Minutes

Meeting of the AEVA Tas Branch
Devonport Paranaple, 24/11/2021 19:01

Attendance

AEVA Members

Christopher Walkden (Secretary), Ray Johnston, Charles Gregory (Vice Chair), Clive Attwater (Treasurer), Midj Jones, Shayn Harkness, Julie Hargreaves, Graeme Sargeant, Judith Bolouri, Alan Gregory, Peter Harris, John Harders, William Castley, Mary Gill, John Fast, Tim O'Loughlin, Horst Lerchbacher

Guests (please excuse errors, some are difficult to identify due to Zoom alias or handwriting!)

Rob Collisson, Raewyn Collisson, Kate Gregory, Shirley Harders, Ian Garth, Wessley Koop, John, Lorraine

Apologies

Darren Briggs, John Lennox, Doro Forck, John Casimaty, Penny Cocker, Margaret Kinsela

Confirmation of minutes from previous meeting

Moved by Shayn Harkness, seconded by Ray Johnston that the minutes of the previous meeting (available here) be accepted as an accurate record; carried.

Correspondence in/out

No notable correspondence.

General Business

Treasurer's Report, 24/11/2021

Balance at last meeting:	**$3,508.38**
Since the last meeting -	
Payments made:	
RAST, extra tickets for Show entry	$481.00
RAST, Show site payment	$1,204.00
Display costs, materials, printing	$380.26
Income received:	
Trade display income	$1,756.00
EV tags	$16.50
The current balance is	**$3,215.62**

There are still outstanding transactions from the Hobart Show:

- receipts from some displays $531.00
- payment for building certification (invoice not yet received)

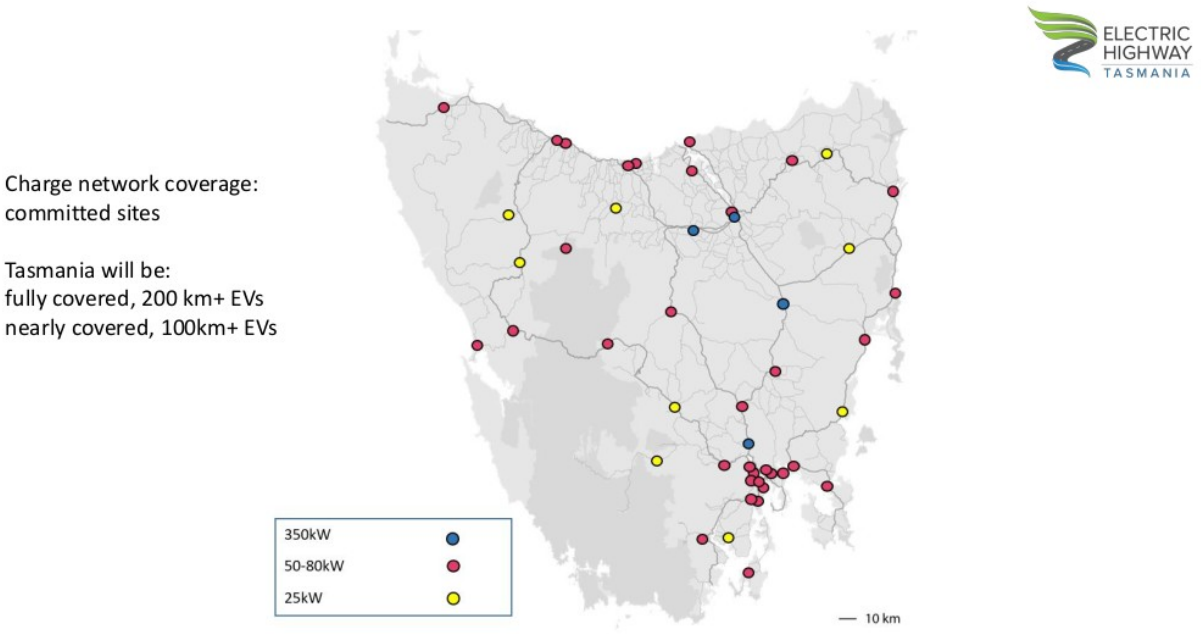
Moved by Shayne Harkness, seconded by Ray Johnston that the treasurer's report be received; carried.

News

- The Ioniq 5 went on sale in Australia on October 12th. The 400 vehicles sold out within three hours.
- The latest version of Wheels magazine contains perhaps 50% articles on electric vehicles.
- A very remote DC fast charger (50 kW) has been installed in Parabadoo in Western Australia. It runs off the Rio Tinto micro-grid and is free to use if you can get there!
- The Good Car Company has some news:
  - They are organising a bulk-buy for Tasmanians. Follow this link for details (Dec 3rd cut-off).
  - As well as importing secondhand Nissan vehicles, they can now purchase new Hyundai vehicles from Hyundai in Australia. Purchasers will benefit from the fleet discount that the company has organised.
  - They have launched their test-drive program. At the bottom of the linked web page, there is a button to 'Book a Test Drive'. This takes you to a list of people who have offered test drives in their own personal vehicles. This allows prospective buyers to test drive a vehicle before they buy. The GCC is looking for more people (with Nissans or Hyundais) to take test drives, you can do this as a volunteer or they can pay an honorarium either to yourself or a charity.

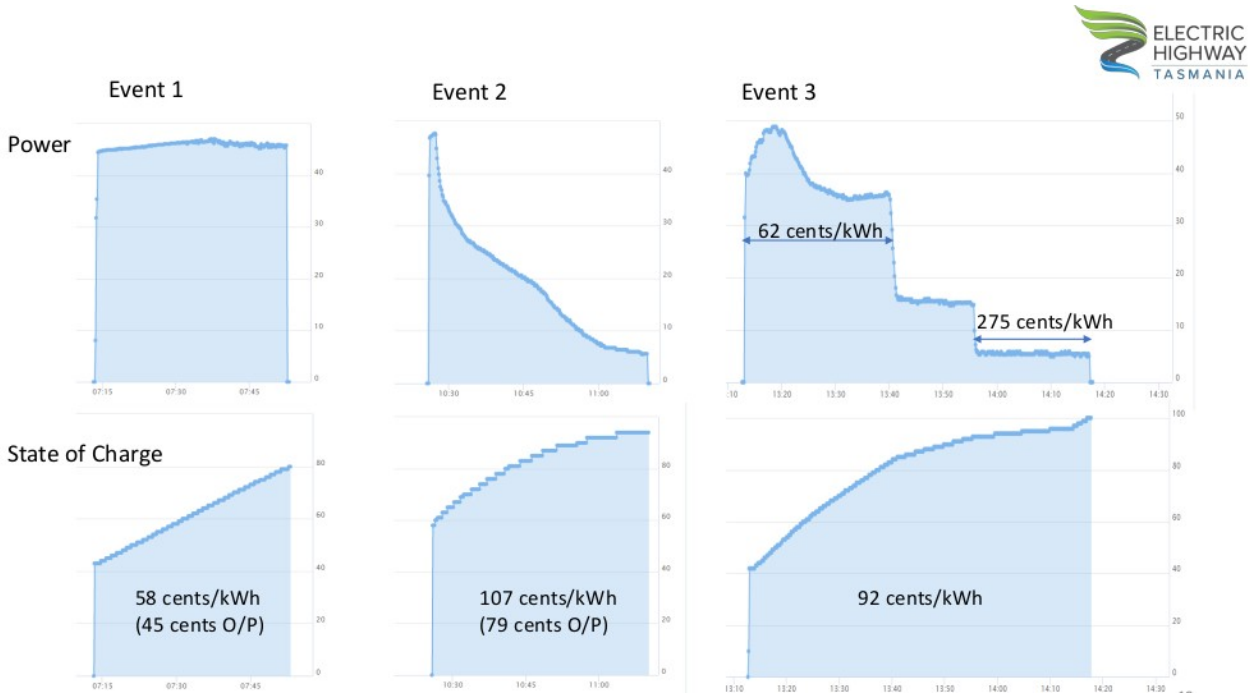
Tasmanian Chargers

- Tesla will install a Tesla Supercharger site in the Hobart area, exact location unknown.
- Clive reported that from EHT's point of view, there is no particular progress to report on the ARENA grant chargers (Hobart). The ARENA contracts have been signed, but the contracts with sites are still being negotiated. Hardware has been ordered, but there are long lead times for hardware right now.
- Clive presented a map showing the current Tas fast chargers, plus the new fast chargers to be installed under the state government 2021 ChargeSmart Grants Program. Clive is a director of EHT, and EHT has received grants for many of these sites:



  - Note the 25 kW chargers in remote sites. These are cheaper to install, and should still provide useful top-ups for vehicles, especially short-range vehicles such as the early Nissan Leafs.
  - This will result in a fantastic coverage of the state. This is about 50 charging sites, and Clive estimates that perhaps 60 charging sites (with multiple chargers at most

sites) could be the most that Tasmania would need even if all Tasmanian vehicles were electric.
    - A question was asked about Campbell Town often being busy, and would the site be expanded. As this is an Evie site Clive couldn't comment on it, however he did say that the EHT policy is that new charging bays will be installed once a certain level of queuing (one time per 20 charging events) is consistently observed. One of the new charging sites is in Oatlands, which might help reduce congestion in Campbell Town.
    - All sites on the map can charge all vehicles, other than the Tesla Supercharger at Devonport, which can only charge Teslas. This site is a 'V3' site, and can theoretically peak at 250 kW.
- Clive presented a set of graphs showing charging events at EHT sites:



    - Each event (1, 2 & 3) has two graphs. The top one shows the power that the charger delivered into the vehicle. The bottom one shows the state of charge of the vehicle's battery at the same time.
    - EHT prices energy (25c per kWh) and time (25c per minute). There is also an off-peak rate (O/P on the graphs).
    - The graphs represent different models of car. The car controls how the power is delivered into the battery, and each model handles this differently. Regardless of model, charging above 80% will always be slower than charging up to 80%.
    - The graphs demonstrate that staying to charge over 80% can be expensive at an EHT charger. There are many charge events where the owner does this, costing them more than if they had terminated the charge earlier.
    - A question was asked about the charging profiles for each different type of car. Clive suggested that Event 1 might have been an Audi e-tron, Event 2 might have been a Leaf, and Event 3 looks like a Hyundai. Bear in mind that these are at 50 kW chargers, so the profile might look different at a higher powered charger. In general an up-market vehicle will probably charge quicker than a cheaper vehicle. The company Fastned has produced some charging graphs for different vehicles.

Launceston Conversions Group

This is a Launceston-based group of AEVA members and non-members interested in converting vehicles to electric. Please contact the secretary if you'd like to be involved, you'll be added to the email list.

Nothing to report.

Hobart Conversions Group

This is a Hobart-based group of AEVA members and non-members interested in converting vehicles to electric. Please contact the secretary if you'd like to be involved, you'll be added to the email list.

Nothing to report.

National AEVA

- The South Australian conference has been cancelled. A series of webinars was proposed, however this may not be happening now.
- The national AGM will be online, visit this page for details. A major change proposed is a new constitution and a new organisational structure.
- Last year's online conference videos are now freely available on Youtube here. There are 50 videos to look through including some very interesting presentations.
- Queensland has two new sub-branches, in Cairns and Townsville.

Reports on Events

- October 9th – Sustainable Living Festival in Launceston
  We had a large site an were able to display a range of vehicles. This was a masked event, which took some getting used to. There were many good conversations had on the day. Follow this link for some photos.
- October 21st - 23rd – Royal Hobart Show
  The Hobart car dealers were keen to display their vehicles at our Hobart Show site. This is a marked difference from a few years ago, where dealers were not interested and non-committal. This meant that we were able to display new vehicles, rather than members' vehicles. We charged a fee to display at our site, which made this event almost cost-neutral for us. The weather was poor, and the COVID limits on crowds meant that patronage was disappointing. Despite this, Clive reported generally positive feedback from the businesses displaying with us. Follow this link for some photos.
- November 19th – EVs and First Responders (Christopher)
  Christopher, Zara and Sean attended an information session by the Tas Fire Service on Electric Vehicles for First Responders. They took some cars for the attendees to look at. Christopher made some notes:

  An electric car, like some petrol cars, comes with a risk of movement to a first responder to a car crash. It can be difficult to determine if the car is 'on', in which case attending to an injured or unconscious driver might cause the car to move unexpectedly. The advice was given to first chock a car against movement, then put on the handbrake. If the driver is conscious then they can be asked if the car is on or off.
  For plug-in vehicles, there is a special plug available that will disable the car. This plugs into the charging port, and makes the car think that it is plugged in. Christopher tried this in his Kona, and plugging in a charging cable took the car out of Drive and put it into Park. Unfortunately these plugs cost about $1500, so it is not likely that local fire crews will have one any time soon.
  Christopher has since spoken to Bryce Gaton about this, and Bryce is going to see if he can make a cheaper version of this plug.

  Burning (or just hot) electric car batteries can burst and produce a cloud of flammable, toxic gasses. The cloud can be white, and it is often misidentified as smoke. The cloud contains toxic chemicals including one which will turn water into acid, such as the water inside lungs and eyes. A fire crew thinking that this is smoke may mistakenly conclude that the fire is out, and so may turn off any water application when it is produced.
  The recommended approach to deal with a BEV fire is to spray the area, including any

'smoke', with a fine water spray. This is to keep things as cool as possible, to condense the chemicals out of the cloud, and to reduce the risk of the cloud igniting. Onlookers should be kept away!

Lithium battery fires are difficult to extinguish once they have started. They can burn for several hours as each burning cell ignites the next one in sequence. Then they can spontaneously re-ignite hours or even days later.
It was noted that only some batteries burn like this, and that it is likely that batteries in the future will be less likely to start or sustain a fire. But for the moment, a fire crew needs to know the risks of batteries that are in use in current cars.

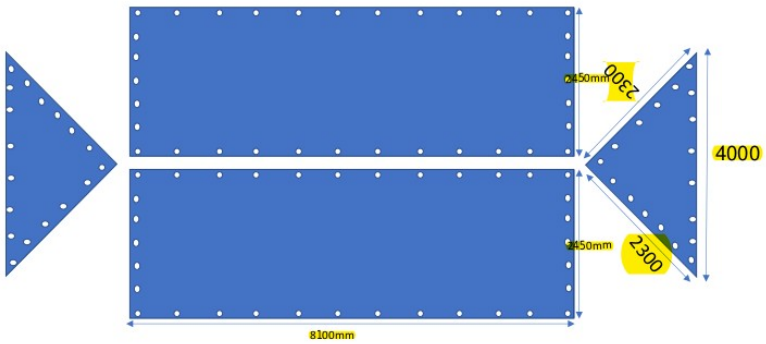
A comment was made by one of the attendees that car fires are extremely rare. The most common car fire is one that has been stolen, driven and burned by the thieves.

Planning for Upcoming Events

- November 29th National AGM
- Agfest 4th - 7th May 2022
  The branch committee decided to purchase an Agfest site again this year. The site ordered is 20 m deep with 40 m frontage, which is twice as large as last year. Like the Hobart Show, it is intended to charge other EV-related organisations and businesses to display on our site. **If you know of an organisation that might be interested, please contact the secretary**. There is a deadline on this, so sooner is better.
  It is not certain how COVID restrictions will affect Agfest. Last year each day was capped at 10,000 people. Current restrictions would limit it to 5000 patrons.
  Christopher has heard two rumours, one is that the restrictions will be changed again in December, and the other is that Rural Youth will make an assessment of Agfest in January. Agfest was cancelled in 2020, and that year we were able to roll our fee over to the following year.

Signage

At the Hobart Show, members discussed purchasing larger signage to adorn the AEVA marquee. It can be difficult to find places to hang our existing banners at places like the Hobart Show and Agfest. The marquee is an obvious place, but it has nowhere to attach a banner.
Shayn has looked into getting banners specifically made for the marquee. 'Shademesh' seems to be a suitable product, it is light, somewhat permeable to wind, is available in large pieces and can be printed with photo-quality prints. This product is often seen at building sites to surround the construction. Some examples can be seen here.



Shayn is proposing four separate banners as in the picture. The eyelets are located so that the banners can be laced together to go over the marquee, but with overlap so that the eyelets don't rub on the apex of the frame and wear through the existing marquee rooftop. The banners would go over the existing rooftop material, which being white should provide a good background for the printing on the banners.
The banners could also be used elsewhere as stand-alone banners.

The cost for this has been quoted as $22 per square metre, which adds up to $1115 +GST. Clive proposed that we spend this money on this set of banners. Seconded by Shayn, carried. What do we want to print on the banners? Each one could have a different message, but needs to convey that this is where you go to get information about electric vehicles. **If you have an idea please contact the secretary.**
Our two existing banners (much smaller!) are shown here:

Meeting closed 20:19

Presentation

Our guest speaker was Mary Gill. Mary spoke about her 'sink or swim' introduction to EVs, after being given a Hyundai Ioniq as a fleet vehicle with her new job.
For a recording of the presentation please head to the event page on the AEVA website here.

Next meeting: 19:00 January 26th at the Glenorchy Showgrounds. Please contact the secretary if you have a good idea for a guest speaker.
See our website for a full list of meeting dates and locations.

Text written in italics was added by the Secretary while writing the minutes, and was not part of the meeting on the day.

General information:

For more information on any of the topics covered, or for contact information of the people mentioned, contact the secretary Christopher Walkden at: secretary@tas.aeva.asn.au

Want to join the AEVA or join our mailing list? Need info on EVs? See our website.

Members' discounts:

- 20% off **Tesla Limousines & Tours** https://teslatours.limo/ (Statewide)
- Discounted EV chargers from **Gelco**: http://www.gelcoservices.com.au/
- Fonzarelli Electric Scooters are offering a 5% discount and a free charger pack to AEVA members: http://www.fonzarelli.co/

Links provided by members (since last meeting)

Zinc Bromide battery (ABC News): https://www.youtube.com/watch?v=JwOAY9ZGuyk

Elon Musk tweet on Tesla manufacturing: https://www.youtube.com/watch?v=6r5TyMWSksk

Renault Megane battery: https://insideevs.com/news/538616/renault-megane-electric-battery-detailed/

Primer on wireless charging: https://youtu.be/W3hVLG5iDec