipment, switchgear, and breakers. Failure to follow these instructions can result in serious injury or death.
- ⚠ WARNING:** Regardless of the disabling procedure you use, **ALWAYS ASSUME THAT ALL HIGH VOLTAGE COMPONENTS ARE ENERGIZED!** Cutting, crushing, or touching high voltage components can result in serious injury or death.

# SWITCHGEAR/TRANSFORMER SAFETY CONSIDERATIONS



ALWAYS BE AWARE OF ELECTRICAL HAZARDS.

**NOTE:** Contact local utility company to disconnect grid power coming into equipment.

-  **WARNING:** Use extreme caution when approaching the scene of an electrical emergency, especially at night.
-  **WARNING:** Treat all wires as dangerous and energized at high voltage.
-  **WARNING:** Do not attempt to move exposed power cables
-  **WARNING:** Do not spray water on exposed cables, transformers or other electrical equipment.
-  **WARNING:** Do not disassemble electrical switchgear or transformer. This may only be done by licensed electricians or trained utility technicians with a proper understanding of the equipment
-  **WARNING:** Always use appropriate Personal Protective Equipment (PPE) when handling high voltage equipment



## FIREFIGHTING

Fires on Supercharger equipment are considered "electrical fires", while fires on vehicles are considered "vehicle fires". If there is a vehicle fire present, visit [tesla.com/firstresponders](https://tesla.com/firstresponders) and consult the Firefighting chapter in the Emergency Response Guide for the specific Tesla vehicle.

Electrical fires should be extinguished using CO2 (or other appropriate electrical fire suppression) and vehicle fires should be extinguished with water.

Extinguish small fires that do not involve a high voltage battery using a CO2 or ABC extinguisher.

During overhaul, do not make contact with any high voltage components. Always use insulated tools for overhaul.



Examples of labels associated with high voltage equipment are shown below. Depending on the region, these labels may be translated into other languages.

**WARNING**  
**AVERTISSEMENT**

- HAVE DEFECTIVE CORDS OR WIRES REPLACED BY QUALIFIED SERVICE PERSONNEL  
*FAIRE REMPLACER LES CÂBLES OU LES FILS DÉFECTUEUX PAR DU PERSONNEL QUALIFIÉ*
- DO NOT USE THIS EQUIPMENT IF DAMAGED  
*NE PAS UTILISER CE MATÉRIEL S'IL EST ENDOMMAGÉ*
- DO NOT USE EQUIPMENT WHERE EXPOSED TO FLAMMABLE VAPOURS  
*NE PAS UTILISER CE MATÉRIEL EN PRÉSENCE DE VAPEURS INFLAMMABLES*

 **FOR USE WITH ELECTRIC VEHICLES**

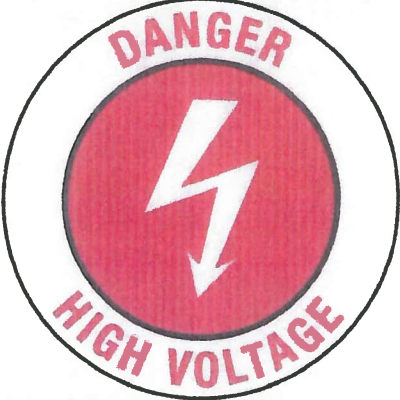
TRANSMITTER MODEL: T023049  
ACE 30 7A2M T023049 | LMB 03 201404358 | K 20090 T023049

CS-350-A1  
CS-350-A2



RATED VOLTAGE	500 VDC
RATED CURRENT	500 A
DUTY CYCLE	100%
OPERATING TEMP	30°C (86°F) - 55°C
ENCLOSURE IP CODE	IP44 BAMBROBE

TESLA, INC.  
13000 REDWOOD BOULEVARD, PALO ALTO, CA 94304 USA



High Voltage and Risk of Electric Shock. Disconnect from power before servicing.

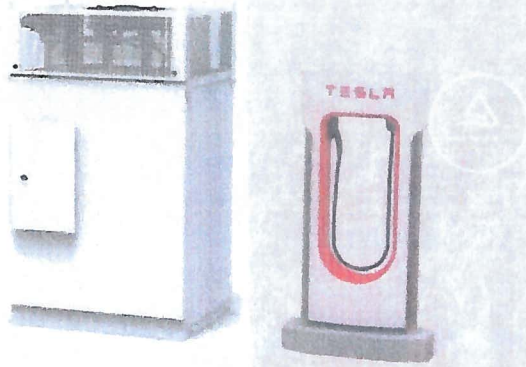
Arc Flash and Shock Hazard. For safe work practices and for personal protective equipment, follow all requirements specified in NFPA 70 E.



# IDENTIFYING SUPERCHARGER VARIANT

Supercharger systems have two main components - charge post and cabinet. There are three variants of Supercharger systems.

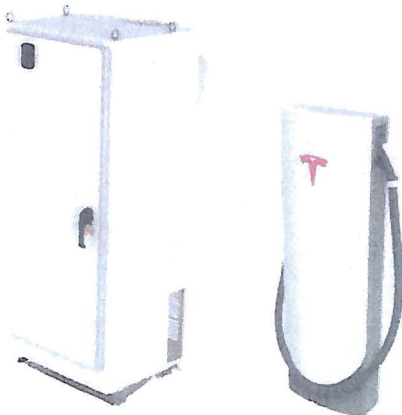
## V3 Supercharger



## V2 Supercharger



## Urban Supercharger



# SITE DISCONNECT CONSIDERATIONS



REVIEW ALL NOTES AND WARNINGS BEFORE ATTEMPTING TO DISCONNECT POWER TO A SUPERCHARGER SITE.

**⚠ WARNING:** Do not attempt to reset the breaker to disconnect.

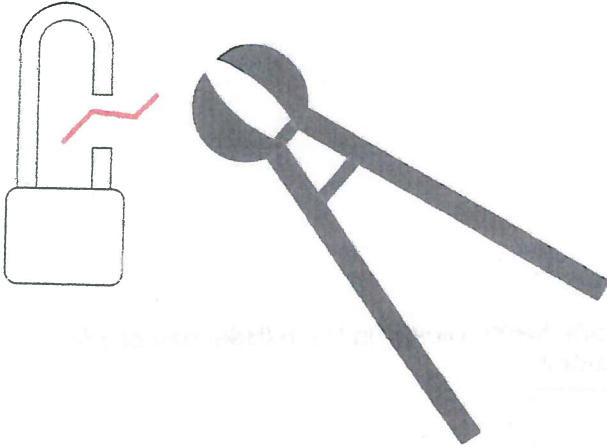
**⚠ WARNING:** Do not attempt to disconnect power to the site via the Supercharger cabinets. Supercharger cabinets must only be shut off via the branch breakers in the switchgear.

**NOTE:** Switchgear is typically within 100 feet of the Supercharger posts and may be inside an enclosure.

**NOTE:** If the main breaker is inoperable or malfunctioning: Locate every branch breaker and turn them downward to the OFF position.

**NOTE:** If the switchgear is inoperable or appears to have major damage: Contact the utility company to disconnect power from the grid.

**NOTE:** If entering an enclosure, use bolt cutters to cut the locks.

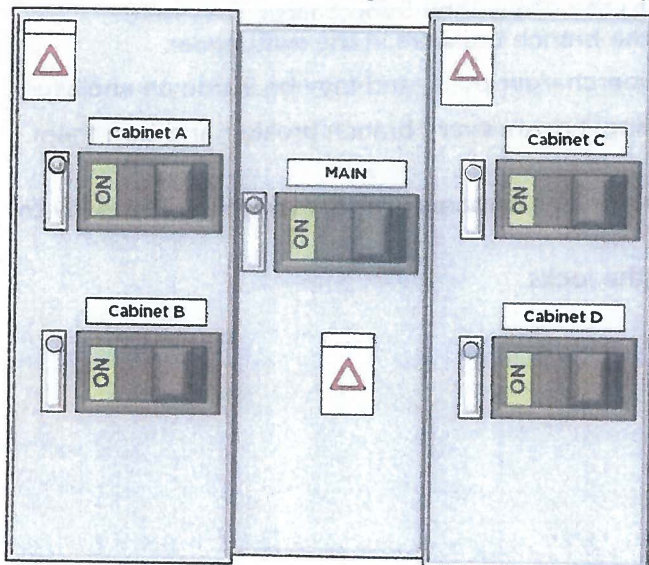


**NOTE:** Switchgear typically consists of two or three bays, each with their own door. Exact configurations vary by site.

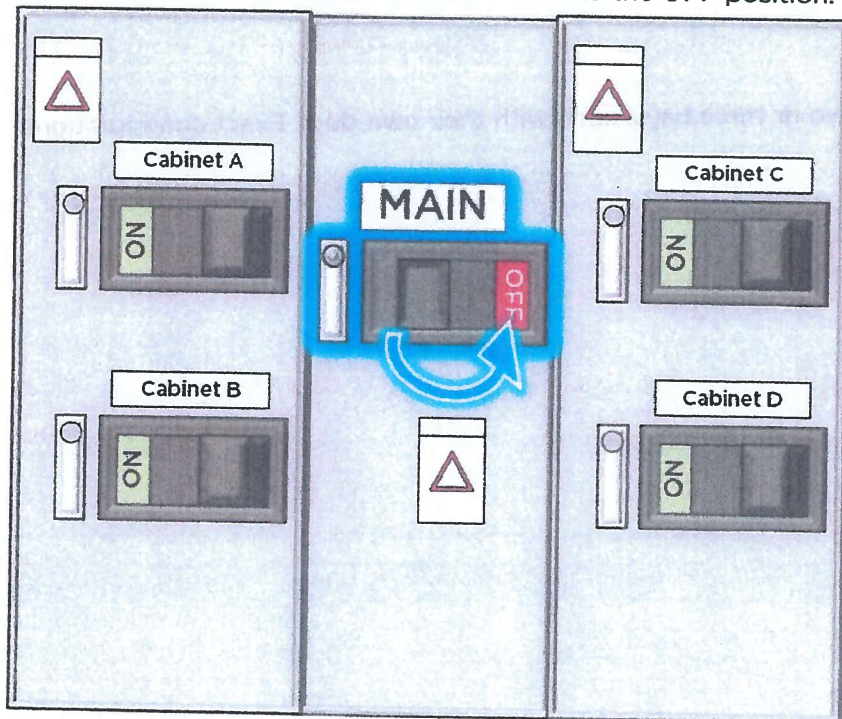
# TURNING OFF POWER TO ENTIRE SUPERCHARGER SITE

**⚠ WARNING: ALWAYS ASSUME THAT ALL HIGH VOLTAGE COMPONENTS ARE ENERGIZED.** Cutting, crushing, or touching high voltage components may result in serious injury or death.

1. Enter the locked enclosure, using boltcutters to cut padlocks if needed.
2. Locate the electrical switchgear associated with the Supercharger cabinets on site.



3. To disconnect all power to the site: Locate the main feeder breaker (typically in the middle bay of the switchgear) and turn the handle downward to the OFF position.



**NOTE:** If both the main breaker and branch breakers are inoperable or have major damage, contact the utility company to disconnect power from the grid.



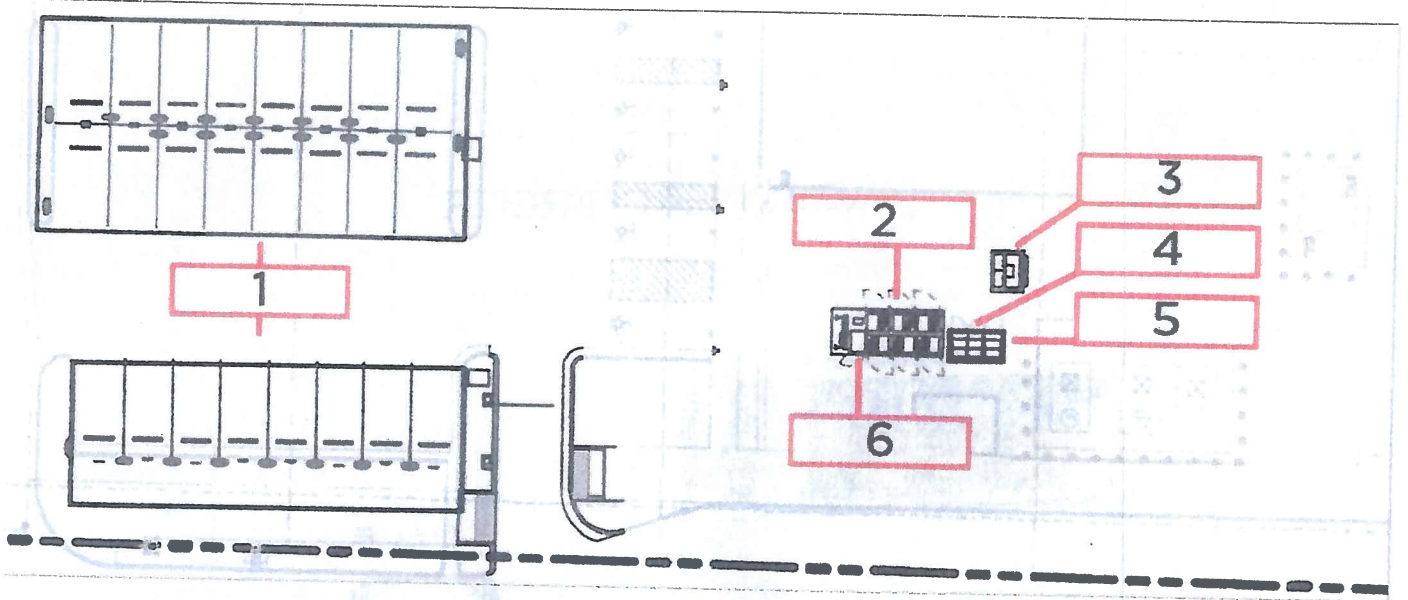
## V3 SUPERCHARGER





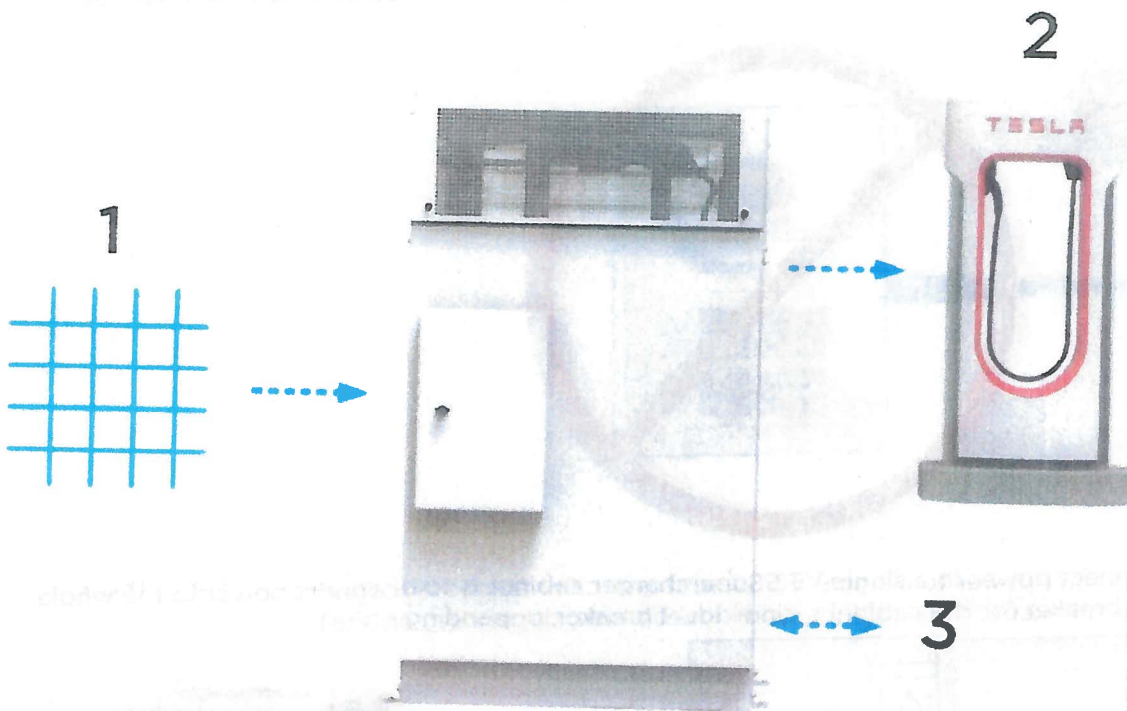
# V3 SUPERCHARGER SITE LAYOUT

**NOTE:** No two sites are identical, but the switchgear and Supercharger cabinets are typically inside an enclosure or in a closed off area with limited visibility to the public, and within 100 feet of the Supercharger stalls.



1. V3 Supercharger posts
2. V3 Supercharger cabinet(s)
3. Utility meter
4. Main breaker
5. Branch breakers
6. Tesla Powerpack (Battery Energy Storage System)

# V3 SUPERCHARGER VOLTAGE FEEDS

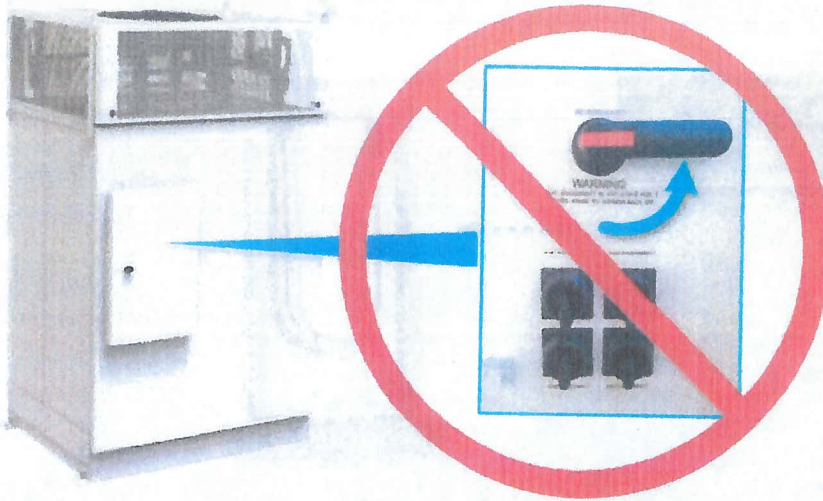


1. Grid (AC)
2. Supercharger post (DC)
3. Interconnected bus (DC) with other cabinets, Powerpack (if present), etc.

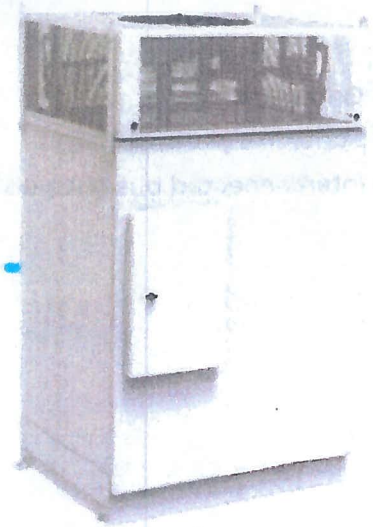
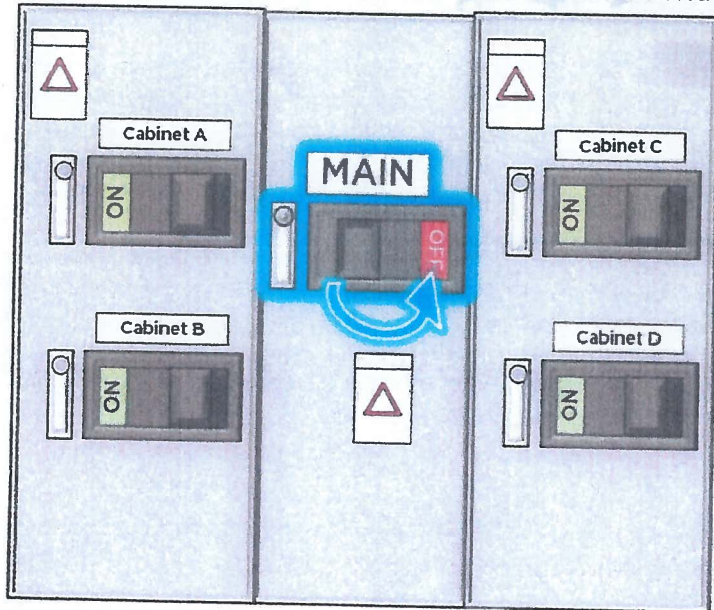


# TURNING OFF POWER TO V3 SUPERCHARGER CABINET

Turning the DC Disconnect handle on a V3 Supercharger cabinet to the OFF position alone will NOT de-energize the cabinet.



The only way to disconnect power to a single V3 Supercharger cabinet is to disconnect power to the whole site via the site's main breaker (or the cabinet's individual breaker, depending on site).





Site layout is to be provided by the client.

NOTE: The drawings are for informational purposes only. They are not to be used for construction or to indicate the location of the Supercharger. The drawings are subject to change without notice.

## V2 AND URBAN SUPERCHARGERS



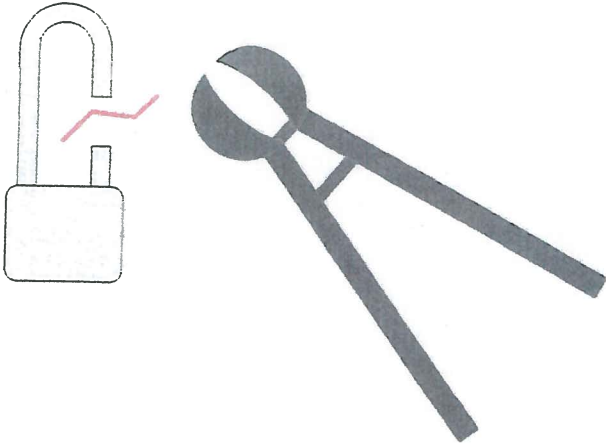


# TURNING OFF POWER TO V2 OR URBAN SUPERCHARGER CABINETS



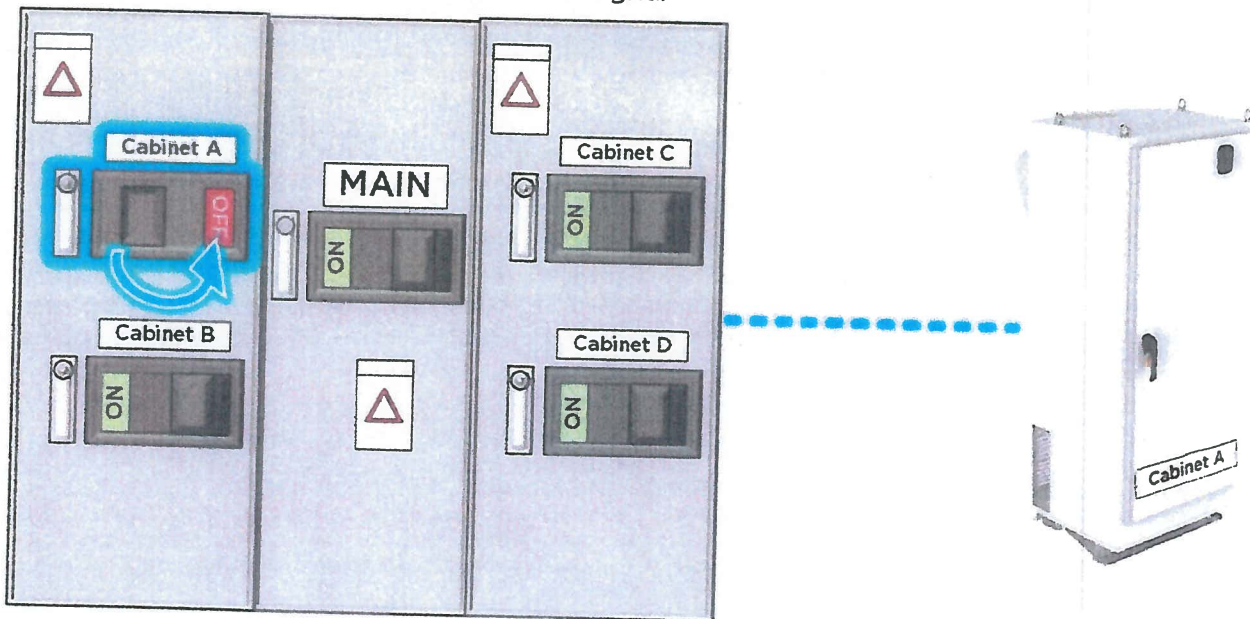
1. Enter the locked enclosure.

**NOTE:** Use bolt cutters to cut padlocks.



2. Find the branch breaker associated with the cabinet and turn it OFF. This turns off power to the cabinet and its corresponding charge post(s).

**NOTE:** If both the main breaker and branch breakers are inoperable or have major damage, contact the utility company to disconnect power from the grid.



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