

INFORMATION FOR FIRST AND SECOND RESPONDERS

EMERGENCY RESPONSE GUIDE



Kia Niro EV
Li-ion Battery

Li-ion



Introduction

The ERG (Emergency Response Guide) provided by Kia describes emergency response operations, warnings, and precautions related to the vehicle. This publication is intended to provide necessary information for vehicle accident rescue operations and for the training and further education of first and second responders.

Please note that the guide may be updated by Kia on an ongoing basis. It is not intended for retailers, end consumers, or any other readers not mentioned in the preceding sentence.

The provided guide applies only to the Kia Niro EV vehicle and includes information about the location and description of high-voltage components and the vehicle's structure. However, it does not cover every scenario in emergency situations.

Failure to follow the recommended procedures during emergency response may result in death or other serious injury. It is important to read the guide in advance as it contains essential information about the vehicle's features and structure in the event of an accident.

IMPORTANT INFORMATION



WARNING

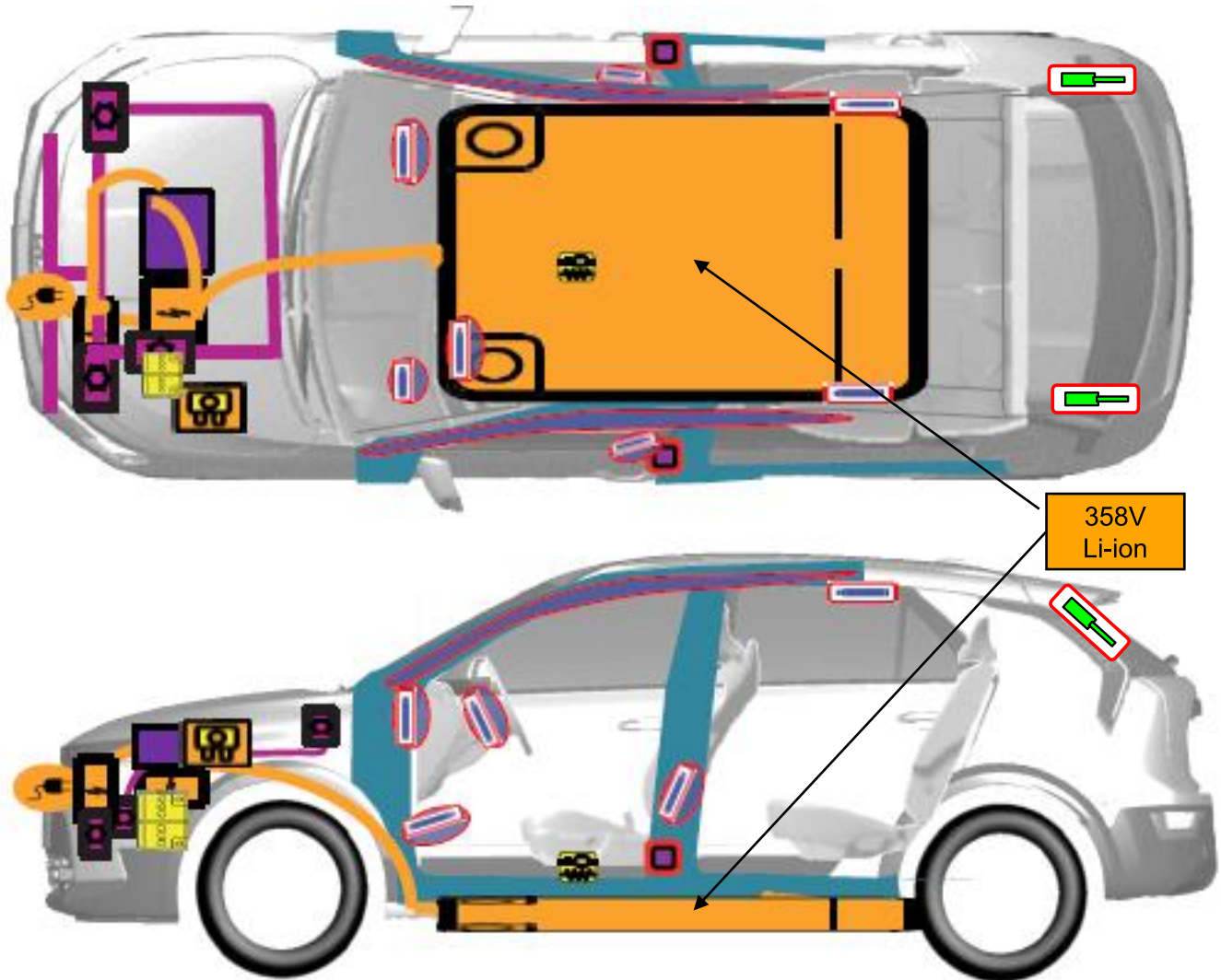
A WARNING indicates a situation in which harm, serious bodily injury or death could result if the warning is ignored.

Contents

0. Rescue Sheet	3
1. Identification / recognition	4-8
2. Immobilization / stabilization / lifting	9
3. Disable direct hazards / safety regulations	10-15
4. Access to the occupants	16-18
5. Stored energy / liquids / gases / solids	19-20
6. In case of fire	21-24
7. In case of submersion	25
8. Towing / transportation / storage	26-27
9. Important additional information	28-30
10. Explanation of pictograms used	31



Kia Niro Electric
SUV, 5doors
From 2023



	Airbag		Stored gas inflator		Seat belt pretensioner		SRS control unit
	Gas strut / Preloaded spring		High strength zone		Battery, low-voltage		High voltage component
	Battery pack, high-voltage		High voltage power cable		Fuse box disabling high voltage		

Initial Response: Identify, Immobilize, and Disable

The following procedures should be used whenever you deal with a Niro EV at an emergency scene. However, all operations must be consistent with your department's standard operating procedures, guidelines, and applicable laws. When a Niro EV is damaged in a crash, the high-voltage safety systems may have been compromised and pose a potential high-voltage electrical shock hazard. Exercise caution and wear appropriate personal protective equipment (PPE), including high-voltage safety gloves and boots. Remove all metallic jewelry, including watches and rings.

WARNING

The Niro EV is an electric vehicle. Emergency responders should properly respond to emergency scenarios involving the Niro EV and exercise extreme care to avoid contact with the high-voltage system within the vehicle.

Identifying a Kia Niro EV

"Niro EV" Car name emblem on liftgate.

- The Niro EV can be easily identified by the car name emblem attached on the liftgate on the left side.
- The car name emblem may be missing or hidden after a crash due to damage to the vehicle. Always be sure to use other identification methods in the "1. IDENTIFICATION / RECOGNITION" section before determining that the vehicle is not an electric car.



Charging Door

The charging door is located on the center of the front of the car.

Note that the doors must be unlocked to open the charge port door.

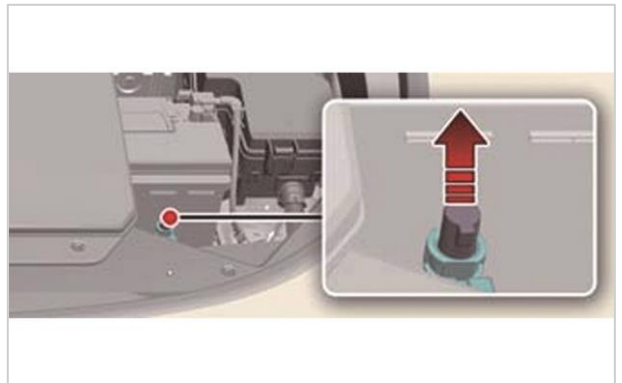
How to open the charging door

1. Press the unlock door button, depress the brake pedal and apply the Electric Parking Brake (EPB).
2. Turn OFF all switches, move the shift lever to P (Park) and turn off the vehicle.
3. Open the charging door by pressing it.



Unlock charging door in emergency

If the charging cable does not detach due to battery discharge and failure of the electric wires, open the bonnet and slightly pull the emergency cable as shown above. The charging connector will then unlock.

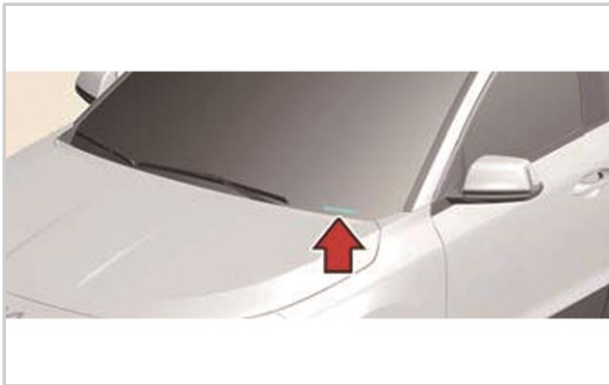


Identifying a Niro EV

VIN Label

The Vehicle Identification Number (VIN) is the number used in registering your vehicle and in all legal matters pertaining to its ownership, etc.

Written on a plate attached to the top left or top right of the dashboard through the front windshield as shown in the below picture.

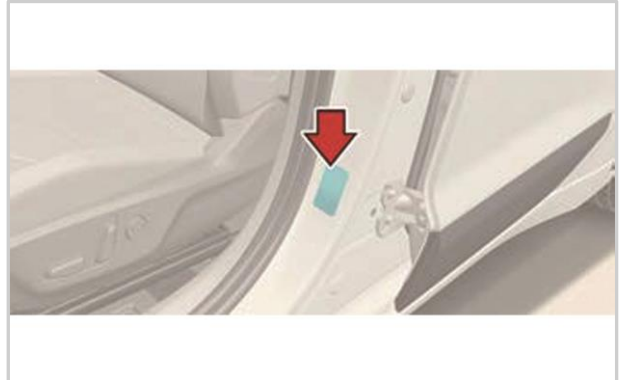


The VIN can be also found engraved on the floor under the front left or right seat. Open the cover to view it.



Vehicle certification label (if equipped)

The certification label is located on the driver's door sill at the center pillar.



Charge Status Indicator

When charging the battery pack, high-voltage, the charge level can be checked from outside the vehicle. When charging, the indicator lamp blinks according to each level of the battery. When charging fails, the indicator lamp blinks in red.



Lamp status	Color	Battery SOC [%]
	Yellow	0~19
	Green	20~34
	Green	35~64
	Green	65~
	Red	Fail to charge

Niro EV Cluster Instrument Panel

The Niro EV Cluster Instrument Panel displays the specific features of EV such as battery pack, high-voltage SOC (State of Charge) as below.



1. Speedometer
2. Distance to empty
3. Power / Charge gauge
4. Battery SOC (State of Charge) gauge
5. LCD display
6. Warning and indicator lights
7. Gear shift indicator
8. Odometer
9. Regenerative braking level indicator
10. Energy economy

2.1 Immobilization

The next step is to immobilize the vehicle to prevent any accidental movement that can endanger response personnel or civilians. When the Niro EV is damaged in a crash, the vehicle may appear to be shut off, even when it actually is not, due to a lack of virtual engine sounds.

When the "READY" mode light is illuminated on the Instrument Panel, the vehicle can move silently using the electric motor. Responders should approach the vehicle from the sides and stay away from the front or rear as they are potential paths for vehicle movement.

Be sure to immobilize the vehicle in the following manner.

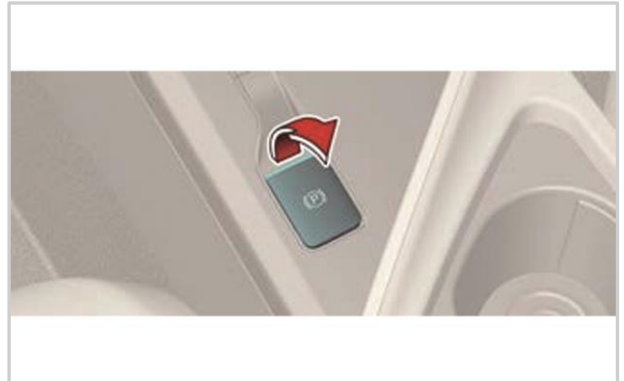
1. Chock the wheels.



2. Put the vehicle in P (Park) position by pressing the 'P' button.



3. Set the Electronic Parking Brake (EPB).



WARNING

- When installing a block or jack, avoid the high voltage power cable and the battery pack, high-voltage.
- If high-voltage components or cables are exposed, do not place any support on them.

2.2 Vehicle Stabilization

Use the standard stabilization (lift) points, as shown below. Always check the connection to a structural component of the vehicle and avoid placing cribbing under the high voltage power cables and other areas not normally considered acceptable.



Disabling vehicle

The final step in the initial response process, after immobilizing the vehicle, is to disable the vehicle, its SRS components, and the high-voltage electrical system. To prevent current from flowing through the system, use one of the following procedures to disable the vehicle.

Case 1:

1. EV OFF
2. Battery, low-voltage disconnection
3. High-voltage shut off

Case 2*:

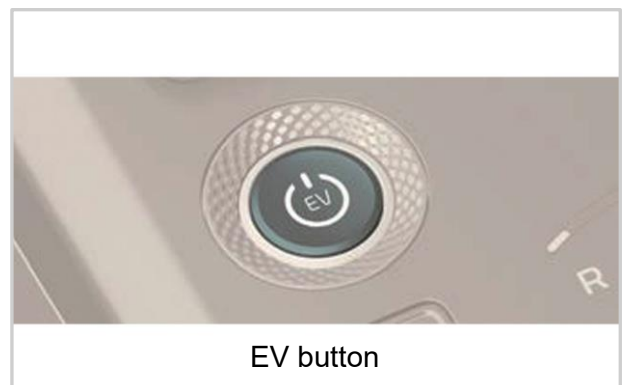
1. Fuse removal (Fuse box)
2. Battery, low-voltage disconnection
3. High-voltage shut off

*In case of emergency

SRS : Supplemental Restraint System

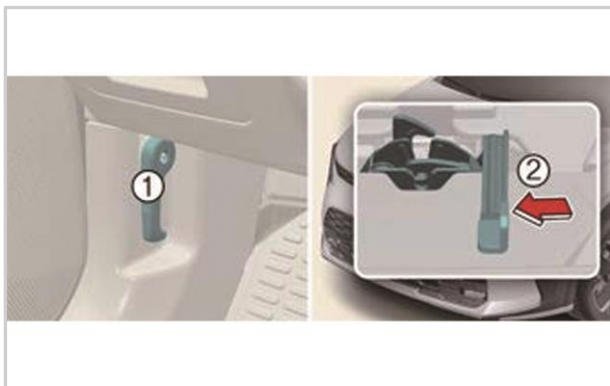
3.1 Disabling the System – Smart Key System and “EV” Button

1. Confirm the status of the READY light on the instrument panel. If the READY light is on, the vehicle is ON.
 - a) If the READY light is NOT on, the vehicle is off. Do not push the “EV” button because the vehicle may start (go into READY mode).
 - b) To turn OFF the system, shift to the 'P' (Park) position on the shifter dial and press the EV button.

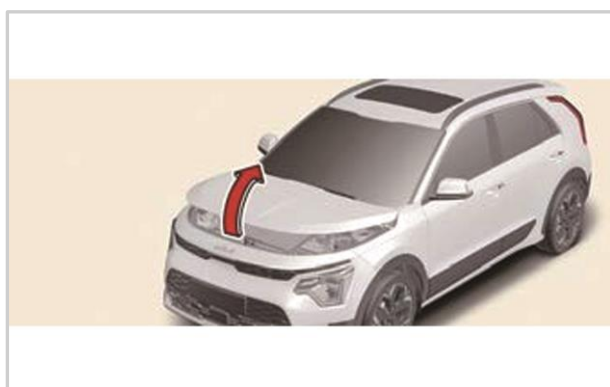


2. If necessary, lower the windows, unlock the doors, and open the liftgate as required before disconnecting the battery, low-voltage. Once the battery, low-voltage is disconnected, power controls will not operate.
3. Before disconnecting the battery, low-voltage, remove the smart key at least 2 meters (7 feet) away from the vehicle to prevent accidental restart.

4. Pull the release lever (1) to unlatch the hood. The hood should pop open slightly. Go to the front of the vehicle, raise the hood slightly, push the secondary hood release lever (2) to the left.



5. Lift the hood upward.



6. Follow the procedures below to remove the service interlock connector and disable the battery pack, high-voltage:

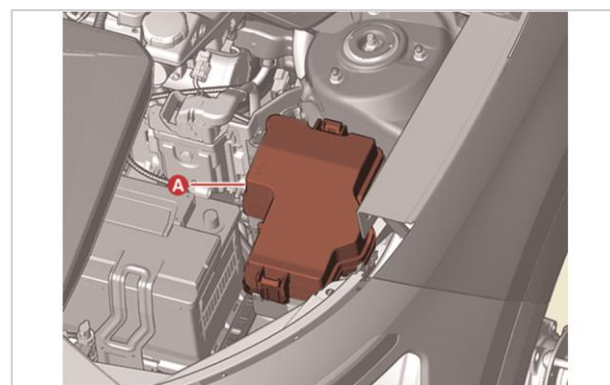
Disable the battery pack, high-voltage

1. Turn the IG OFF, separate the auxiliary battery, low-voltage (-) terminal, and disconnect the high voltage service interlock connector.

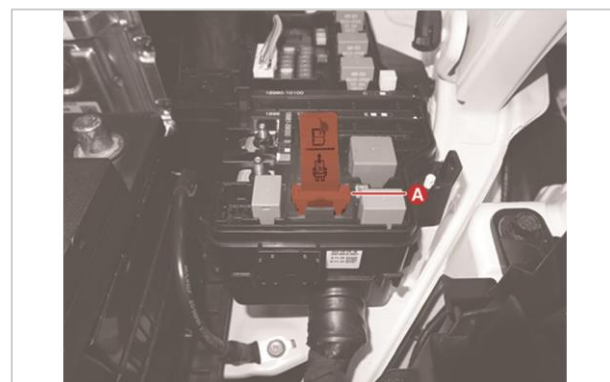
a) Disconnect the auxiliary battery, low-voltage (-) terminal (A) after removing the nut.



b) Remove the PE room junction box cover (A).



c) Disconnect the high voltage service interlock connector (A).



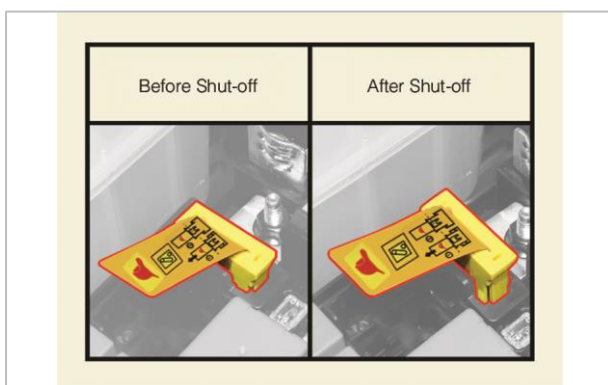
WARNING

Wait more than 5 minutes for capacitor of the battery pack, high-voltage system to be discharged completely.

Do not install the PE room junction box cover as the high voltage service interlock connector may be connected.

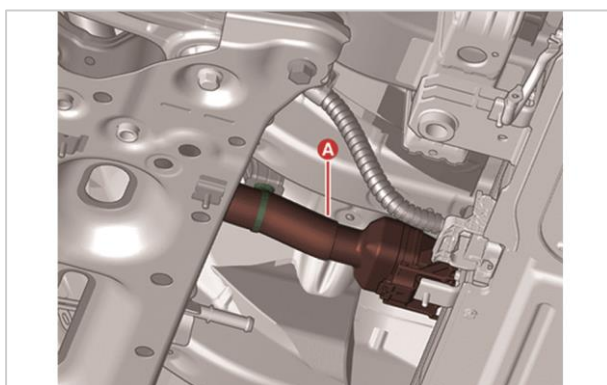
NOTE

The high voltage service interlock connector cannot be completely removed.



5. Remove the center under cover.

6. Separate the high voltage power cable (A) from bracket after removing the wiring fixing clip.



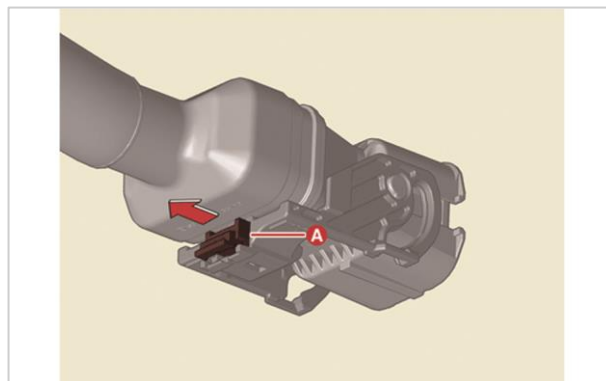
7. Disconnect the high voltage power cable connector (A).



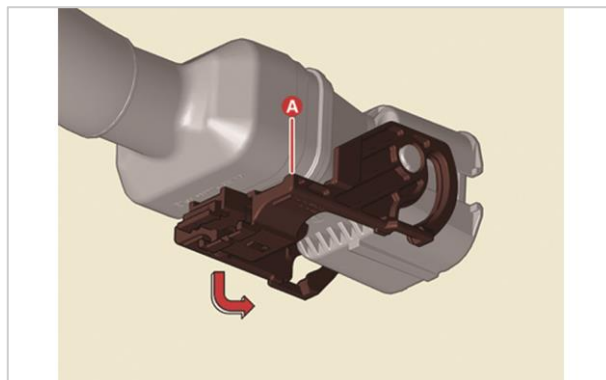
NOTE

How to disconnect the connector

a) Release the locking clip (A) by pulling it.



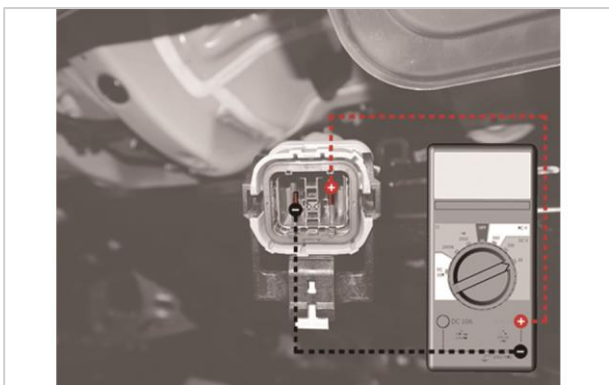
b) Disconnect the connector by pushing the lever (A) in the direction of the arrow.



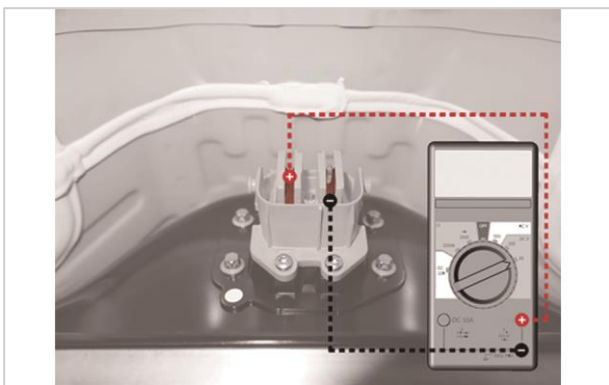
3. DISABLE DIRECT HAZARDS / SAFETY REGULATIONS

8. Measure the voltage between the high voltage junction box terminal and battery pack, high-voltage terminal to check whether the high voltage is shut-off.

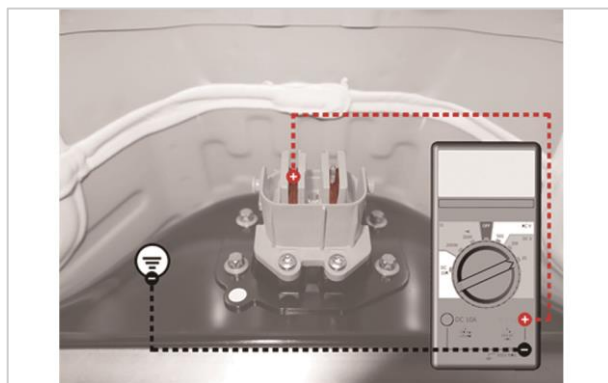
a) Measure the voltage between the power cable (+) and (-) terminal.



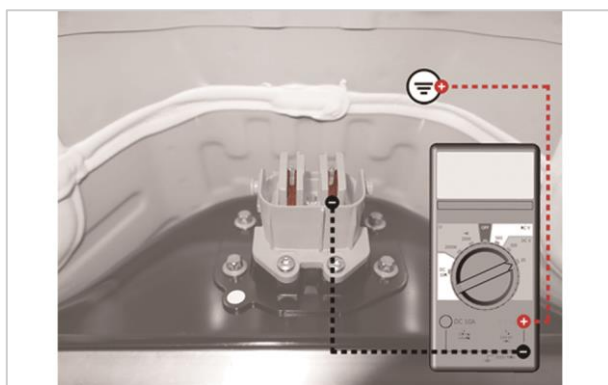
b) Measure the voltage between the battery pack, high-voltage (+) and (-) terminal.



c) Measure the voltage between the high voltage (+) terminal and ground.



d) Measure the voltage between the battery pack, high-voltage (-) terminal and ground.



WARNING

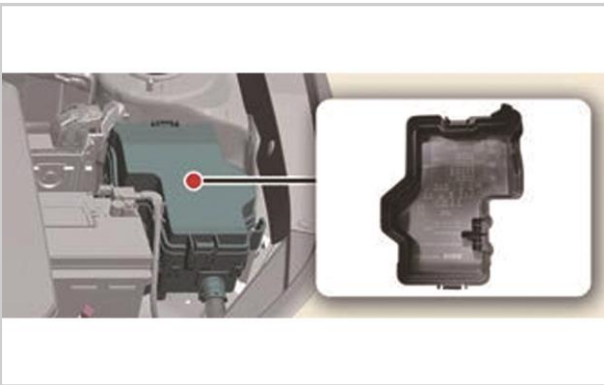
Check for insulation breakdown via KDS and physical leakage current before working on EV.

Remove the main fuse if insulation breakdown or leakage current is suspected. (Remove the main fuse even when DTC CODE ON such as PRA malfunction).

If there is no insulation breakdown or leakage current and it is normal, work without removing the main fuse.

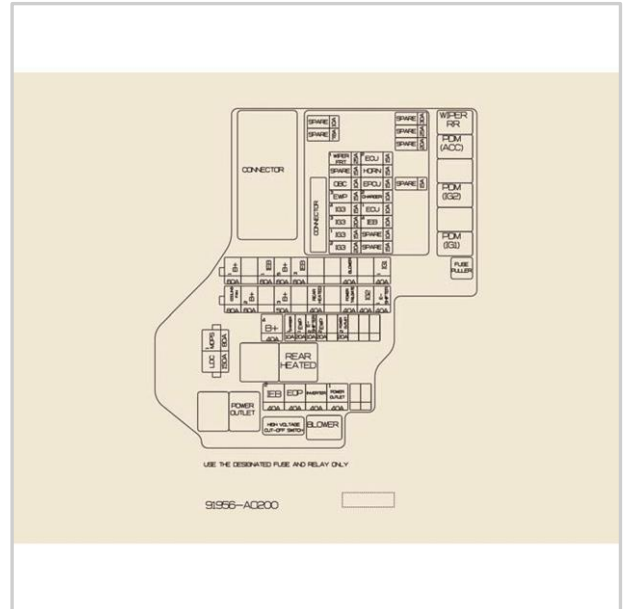
3.2 Disabling the system – IG (Ignition) Fuse Removal

1. Open the hood.
2. Remove the PE (Motor) room fuse box cover.
3. If necessary, lower the windows, unlock the doors and open the liftgate as required, before disconnecting the 12 V. Once the battery, low-voltage is disconnected, power controls will not operate.
4. In the event the vehicle is unable to be disabled using the “EV” Button, use the fuse puller located in the PE room fuse box and pull both the IG1 and IG2 fuse from the PE room fuse box. If the IG fuses cannot be found, pull out all of the fuses and relays in the fuse box.



PE room fuse box

- The actual PE room in the vehicle may differ from the picture.



5. Remove the service interlock connector and disable the battery pack, high-voltage.

If previously mentioned methods of disabling the vehicle's system are unsuccessful, any emergency procedures involving the electric vehicle may cause the accidental deployment of undeployed airbags and electric shock from high-voltage components.



WARNING

Electrocution risk

- Before engaging in any emergency response procedures, ensure the vehicle is disabled and wait 5 minutes to allow the capacitor in the high-voltage system to be discharged to avoid electrocution.
- Exposed cables or wires may be visible inside or outside the vehicle. Never touch the metal chassis wires, cables, connectors, or any electric components before disabling the system, and/or being shorted to the vehicle chassis.

Failure to follow these instructions will lead to serious bodily injury or death by electrocution.

4.1 Extraction Operations

The Niro EV is an eco-friendly vehicle. Because of the high-voltage components within, the first responders should pay special attention when they extract occupants from the vehicle.

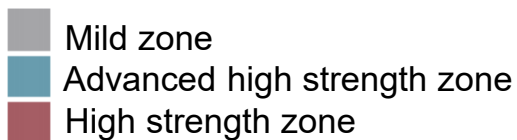
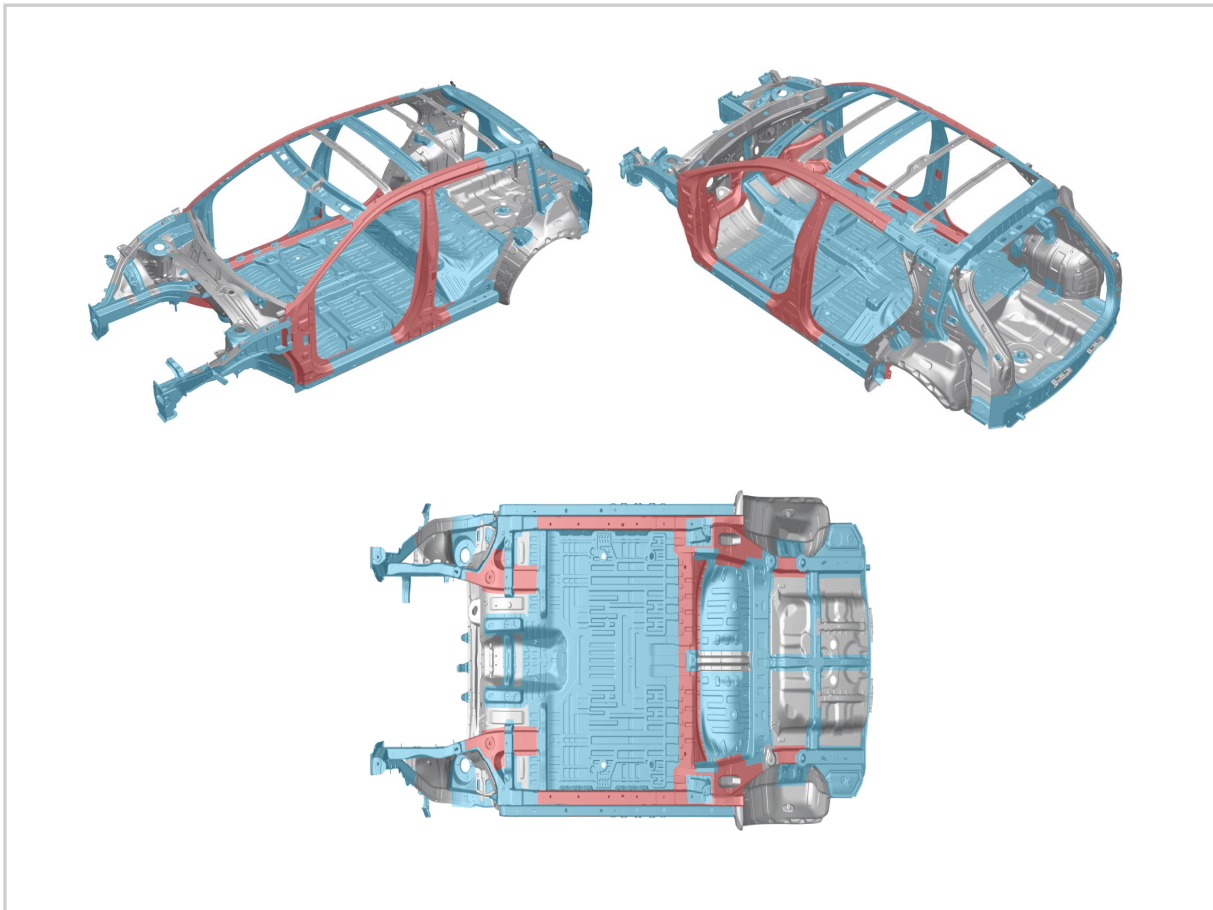
Before performing extraction operations, the first responders should “Identify, Immobilize, and Disable” the vehicle as explained in sections on emergency procedures.

4.2 Extraction Tools and Procedure

When responding to an incident involving the Niro EV, we recommend that the first responders follow their organization’s standard operating procedures for dealing with vehicle emergencies. When the first responders cut the vehicle, they should always pay special attention to the airbag system, orange colored high voltage power cables and other high-voltage components so that the parts are not damaged and to prevent a risk of explosion or electrocution.

4.3 Location of High Strength Zone

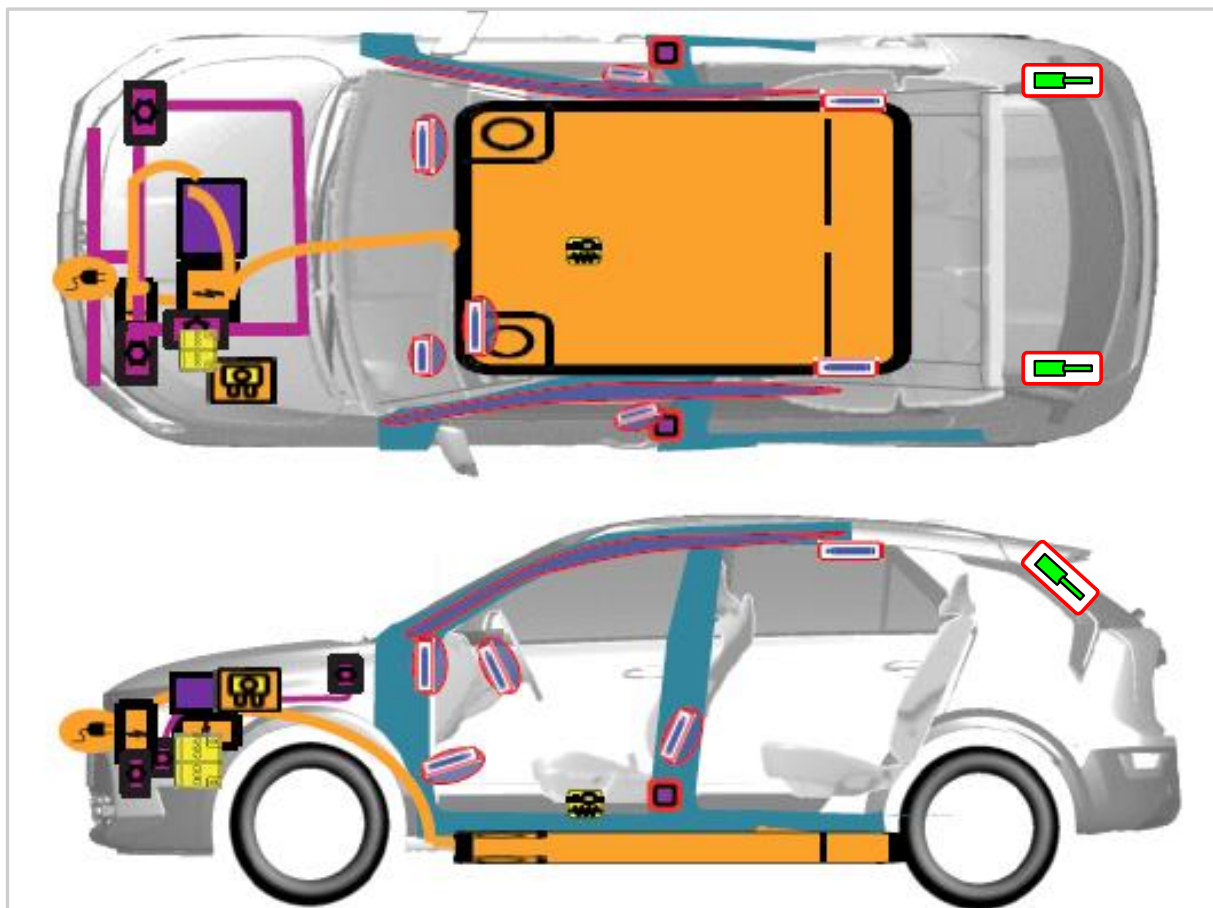
In these images, advanced high strength zone is used in the areas colored in blue and high strength zone is used in the red colored areas. Depending on the tools used, high strength zone can be challenging or impossible to cut. If necessary, use a workaround technique.



4. ACCESS TO THE OCCUPANTS

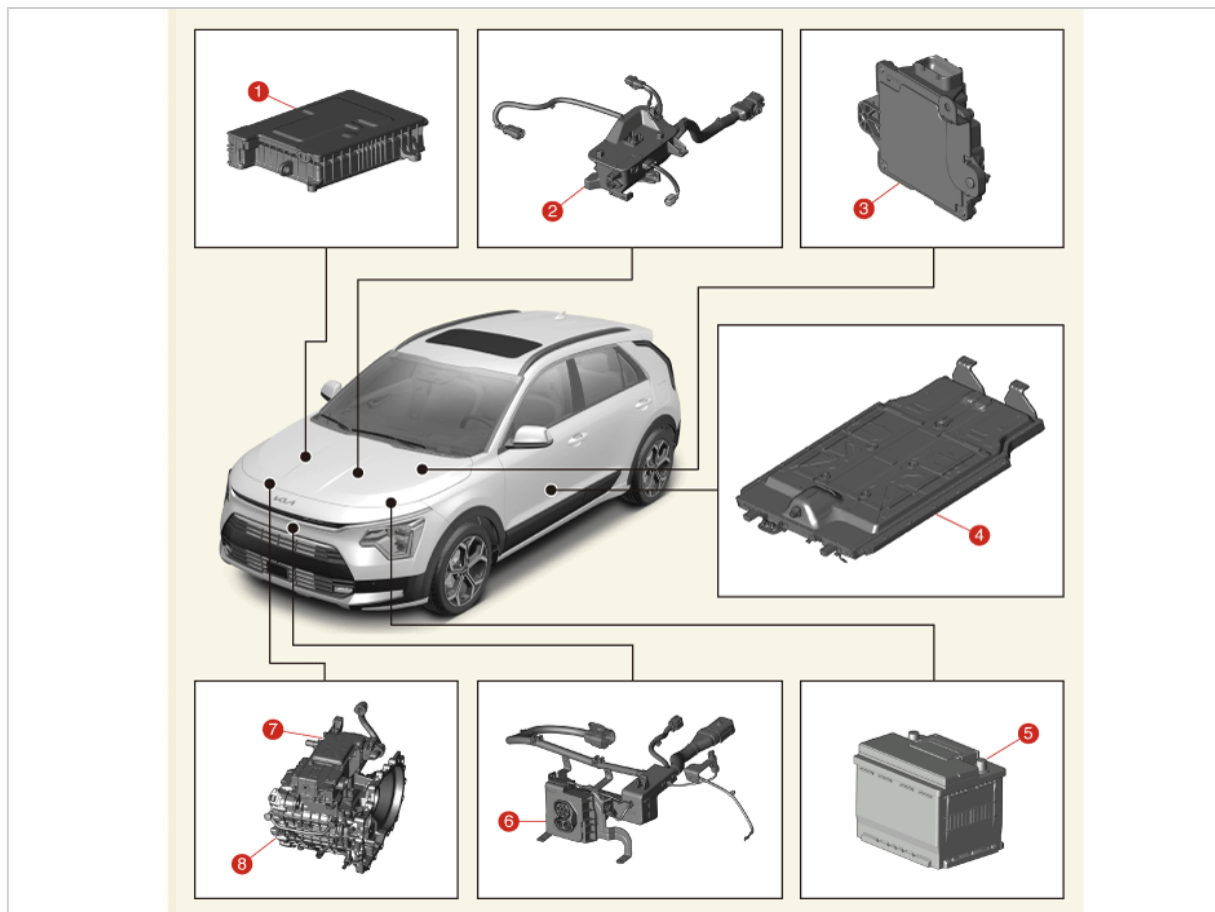
4.4 Occupants Rescue Guide

When dealing with an emergency, refer to the components as below.
Do not cut the body near the airbag, high voltage power cable, and high-voltage system.



 SRS control unit	 Airbag	 Stored gas inflator
 High voltage power cable	 Seat belt pretensioner	 Gas strut / Preloaded spring
 Battery pack, high-voltage	 High-voltage component	 High strength zone
 Battery, low-voltage	 Air-conditioning component	 Air-conditioning line
 Fuse box disabling high voltage		

5.1 High-voltage System



1. Integrated Charging Control Unit (ICCU)
2. High Voltage Junction Box
3. Vehicle Charge Management System (VCMS)
4. Battery System Assembly (BSA)

5. Auxiliary Battery, Low-Voltage
6. Combo Charger Inlet Assembly
7. Inverter Assembly
8. Motor Assembly

Niro EV Specification

Capacity (kwh)	64.8
Rate Voltage (V)	358
Composition	96 cell (24 module)

5.2 High-voltage Orange Cabling

The high-voltage cabling is orange, as per Society of Automotive Engineers (SAE) standards.

Cables run under the floor of the vehicle and connect the battery pack, high-voltage to the ICCU, Motor, Inverter, Junction box, A/C compressor, and Voltage components located towards the front of the vehicle.

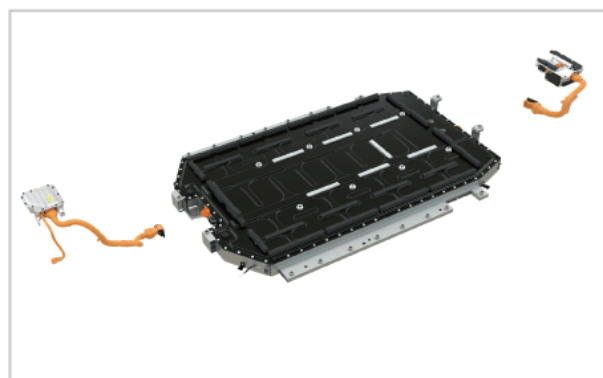
You can identify the vehicle as a EV with the presence of orange cables under the hood, in the under-floor battery compartment, or HV cables under the car.

WARNING

High Voltage Power Cables

- Never cut or disconnect the high-voltage orange cabling and connectors without first disabling the HV system by removing the service interlock connector. (refer to page 11-15)
- Exposed cables or wires may be visible inside or outside the vehicle. Never touch the metal chassis wires, cables, connectors, or any electric components before disabling the system, or if they are shorted to the vehicle chassis.

Failure to follow these instructions will lead to serious bodily injury or death by electrical shock.



6.1 Firefighting Operations

Strict precautions must be taken while conducting firefighting operations following Reasons:

- Lithium-ion batteries contain liquid electrolytes that can vent, ignite, and spark when it is exposed to the temperature above 300°F (150°C).
- Vehicle may burn rapidly with a flare-burning effect.
- Even after the battery pack, high-voltage fire appears to have been extinguished, renewed or delayed fire can occur.
- Use a thermal infrared camera to ensure the battery pack, high-voltage is completely cooled before leaving the incident.
- Always inform the second responders that there is a risk of the battery re-igniting.
- In a fire, submersion, or a collision that damages the battery pack, high-voltage, always store it in an open area with no exposures within 50 feet (15m).
- A burning battery could release hydrogen fluoride, carbon monoxide, and carbon dioxide gasses. Use full-face self-contained breathing apparatus (SCBA) approved by NIOSH/MSHA with full protective gear. Even if the battery pack, high-voltage is not directly involved in a vehicle fire, approach the vehicle very carefully.

NIOSH: National Institute of Occupational Safety & Health

MSHA: Mine Safety and Health Administration

6.2 Extinguishers

- Small fires not involved with the battery pack, high-voltage should be extinguished with an ABC fire extinguisher. (ex. A fire caused by wiring harnesses or electrical components, etc.)
- Do not attempt to extinguish fires that involve the battery pack, high-voltage with a small amount of water as this can result in electrocution. Fires that involve the battery pack, high-voltage should be extinguished using a large amount of water(Max 100,000 liter) to cool the battery pack, high-voltage. Firefighters should not hesitate to pour a larger amount of water on the vehicle in such scenarios. Make sure the battery is fully cooled to avoid fire re-ignition.

6.3 How to Deal with the Situation

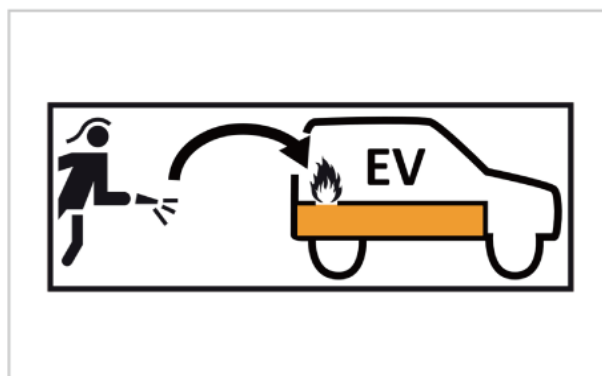
When there is fire:

Extinguish the fire with a large amount of water. Don't use seawater or salt water. It can generate the toxic vapors or cause the re-ignition.

When damaged battery or fluid leak:

- Disconnect battery, low-voltage (-) terminal.
- Disable the high-voltage system.
- Neutralize the battery by applying a large volume of water. (Note: this doesn't discharge the battery)
- Discharge the battery.

*If electrolyte solution leakage, or any damage to the battery pack, high-voltage casing is observed.



Battery pack, high-voltage

6.3.1 Vehicle Fire

- Use a large volume of water (max. 100,000 liters). Water must cool down the battery.
- Adding water to the battery pack, high-voltage casing can enhance the battery's cooling process. However, it is crucial to avoid attempting to penetrate the HV battery or its casing in order to apply water.
- Introducing water into the battery pack, high-voltage can be difficult due to the battery case.
- Introduce water into any openings that may have resulted from the accident or fire.

6.3.2 Battery Pack, High-voltage Damage and Fluid Leaks

If electrolyte solution leakage, or any damage to the Lithium ion battery casing is observed, the first responders should wear appropriate Personal Protective Equipment (PPE) and attempt to neutralize the battery by applying a large volume of water to the battery pack. The neutralization process helps stabilize the thermal condition of the battery pack but does not discharge the battery.

- Do not put any smoke, spark, flame around the vehicle.
- Do not touch or step on the spilled electrolyte.
- If electrolyte leak occurs, wear appropriate solvent resistant PPE and use soil, sand, or a dry cloth to clean up the spilled electrolyte. Be sure to adequately ventilate the area.

WARNING

Electrolyte Irritation

The battery pack, high-voltage contains electrolytes. To avoid exposure to electrolyte solution and serious personal injury, always wear appropriate solvent resistant PPE (Personal Protective Equipment) and SCBA (Self-Contained Breathing Apparatus).

- Electrolyte solution is an irritant to the eyes. In the event of contact with eyes, rinse with plenty of water for 15 minutes.
- Electrolyte solution is a skin irritant. Therefore, in the event of contact with skin, wash off with soap.
- Electrolyte liquid or fumes contacting with water will create vapors in the air by oxidization. These vapors may irritate the skin and eyes. In the event of contact with vapors, rinse with plenty of water and consult a doctor immediately.
- Electrolyte fumes (when inhaled) can cause respiratory irritation and acute intoxication. Inhale fresh air and wash your mouth with water. Consult a doctor immediately.

6.4 Battery Pack, High-Voltage Re-ignition by Stranded Energy

Damaged cells in the battery pack, high-voltage can cause thermal run away* and re-ignition. To prevent re-ignition, the first responder and second responders need to be aware of the risk of stranded energy* which remains in the damaged cells and leads to re-ignition.

*Thermal runaway: The cause of thermal runaway is generally short circuiting inside a battery cell and a resulting increase in the cell's internal temperature. Battery produces heat with thermal runaway and it can spread from one battery cell to other cells, in a domino effect.

*Stranded energy: Energy remains inside any undamaged battery cells after the accident. That stranded energy can cause a battery pack, high-voltage to re-ignite multiple times after a fire has been extinguished.

How to Prevent Re-ignition (Mitigating Stranded Energy Risk)

1. Battery, low-voltage (-) terminal disconnection (To depower battery management system)
2. High-voltage shut off (refer to page 11-15)
3. Discharging the battery pack, high-voltage (refer to page 27)

7.1 Submerged or Partially Submerged Vehicles

Some emergency responses can involve a submerged vehicle. Niro EV that is submerged does not have high-voltage components on the vehicle's body or framework. It is safe to touch the vehicle's body or framework if there is no severe damage to the vehicle, whether it is in water or on land. In the event that the vehicle is submerged or partially submerged, take out the vehicle from the water before attempting to disable the vehicle. Drain the water from the vehicle. Use one of the methods described in page 11-15 to disable the vehicle. Then, discharge the battery by referring to page 27.



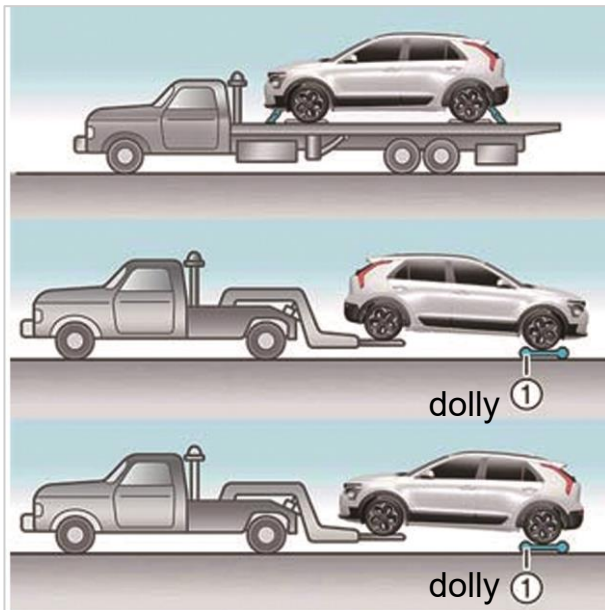
WARNING

- If severe damage causes high-voltage components to become exposed, responders should take appropriate precautions and wear appropriate insulated personal protective equipment.
- Do not attempt to remove a service interlock connector while the vehicle is in water.

Failure to follow these instructions can lead to death or serious injury by electrocution.

8.1 Towing and Transportation

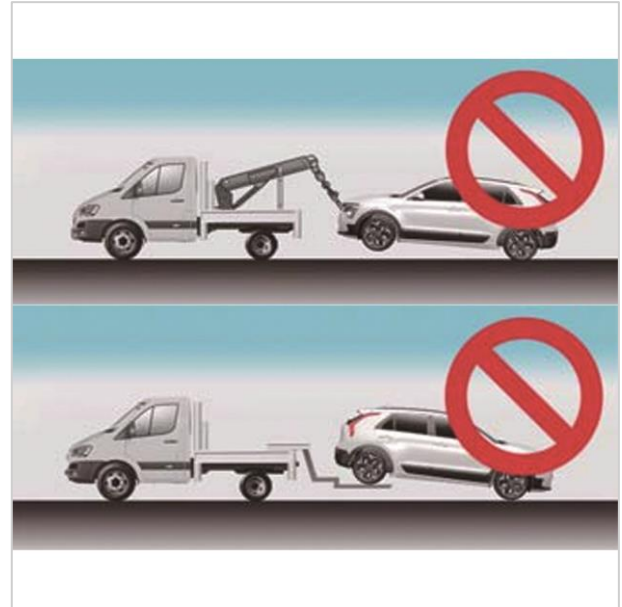
In the event of an accident, the high-voltage system must be disabled. The service interlock connector must be removed from the battery pack, high-voltage according to one of the methods described in page 11-15 to disable the vehicle. Towing the Niro EV vehicle is not different from towing a conventional All-Wheel Drive (AWD) vehicle. If emergency towing is necessary, we recommend having it done by an authorized Kia dealer or a commercial tow-truck service. Proper lifting and towing procedures are necessary to prevent damage to the vehicle. The use of wheel dollies or flatbed is recommended.



WARNING

- Do not tow the vehicle with the driven wheels of 2WD and front/rear wheels of AWD on the ground as this may cause damage to the vehicle (the vehicle motor may generate electricity and the motor components may be damaged or a fire may occur.)

- Do not tow with sling-type equipment. Use wheel lift or flatbed equipment.



8.2 Storage of damaged vehicle with the damaged battery

- Drain fluids and water, then disconnect the low voltage (12 V) lithium battery (-) connector before storing a damaged vehicle.
- In addition, remove the water inside the battery or vehicle, then remove the service interlock connector from the battery pack, high-voltage before storing a damaged vehicle.
- Place the vehicle in an open space away from any structure, vehicle, or building.
- Then, monitor the vehicle until the discharging procedures are completed.
- If the battery can be removed from the vehicle by moving the vehicle on the lift, remove and discharge the battery. (refer to the next page)

- In the event that the battery cannot be taken out, set a water pool and pour water until the entire battery is immersed.
Water pool condition: tap water or pond water that does not contain salt
- Maintain this water level for at least 90 hours.
- Then, put salt into the water pool to make 3.5 % salt water.
- Wait for additional 48 hours in salt water.
- Drain the water and dry it.
- If it is impossible to remove or discharge the battery from the vehicle or submerge the vehicle, put a waterproof cover on the vehicle. (prevention of rainwater)
- Even after the battery pack, high-voltage fire appears to have been extinguished, renewed or delayed fire can occur.
- In a fire, submersion or a collision that damages the battery pack, high-voltage, always store it in an open area with no exposures within 50 feet (15m).

WARNING

Battery discharging

- DO NOT USE SALT WATER for the first step.
- A large volume of flammable hydrogen gas can be generated in salt water due to electrolysis.
- After submerging the vehicle in pure water for at least 90 hours, put salt in the water pool.



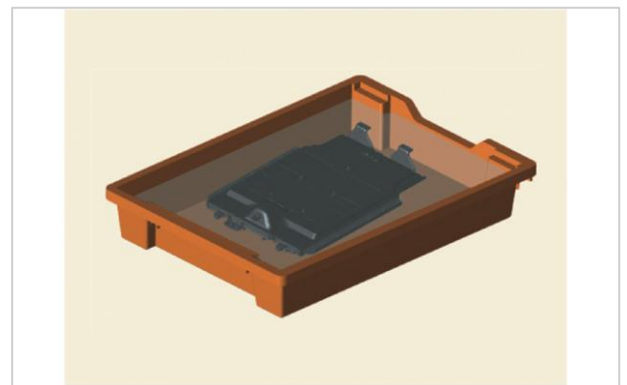
Battery discharging in the water pool

8.3 Damaged Battery Storage

- To store the damaged battery safely, the battery must be discharged.
- If the battery can be removed from the vehicle, discharge the battery to prevent re-ignition.
- Discharge up to 1 volt per a cell.
- Prepare water that does not contain salt such as tap water or pond water.
- Leave the battery in water for at least 90 hours.
- Then, put salt in water to make 3.5% salt water.
- Wait for an additional 48 hours in salt water.
- Take out the battery from the container and dry it.

WARNING

- Extinguish all smoke, spark, flame around the vehicle.
- Electrolyte solution is an irritant to skin.
- Do not touch or step on the spilled electrolyte.
- If electrolyte leak occurs, wear appropriate solvent resistant PPE and use soil, sand, or a dry cloth to clean up the spilled electrolyte. Be sure to adequately ventilate the area.



9.1 Emergency Starting

Jump Starting

Do not attempt to jump start the battery pack, high-voltage, as it cannot be jump started. In case of full discharge of the battery pack, high-voltage, the vehicle must be towed as mentioned on the page 26. In case the auxiliary battery, low-voltage is discharged, connect a starting device to the jump terminal in the motor room. Refer to the “Emergency Starting” section of the Owner’s Manual for additional information. Connect jumper cables in the order shown in the image and disconnect in reverse order.

Jump Starting Procedure

1. Make sure the booster battery is 12-volt and that its negative terminal is grounded.
2. If the booster battery is in another vehicle, do not allow the vehicles to come in contact.
3. Turn off all unnecessary electrical loads.
4. Connect the jumper cables in the exact sequence shown in the illustration. First connect one end of a jumper cable to the positive terminal of the discharged battery (1), then connect the other end to the positive terminal of the booster battery (2). Proceed to connect one end of the other jumper cable to the negative terminal of the booster battery (3), then the other end to a solid, stationary, metallic point away from the battery (4). Do not allow the jumper cables to contact anything except the correct battery terminals or the correct ground. Do not lean over the battery when making connections.

5. Start vehicle with the booster battery and let it run, then start the vehicle with the discharged battery.

If the vehicle still does not start, contact a professional workshop or seek other qualified assistance.

Kia recommends calling an authorized Kia dealer/service partner.

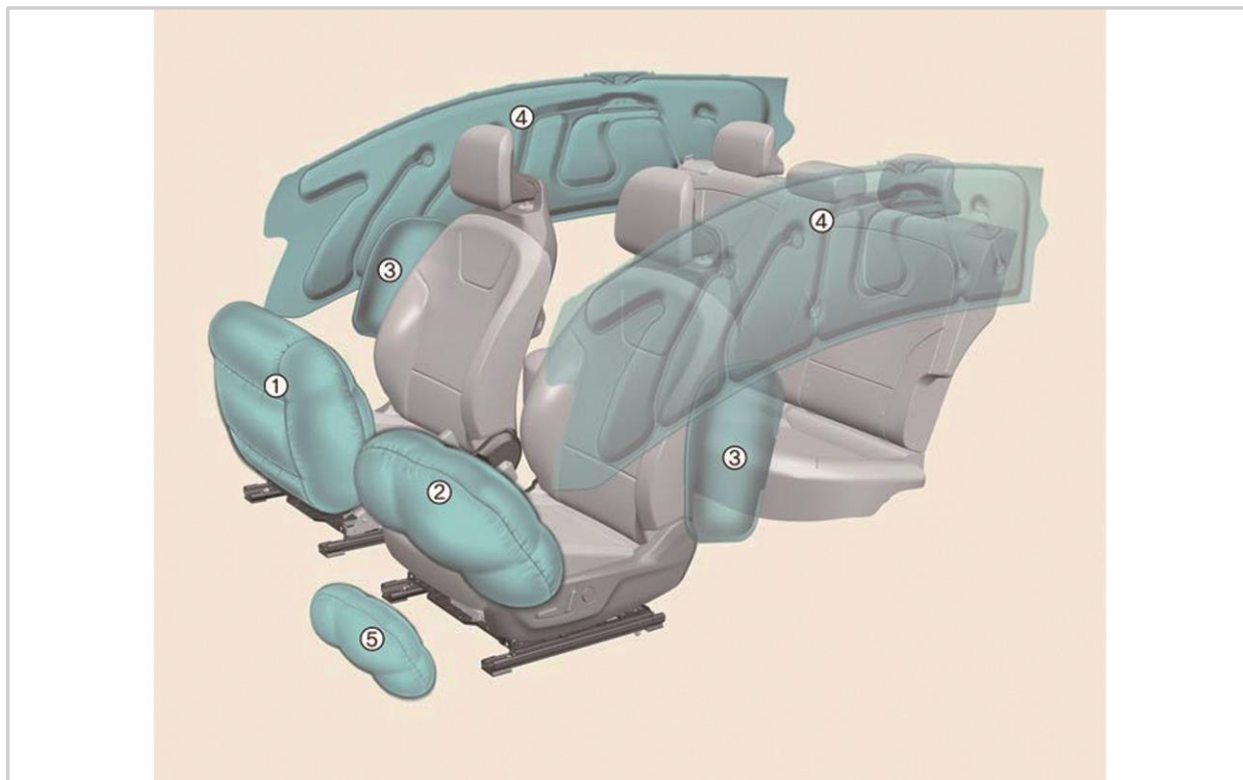


WARNING

Do not attempt to jump start the Niro EV battery pack, high-voltage.

Failure to follow these instructions will lead to serious bodily injury or death by electrical shock.

9.2 Airbag system (SRS : Supplemental Restraint System)



Airbag

Note that the actual airbags and seats in the vehicle may differ from the illustration.

Airbags of the Niro EV are installed in the areas shown in the image. Before performing emergency procedures, make sure the vehicle ignition switch is turned off and disconnect the negative connector from the auxiliary battery, low-voltage to prevent accidental deployment of undeployed airbags.

1. Passenger's front airbag
2. Driver's front airbag
3. Side airbags
4. Curtain airbags
5. Driver's knee airbag (If equipped)

Seat Belt Pretensioner

In the Niro EV, the driver's and front passenger's seat belts are equipped with pretensioners. When the seat belt pretensioners are activated in a collision, a loud noise may be heard and fine dust, which may appear to be smoke, may be visible in the passenger compartment. These are normal operating conditions and are not hazardous. The seat belt pretensioner assembly mechanisms may become hot during activation, and may need several minutes to cool down after they have been activated.



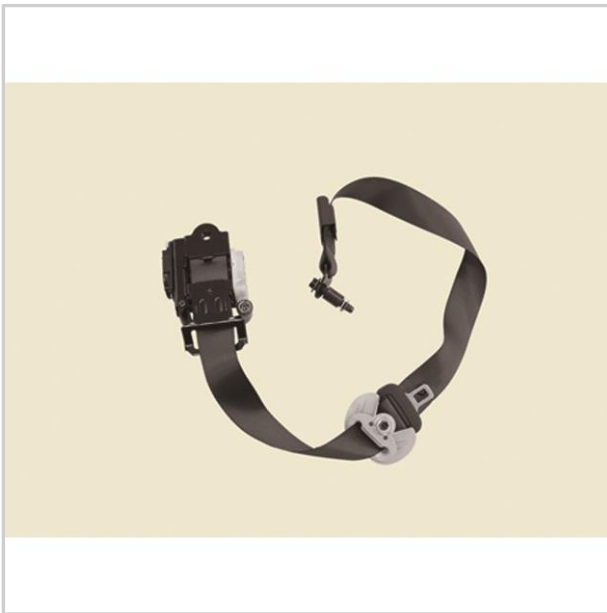
WARNING

Undeployed airbags

To avoid injury caused by accidental deployment of undeployed airbags.

- Make sure the vehicle EV button is turned off, the negative cable from the auxiliary battery, low-voltage and wait 3 minutes or longer to allow the system to deactivate.

Failure to follow any of these instructions may result in serious injury or death from accidental deployment of the airbag system.



10. EXPLANATION OF PICTORGRAMS USED

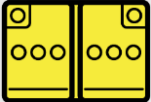
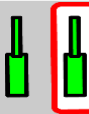
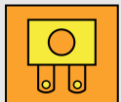
Figure	Meaning
	Electric vehicle
	High-voltage component
	General warning sign
	Air-conditioning component
	Stored gas inflator
	Airbag
	SRS control unit
	Battery, low-voltage
	Cable cut
	High voltage power cable
	Battery pack, high-voltage
	Seat belt pretensioner
	Left hand drive
	High strength zone

Figure	Meaning
	Gas strut / Preloaded spring
	Fuse box disabling high voltage
	Special battery access
	Hood
	Trunk
	Use thermal Infrared camera
	Use water to extinguish the fire
	Air-conditioning line
	Warning, Electricity



Movement that inspires