



Movement that inspires

Emergency Response Guide



EV4

Introduction

The ERG (Emergency Response Guide) provided by Kia describes emergency response operations, warnings, and precautions associated with the vehicle. This document aims to provide the necessary information for rescue operations in the event of vehicle accidents and for the training and further education of first and second responders.

Please note that Kia may update the guide from time to time. It is not intended for retailers, end consumers, or any other readers not mentioned above.

This guide applies only to the Kia EV4 model and includes specific information on the location and characteristics of high-voltage components and the structure of the vehicle. However, it does not cover every possible emergency scenario.

Failure to follow the recommended emergency response procedures may result in death or serious injury. It is important to read the guide in advance as it contains essential information about the vehicle features and content related to accident response.

IMPORTANT INFORMATION



WARNING

A WARNING relates to a scenario where ignoring the warning could result in harm, serious bodily injury, or even death.

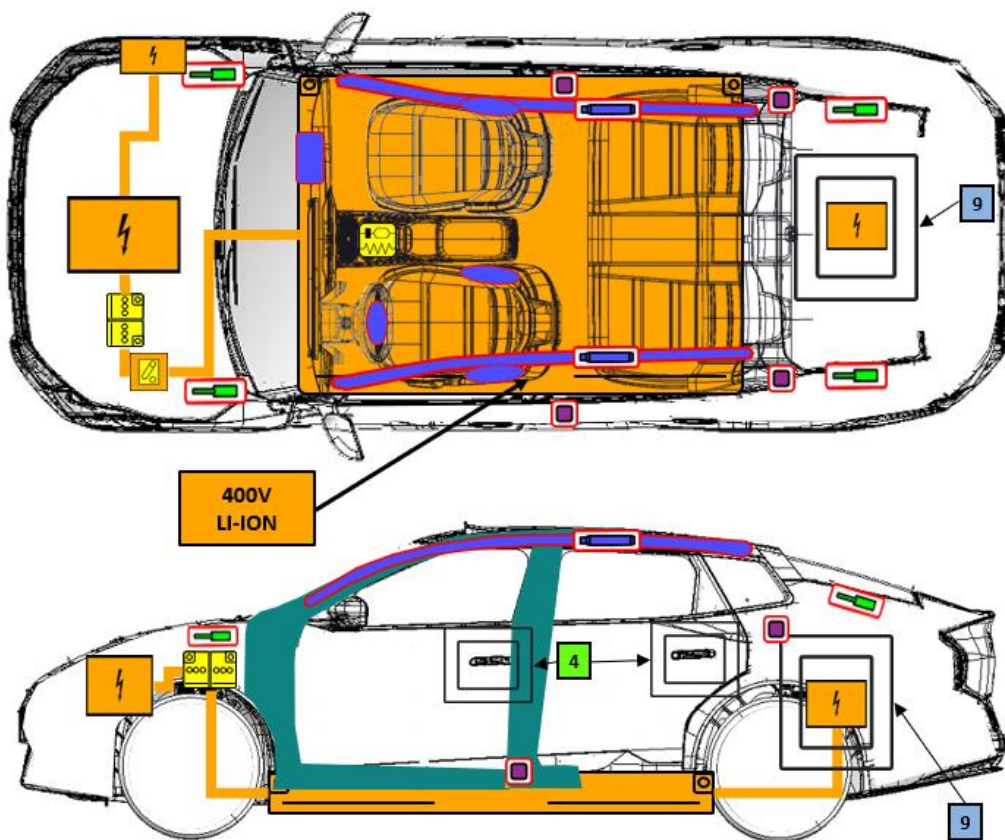


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Kia EV4
Sedan, 4 doors
From 2025



	Airbag		Stored gas inflator		Seat belt pretensioner		SRS control unit
	Battery low-voltage		Gas strut / preloaded spring		High-strength zone		Zone requiring special attention
	Battery pack, high-voltage		High-voltage power cable		High-voltage component		
	Low-voltage device that disconnects high voltage						

ID no.
KNA-CT1-RS-B-3-202508

Version no.
02

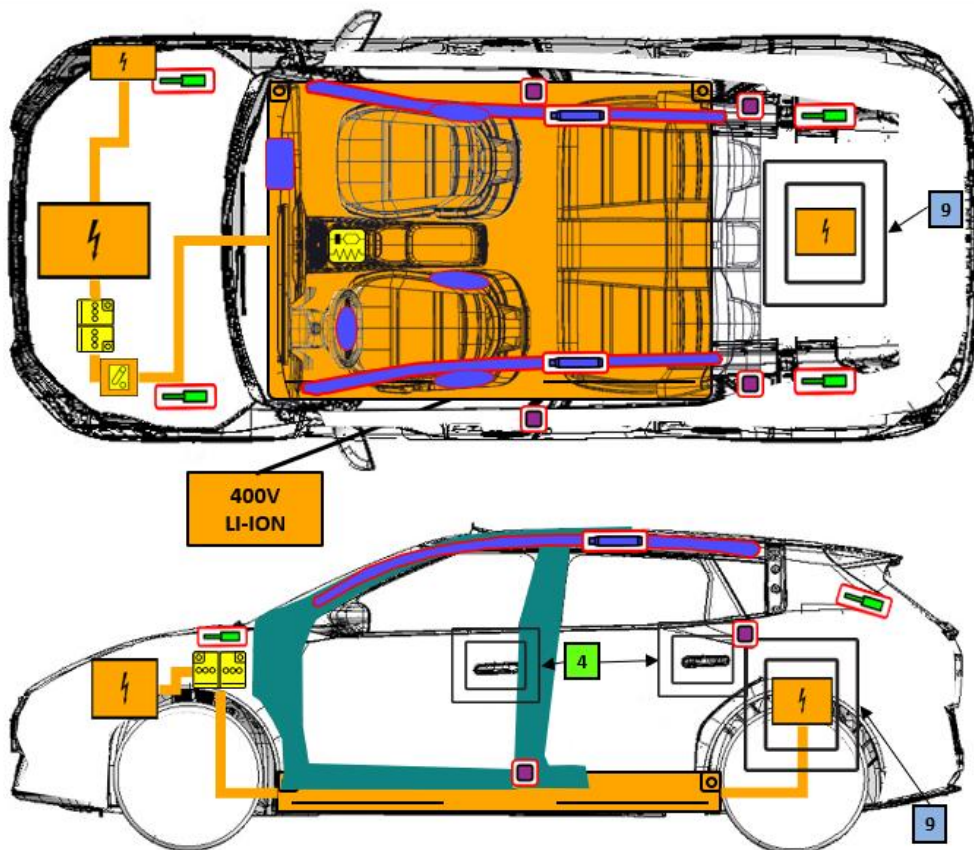
Version date:
2025

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Kia EV4

Hatchback, 5 doors
From 2025



	Airbag		Stored gas inflator		Seat belt pretensioner		SRS control unit
	Battery low-voltage		Gas strut / preloaded spring		High-strength zone		Zone requiring special attention
	Battery pack, high-voltage		High-voltage power cable		High-voltage component		
	Low-voltage device that disconnects high voltage						
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1. Identification / Recognition

First response: identify, immobilise and disable

The following procedures are to be used whenever dealing with an EV4 at an emergency scene. However, all operations should be consistent with your department's standard operating procedures, guidelines, and any applicable laws. When the EV4 is involved in a crash, its high-voltage safety systems may be compromised, creating a potential risk of high-voltage electrical shock. Exercise caution and wear appropriate personal protective equipment (PPE), including high-voltage safety gloves and boots. Remove all metallic jewellery, including watches and rings.

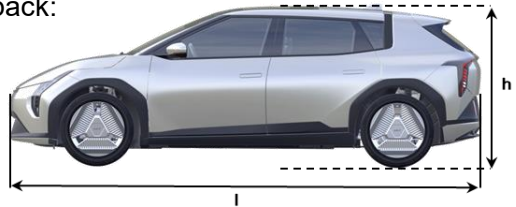
Dimensions:

Items		mm
Sedan		
L	Overall length	4,730
W	Overall width	1,860
H	Overall height	1,480
Hatchback		
L	Overall length	4,430
W	Overall width	1,860
H	Overall height	1,485

Sedan:



Hatchback:



Identify

The EV4 is an electric vehicle. Emergency responders should handle emergency scenarios involving the EV4 accordingly, exercising utmost care and caution to avoid contact with the vehicle's high-voltage system.

1. Identification / Recognition

Identifying a Kia EV4



Kia logo



Model name



Vehicle package (*GT-Line, GT)

Sedan



Hatchback



Front and rear view of the Kia EV4

The brand logo is located on the hood and on the tailgate.

“EV4” model name on tailgate

The “EV4” model name is located at the bottom left of the tailgate.

The trim emblem is located at the bottom right of the tailgate.

Propulsion logo on tailgate

The car name emblem may be missing or obscured after an accident due to vehicle damage. Always use additional identification methods before concluding that the vehicle is not an electric car.

Charging port

The charging port is located on the front right side.

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

How to open the charging door

1. Push the button to unlock the doors, release the brake pedal and activate the electronic parking brake (EPB).
2. Turn OFF all switches, shift the gear into P (Park) position and turn off the vehicle.
3. Open the charging door by pushing the centre edge of the charging port.
4. Pull the charging door (1) fully open towards the front of the vehicle.



1. Identification / Recognition

Charging status indicator

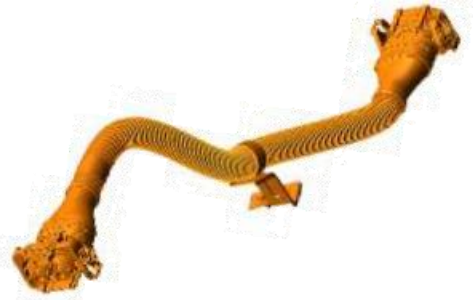
The battery charge status indicator is located inside the charging door and provides information on the charge level.

No.	Name
1	Charge indicator lamp
2	Standby/unlock
3	Start charging / charging
4	Scheduled charging
5	Charging failure



High-voltage cable (orange)

When opening the hood, the orange cable indicates a HV system. Additionally, the orange cable runs beneath the floor of the vehicle.



Vehicle identification number (VIN) label

The vehicle identification number (VIN) is the number used for registering your vehicle and in all legal matters related to its ownership, etc.

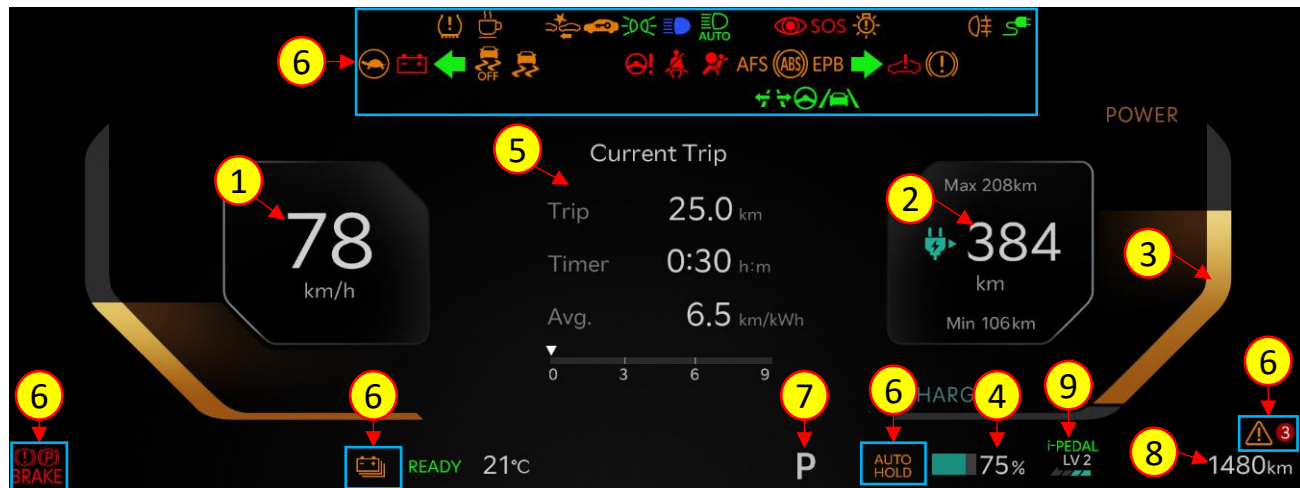
- Written on a plate attached to the top left of the instrument panel.
- The vehicle identification number (VIN) can be checked in the engine compartment as shown.



1. Identification / Recognition

Cluster instrument

The EV4 cluster instrument displays EV-specific features such as SOC (state of charge) of the high-voltage battery, as shown below.



1	Speedometer	6	Warning and indicator lights
2	Distance to empty	7	Reduction gear shift indicator
3	Power/charge indicator	8	Odometer
4	Battery SOC (state of charge)	9	Regenerative braking level indicator
5	LCD	10	Electric energy economy

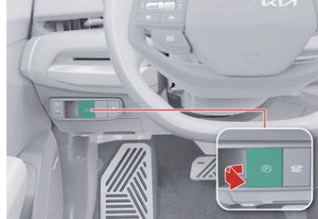
2. Immobilisation / Stabilisation / Lifting

Immobilisation

The next step is to immobilise the vehicle to prevent any accidental movement that could endanger response personnel or civilians. Responders should approach the vehicle from the sides and stay away from the front or rear as these are potential paths for vehicle movement. Be sure to immobilise the vehicle in the following manner.



Block the wheels



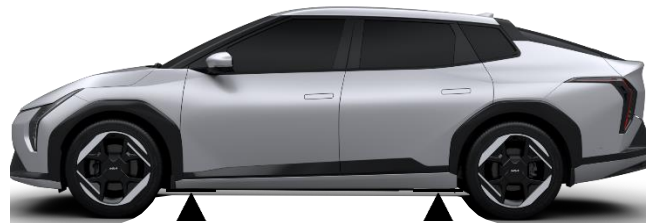
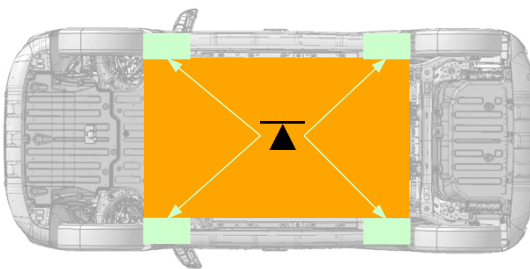
Set the electronic parking brake (EPB)



Put the vehicle in P (Park) position by pressing the 'P' button on the rotary shifter



Use standard stabilisation (lift) points, as shown below. Always make sure to connect to a structural vehicle component and avoid placing cribbing under high-voltage cables and other areas typically considered unsuitable.

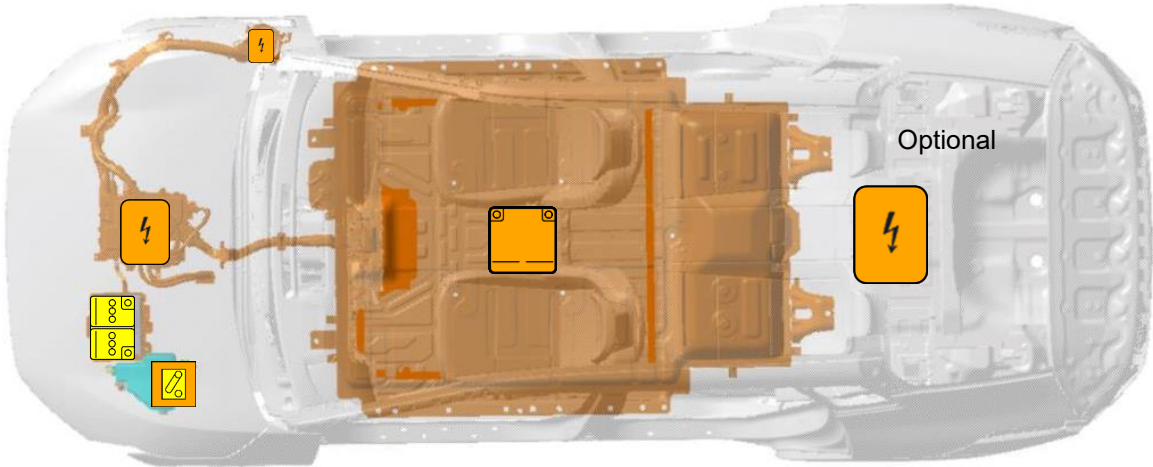


Lifting

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

3. Disable Direct Hazards / Safety Regulations

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



High-voltage cables



- Never cut or disconnect the orange high-voltage cables and connectors without first disabling the HV system (refer to chapter 3).
- 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.

Unlock charging connector in an emergency

If the charging cable does not detach due to battery discharge and failure of the electric wires, open the hood.

Description	Picture
Slightly pull the emergency cable on the left side of the frunk.	



Charging cable

- AC charging cable
- (1) Charging plug (charger) / (2) Charging connector (vehicle)

3. Disable Direct Hazards / Safety Regulations

Disabling the high-voltage system

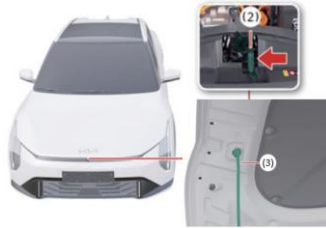


Via service interlock

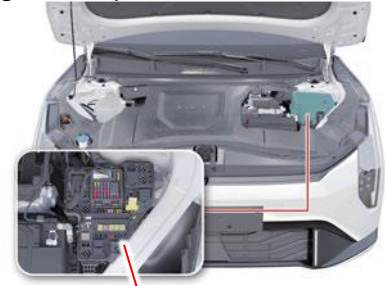
To disable the HV system, use the service interlock device located in the fuse box in the engine compartment. The service interlock is completely removable. Take care not to reconnect the HV system. For extended work on the vehicle, the 12 V battery system in the engine compartment should be disconnected as well by following the procedure on the next page.



Pull the hood release lever to unlatch the hood (1).



Go to the front of the vehicle, slightly lift the hood, engage the secondary hood release lever (2) underneath the centre of the hood and lift the hood (3).



From this point of view, the fuse box is located on the right side shown in the image.

Open the cover of the box and find the service interlock.

Disconnect the service interlock connection (orange circle).



In emergency situations, pull up the service interlock connector to disable HV system.



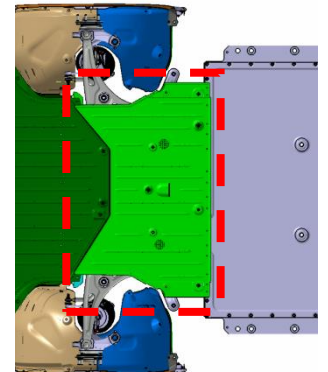
Via HV connector

To disable the HV system via the HV connector, you need to lift the car. Follow the procedure as described below to disconnect the system. After disconnecting, cover the HV battery connector with insulation material to prevent electric shock.

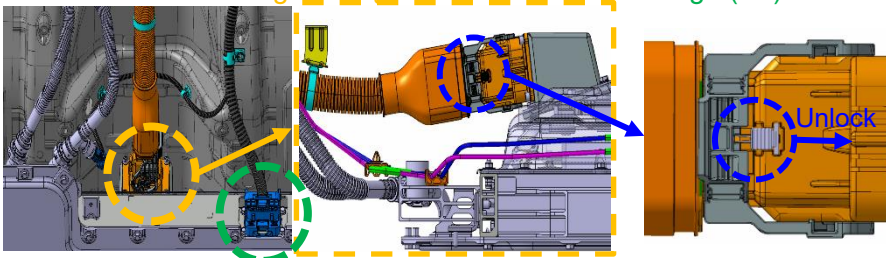
1. Lift the car to access the area under the floor where the battery is located.



2. Remove the rear cover.



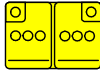
3. Disconnect the high-voltage (HV) and the low-voltage (LV)



Before disconnecting the HV connector, the CPA (double lock) must be unlocked. Unlocking the CPA does not require any tools; simply move it in the direction of the blue arrow.

3. Disable Direct Hazards / Safety Regulations

Disabling the 12 V battery system



Via the Engine Start/Stop button

The 12 V battery system of the EV4 can be disabled using the Engine Start/Stop button. The modes with and without pressing the brake pedal are explained below.



Without pressing the brake pedal	
Press "Start/Stop"	Vehicle condition
Once	Electrical devices are operational
Twice	The warning lights can be checked before the vehicle is started
Three times	Off

While pressing the brake pedal	
Press "Start/Stop"	Vehicle condition
Once	Ready

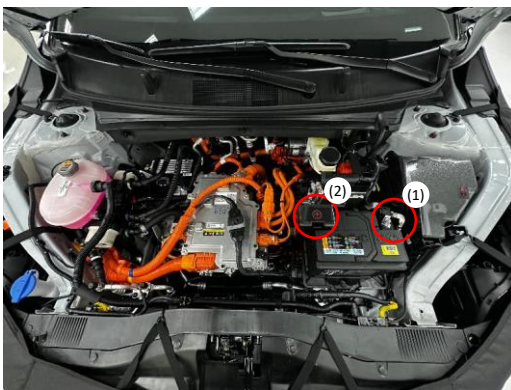
By disconnecting the terminals or connectors

To disable the 12 V battery system, ensure that the vehicle engine is turned off. If the "READY" light on the instrument panel is illuminated, the vehicle is "ON". In this case, turn the system "OFF" by pressing the "P" button on the shifter, followed by the "Engine Start/Stop" button. If necessary, lower the windows, unlock the doors and open the tailgate before disconnecting the 12 V battery. Once the 12 V battery is disconnected, the power controls will no longer work.



Before disconnecting the 12 V battery, make sure that the smart key is at least 2 metres away from the vehicle to prevent accidental restart.

The preferred procedure for disconnecting the terminals or connectors is as follows:



1. Turn the ignition switch off
2. Open the hood
3. Remove the 12 V battery service cover
4. First, disconnect the negative (–) terminal (1)
5. Then disconnect the positive (+) terminal (2)



Risk of electric shock

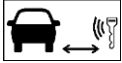
- Before starting any emergency response procedures, ensure the vehicle is disabled and wait for 5 minutes to allow the capacitor in the high-voltage system to discharge in order to avoid electric shock.
- Exposed cables or wires may be visible inside or outside the vehicle. Never touch the metal chassis, wires, cables, connectors, or any electric components before disabling the system.

3. Disable Direct Hazards / Safety Regulations

By removing the IG (ignition) fuse

To disable the 12 V battery system, ensure that the vehicle engine is turned off. If the “READY” light on the instrument panel is illuminated, the vehicle is “ON”. In this case, turn the system “OFF” by pressing the “P” button on the shifter, followed by the “Engine Start/Stop” button.

If necessary, lower the windows, unlock the doors and open the tailgate before disconnecting the 12 V battery. Once the 12 V battery is disconnected, the power controls will no longer work.

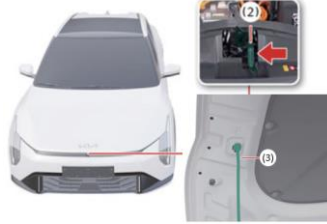


Before disconnecting the 12 V battery, make sure that the smart key is at least 2 metres from the vehicle to prevent accidental restart.

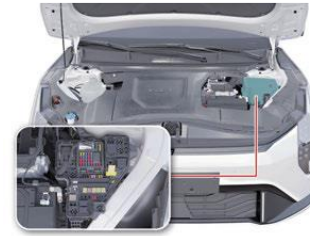
The preferred procedure for removing the IG fuse is as follows:



Pull the hood release lever to unlatch the hood (1).



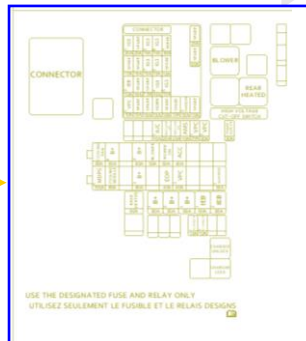
Go to the front of the vehicle, slightly lift the hood, engage the secondary hood release lever (2) underneath the centre of the hood and lift the hood (3).



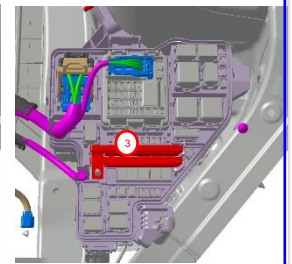
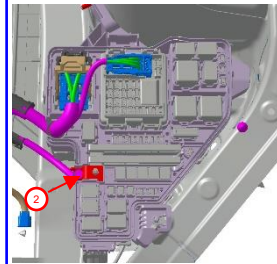
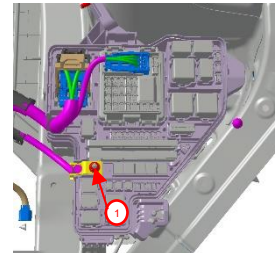
From this point of view, the fuse box is located on the right side.



Remove the fuse box cover. Inside the cover, you will find a label with the fuse names and ratings.



Refer to the owner's manual to locate the “POWER ON” fuse (IG1 and IG2).



- (1) Use the removal tool to unscrew the multi-fuse nut.
- (2) Disconnect the PEJB_BATT terminal.
- (3) Remove the multi fuse containing IG1 and IG2.



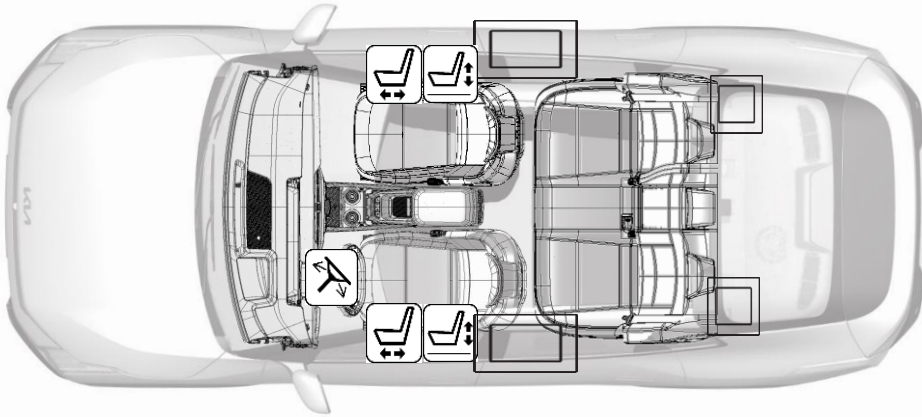
Safety risk

If the suggested methods for disabling the vehicle system are unsuccessful, any emergency procedures performed on the electric vehicle may inadvertently trigger undeployed airbags and result in electric shock from high-voltage components.

4. Access to the Occupants

Extraction operations

The EV4 is an electric vehicle. Due to the high-voltage components in the vehicle, first responders should be particularly cautious when extracting occupants from the car. Before performing any extraction operations, first responders should follow the procedures described in the “Identify, Immobilise and Disable” section. When cutting the vehicle, first responders should always pay special attention to the airbag system, orange high-voltage cables and other high-voltage components to avoid damaging these components and to prevent any risk of explosion or electric shock.

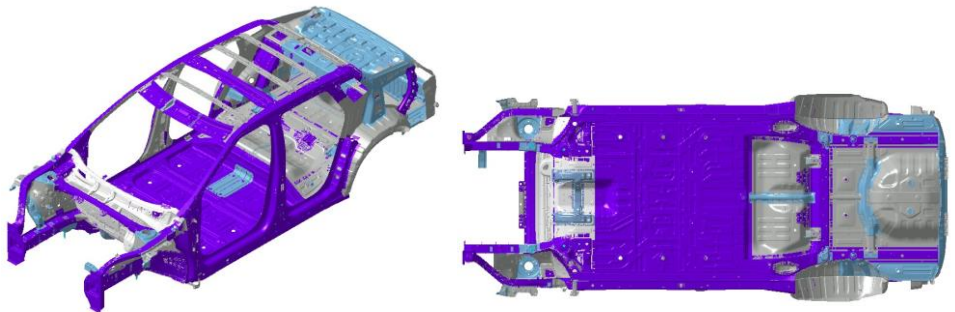


Extraction tools and procedures

When responding to an incident involving the EV4, we recommend that first responders adhere to their organisation’s standard operating procedures for dealing with vehicle emergencies.

Location of ultra-high-strength steel

In the images below, high-strength steel is used in the areas highlighted in blue, and ultra-high-strength steel is used in the areas highlighted in purple. Depending on the tools used, ultra-high-strength steel can be challenging or impossible to cut. If necessary, use a workaround.



Colour	Steel type
	Mild
	High-strength
	Ultra-high-strength

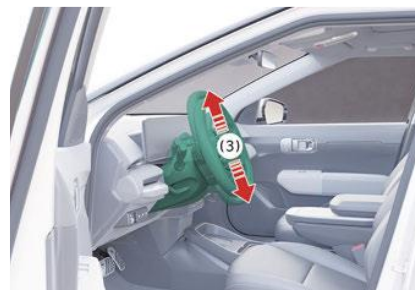
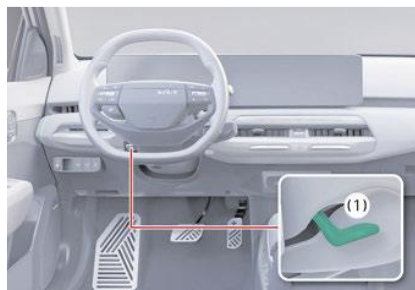


4. Access to the Occupants

Steering wheel adjustment

The Kia EV4 is equipped with a manually adjustable steering wheel. For better access to occupants after an accident, the steering wheel can be moved as follows.

Manual adjustment



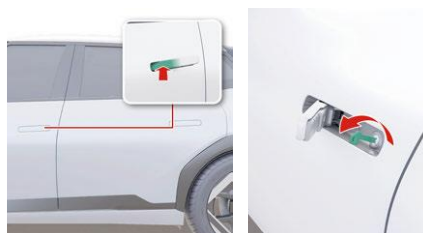
Pull the lock-release lever (1) down.

Adjust the forward/backward position (2) and the angle of the steering wheel (3).

Pull the lock-release lever up to lock the steering wheel in place.

Unlocking and opening the doors and tailgate

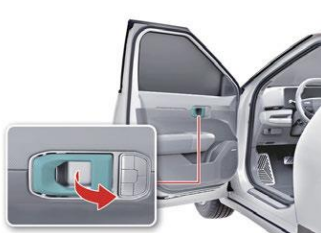
Mechanical unlocking



Push down on the front part of the door handle to pull the rear part out.

Press the hook on the inner part of door handle with a mechanical key, then pull the cover from the door handle.

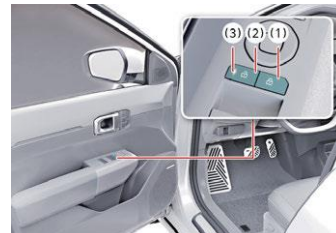
Inside the vehicle



If the **Driver** door handle is pulled on the inside, the door is unlocked and opened.

All other interior door handles need to be pulled once to unlock. Pulling the handle another time will open the door.

Central door lock

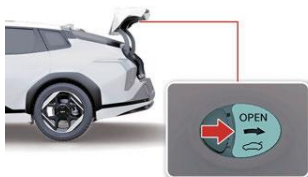


When pressing the button (2) on the switch, all vehicle doors and the tailgate are unlocked.



Opening the boot

Insert the key into the keyhole. Rotate it clockwise to lock and counterclockwise to unlock.



1. Normal opening: Press the switch on the outside handle at the bottom of the tailgate to open it, then pull the tailgate up.
2. Emergency exit: Remove the cover at the bottom of the tailgate. Slide the latch in the direction of the arrow to unlock the tailgate. Push the tailgate to open it.

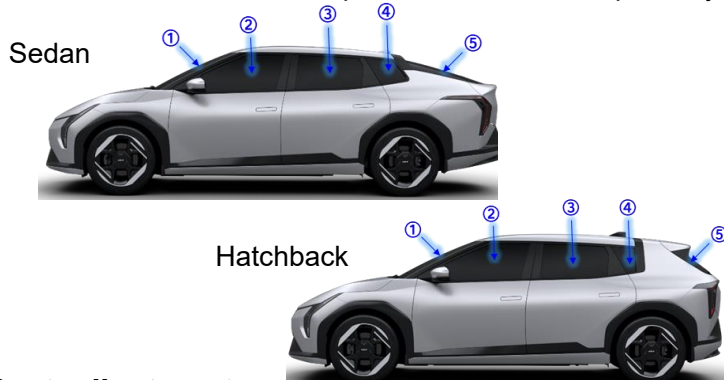


Opening a power tailgate: Press the Open/Close button for the power tailgate inside the vehicle and/or on the smart key for 1 second.

4. Access to the Occupants

Windows and glass

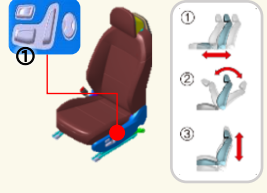
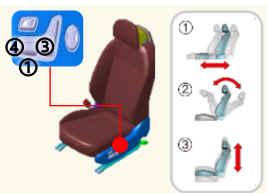
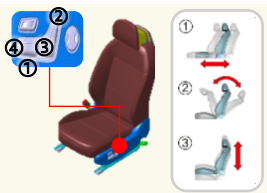
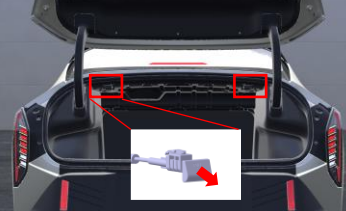
The EV4 is equipped with power windows. Each door has its own switch to control the window. The driver door has a central power window lock button that can enable or disable the operation of all rear passenger windows. The power windows continue to operate for about 3 minutes after the Engine Start/Stop button is switched in the ACC or OFF position. The EV4 is optionally equipped with a sunroof window.



Type of glass	
1	Laminated
2	Tempered (opt. laminated)
3	Tempered
4	Tempered
5	Tempered

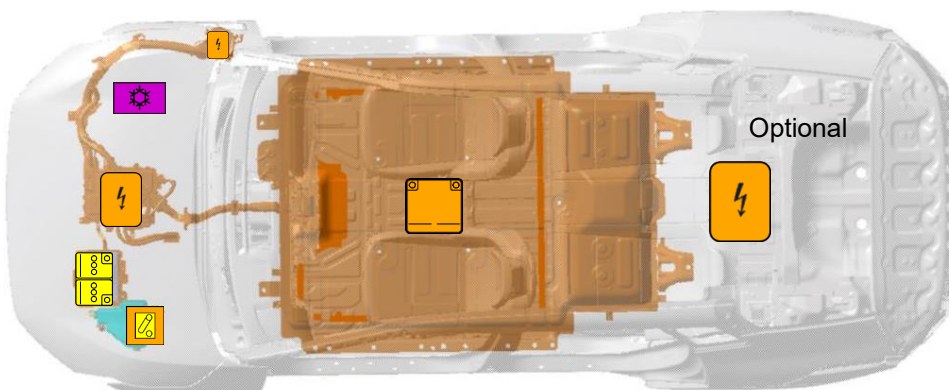
Seat adjustment

The EV4 is equipped with manual or powered seats in the 1st and 2nd rows. The main functions are:

Item	Manual	Power
Forwards and backwards 	Pull up and hold the ① seat adjust lever. You can slide the seat forwards and backwards. Release the lever to lock. 	Push the ① button forwards to move the seat forwards. Push the button backwards to move the seat backwards. 
Seat cushion high 	Push the ③ lever down several times to lower the seat cushion. Pull the lever up several times to raise the seat cushion. 	Push the ④ button up to raise the front part of the seat cushion. Push it down to lower the front part of the seat cushion. Push the ③ button up to raise the height of the seat cushion. Push it down to lower the height of the seat cushion. 
Backrest angle	Lean forward slightly and lift the ② backrest lever. Carefully lean back and adjust the backrest. Release the lever to lock. 	Push the ② button forwards or backwards to adjust the backrest angle. 
Rear Backrest angle	Stand up from the seat and pull the lever from the boot to fold down the seat. Raise the seat and secure the backrest in place. 	

5. Stored Energy / Liquid / Gases / Solids

The EV4 is equipped with an electric engine and offers two battery options: standard [STD] and long range [OPT].



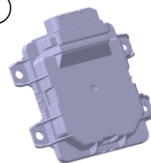
Type	Hazard pictograms	STD	OPT
 LI-ION	     	299 V	403 V
 Lead-acid	   	12 V	12 V
 R1234yf	 	750g	850 g

High-voltage system

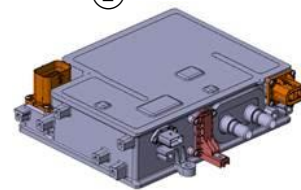
The EV4 is equipped with a high-voltage system.

1. Vehicle charging management system (VCMS)
2. Integrated charging control unit (ICCU)
3. Motor, inverter and reduction gear assembly
4. Inverter
5. Battery system assembly (BSA)
6. 12 V auxiliary battery

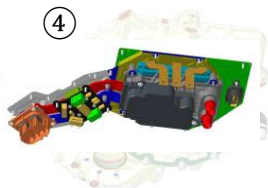
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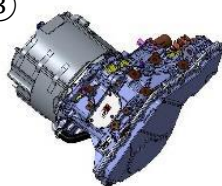
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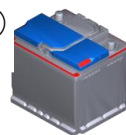
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⑤



⑥



5. Stored Energy / Liquid / Gases / Solids

ICCU

The ICCU is located beneath the PDU (J/B) and includes an OBC and an LDC.

- OBC: HV battery charging equipment that converts external AC to DC to charge the high-voltage battery.
- LDC: The LDC converts high voltage from the battery to low voltage (12 V DC) to power the electrical components.

Battery system assembly (BSA)

The HV lithium-ion battery stores and supplies electrical energy and is located beneath the EV4 chassis.

12 V auxiliary battery

The 12 V auxiliary battery powers all of the vehicle's standard electronics, such as the radio, lights, door locks, power windows, etc. In addition, it supplies power to the VCU (vehicle control unit) and the VCMS (vehicle charging management system), which controls the high-voltage current and the vehicle.

Vehicle charging management system (VCMS)

The VCMS controls the charging of electric vehicles, ensuring safe and efficient operation.

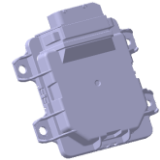
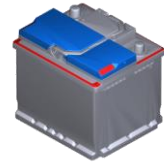
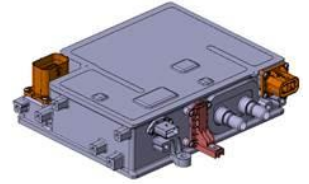
Motor, inverter and reduction gear assembly

The electric motor converts electrical energy from the battery into mechanical energy to drive the vehicle.

The inverter converts the battery's DC power to AC power for the electric motor and controls its speed and torque. Since inverters run at high voltages, they pose a risk of electric shock, especially when damaged.

The reduction gear reduces the motor speed while increasing torque to help the vehicle accelerate effectively.

Both components can pose risks in case of failure or damage. High currents in the electric motor carry the risk of electric shock, while the reducer contains moving parts that may cause injury during maintenance.



Specification of the EV system

Specification of the EV system			
Motor		Max. output (kW)	STD range: 150 Long range: 150
		Max. torque (Nm)	STD range: 283 Long range: 283
ICCU	OBC	Max. output (kW)	6.9 (single-phase) / 10.5 (three-phase)
High-voltage battery		Type	Lithium-ion
		Rated voltage (V)	STD range: 299 Long range: 400
		Energy (kWh)	STD range: 58.3 Long range: 81.4

6. In Case of Fire

Firefighting procedures

Strict precautions must be taken during firefighting operations due to the following reasons:

- Lithium-ion batteries contain a gel electrolyte that may evaporate and ignite at temperatures above 300°F (150°C), potentially resulting in fire.
- The vehicle could catch fire very quickly, creating a flare-like effect.
- Even after a fire of the HV/LV battery appears to have been extinguished, it can still flare up again later.
 - Use a thermal imaging camera to ensure the HV/LV battery has cooled completely before leaving the incident site.
 - Always inform second responders about the risk of the battery reigniting.
 - In case of a fire, submersion or a collision that has compromised the HV/LV battery, always store it in an open area with no other objects within 15 meters.
- A burning battery could release hydrogen fluoride, carbon monoxide, and carbon dioxide. Use a full-face self-contained breathing apparatus (SCBA) approved by NIOSH/MSHA, along with full protective equipment. Even if the HV/LV battery pack is not directly involved in a vehicle fire, approach the vehicle with extreme caution.

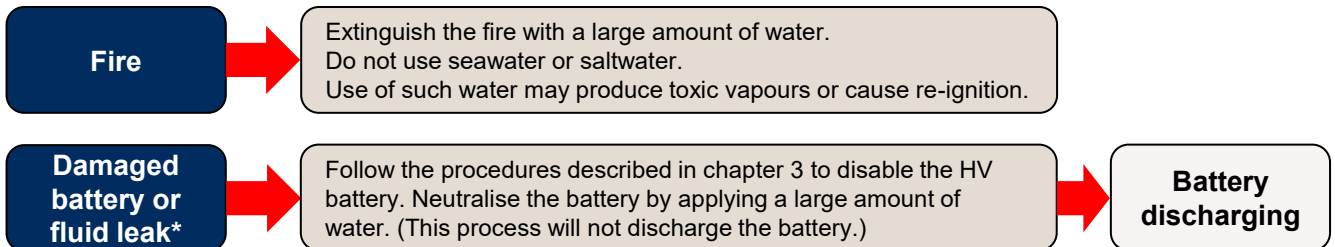
Extinguishers



Small fires that do not involve the HV/LV battery should be extinguished using an ABC fire extinguisher (e.g. fire caused by wiring harnesses, electrical components, etc.).

Do not attempt to extinguish fires that involve the HV/LV battery with small amounts of water, as this can result in electric shock. Fires that involve the HV/LV battery should be extinguished with a large amount of water (up to 10,000 litres) to cool the HV/LV battery. Firefighters should not hesitate to pour large amounts of water on the vehicle in such scenarios. Make sure that the battery is fully cooled to avoid re-ignition.

How to handle



*To be used if a leakage of electrolyte solution or damage to the HV/LV battery casing is observed.



Irritation caused by electrolyte

The HV/LV battery contains electrolyte solution. To avoid exposure to the electrolyte solution and prevent serious personal injury, always wear appropriate solvent-resistant PPE (personal protective equipment) and a SCBA (self-contained breathing apparatus).

- *Electrolyte solution can cause eye irritation. In the event of contact with the eyes, rinse with plenty of water for 15 minutes.*
- *Electrolyte solution can cause skin irritation. In the event of contact with skin, wash off with soap.*
- *When electrolyte liquid or fumes come into contact with water, this will create vapours in the air from oxidation. These vapours may cause irritation to the skin and eyes. In the event of contact with vapours, rinse with plenty of water and seek medical attention immediately.*
- *When inhaled, electrolyte fumes can cause respiratory irritation and lead to acute intoxication. Inhale fresh air and rinse mouth with water. Seek medical attention immediately.*

6. In Case of Fire

Vehicle fire



- Use a large amount of water (max. 100,000 litres). The battery needs to be cooled with water.
- The cooling effect is enhanced if the water is applied directly onto the HV/LV battery module inside the casing. (However, never attempt to penetrate the HV battery or its casing to apply water.)
- Getting water inside the HV/LV battery may be difficult due to the battery casing.
- Pour water through any holes that might have been created due to an accident or fire.

HV/LV battery damage and fluid leaks

If a leakage of electrolyte solution or any damage to the lithium-ion battery casing is observed, first responders should attempt to neutralise the battery by applying a large amount of water to the battery pack while wearing appropriate personal protective equipment (PPE). The neutralisation process helps stabilise the thermal condition of the battery pack without discharging the battery.

- Keep smoke, sparks and flames away from the vehicle.
- Do not touch or step on the spilled electrolyte.
- In case of electrolyte leakage, wear appropriate solvent-resistant PPE and use soil, sand, or a dry cloth to clean up the spilled electrolyte.

Make sure the area is well ventilated.

HV/LV battery re-ignition due to residual energy

Damaged cells in the HV/LV battery can lead to thermal runaway* and re-ignition.



Use an infrared camera (IR cam) to check for thermal runaway. Keep the focus of the IR cam on the battery the entire time. An increase in temperature could indicate a thermal runaway.

To prevent re-ignition, first and second responders need to be aware of the risk of residual energy*, which remains in the damaged cells and can lead to re-ignition. Therefore, disconnect the (–) terminal of the 12 V battery to de-energise the battery management system (BMS). Then shut off the HV system as explained in chapter 3 and discharge the HV battery as described in chapter 8.

* Thermal runaway

Thermal runaway is generally caused by a short circuit inside a battery cell, which leads to an increase in the cell's internal temperature.

In the event of thermal runaway, the battery generates heat that can spread rapidly from one battery cell to the next like a domino effect.

* Residual energy

Residual energy refers to the energy remaining in undamaged battery cells after an accident. Residual energy can cause a HV/LV battery to re-ignite multiple times after a fire has been extinguished.

7. In Case of Submersion

Fully or partially submerged vehicles

Some emergency situations may involve a submerged vehicle. The body and framework of the EV4 do not contain any high-voltage components. 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.

If the vehicle is fully or partially submerged, remove the vehicle from the water before attempting to disable it. Drain the water from the vehicle. Use the methods described in chapter 3 to disable the vehicle. Then, discharge the battery as described in chapter 8.



Safety risk

*If severe damage results in HV/LV components being exposed, responders should take appropriate precautions and wear suitable insulated personal protective equipment.
Do not attempt to remove a high-voltage cable while the vehicle is immersed in water.*

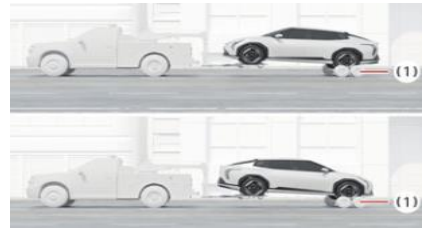
8. Towing / Transportation / Storage

Towing service

If the EV4 needs to be towed, it is recommended to have it done by an authorised Kia dealer or a commercial towing service. To prevent damage to the vehicle, it is important to follow proper lifting and towing procedures. 4WD vehicles must be towed using a wheel lift and dollies (1) or by placing them on a flatbed with all wheels off the ground. The use of wheel dollies (1) or a flatbed is recommended. If any of the loaded wheels or suspension components are damaged, or if the vehicle is towed with the front wheels on the ground, use a towing dolly (1) under the front wheels.

When the vehicle is being towed, take care that the engine is OFF or set to ACC to prevent the accidental deployment of undeployed airbags.

In the event of an accident, the high-voltage system must be disabled (refer to chapter 3).



Do NOT

- Do not lift the vehicle by the trailer hitch, body or chassis components.
- Do not tow the vehicle with its wheels (2WD: front; 4WD: front and rear) touching the ground (forwards or backwards), as this could cause a fire or damage the motor.
- If it is impossible to operate the reduction gear and parking brake, move the vehicle using dollies, tyre skates, etc., with the wheels (2WD: front; 4WD: front and rear) lifted.
- Move the vehicle for short distances of up to 100 m at a speed of 5 km/h or less only if loading on a tow truck or if the vehicle needs to be repositioned. At this time, the gear must be in the N (neutral) position and the parking brake must be released.

Removable towing hook

If no towing service is available in an emergency, the vehicle can be temporarily towed using a cable or chain attached to the removable towing hook located at the front (or rear) of the vehicle. The use of cables and chains for towing vehicles in emergencies is permissible on paved roads, for short distances and at low speeds.

The wheels, axles, PE system, steering, and brakes must all be in good working condition. If this is the case, use the removable towing hook from the vehicle by following the installation instructions.

- 1) Open the tailgate and remove the towing hook from the tool case.
- 2) Remove the hole cover by pressing the lower part of the cover on the bumper.
- 3) Install the towing hook by turning it clockwise into the hole until it is fully secured.
- 4) Remove the towing hook and install the cover after use.

8. Towing / Transportation / Storage

Storage of a vehicle with a damaged battery

- Before putting a damaged vehicle into storage, drain all fluids and water, then disconnect the negative (–) terminal of the 12 V battery.
- In addition, remove the water inside the battery or vehicle, then remove the service interlock connector from the vehicle fuse box before storing a damaged vehicle.
- Place the vehicle in an open area away from any structures, vehicles, or buildings.
- Monitor the vehicle until the discharge procedure is complete.
- If the battery can be removed from the vehicle by moving the vehicle on the lift, remove and discharge the battery.
- If it is not possible to remove the battery, prepare a water pool and pour water until the entire battery is submerged.

Discharging the battery in a water pool



Water pool condition

- Freshwater like tap or pond water that does not contain any salt.
- Maintain the water level for at least 90 hours.
- Then, add salt to the water pool to achieve a 3.5% saline solution.
- Leave it in saltwater for another 48 hours.
- Drain the water and let it dry.

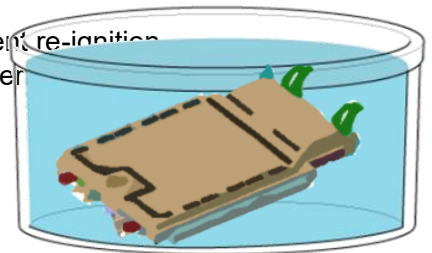


Discharging the battery

- *DO NOT USE SALTWATER in the first step.*
- *A large volume of flammable hydrogen gas can be generated in saltwater due to electrolysis.*
- *Only add salt to the water pool after submerging the vehicle in freshwater for at least 90 hours.*

Storage of damaged batteries

- To safely store a damaged battery, it needs to be discharged.
- If the battery can be removed from the vehicle, discharge it to prevent re-ignition.
- Prepare a container with freshwater, such as tap water or pond water.
- Leave the battery immersed in water for at least 90 hours.
- Then, add salt to the water to make a 3.5% saline solution.
- Leave it in saltwater for another 48 hours.
- Remove the battery from the container and dry it.



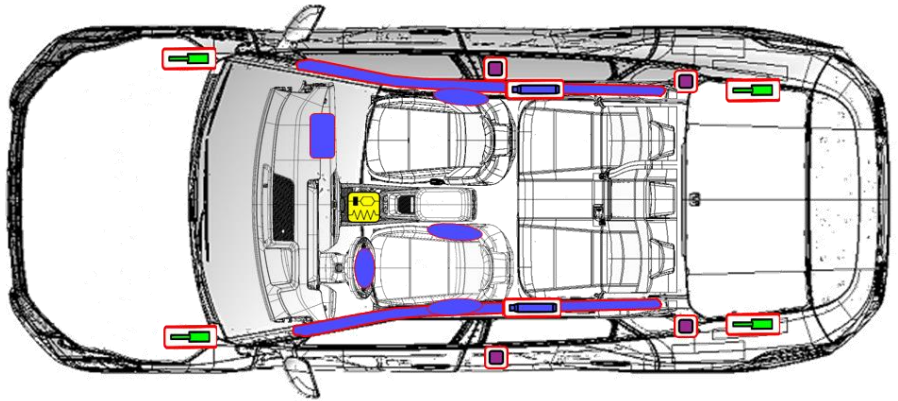
Safety risk

- *Keep smoke, sparks and flames away from the vehicle.*
 - *Electrolyte solution can cause skin irritation.*
 - *Do not touch or step on the spilled electrolyte.*
- *In case of electrolyte leakage, wear appropriate solvent-resistant PPE and use soil, sand, or a dry cloth to clean up the spilled electrolyte. Make sure the area is well ventilated.*

9. Important Additional Information

The EV4 comes with airbags, seatbelt pretensioners and gas struts as standard; see image below. Some of the features are explained in this chapter.

Safety equipment	
	Airbags
	Gas inflator
	Pretensioner
	Gas strut
	SRS control unit



Emergency starting

Jump starting

The high-voltage battery cannot be jump-started. Do not attempt to do so. If the high-voltage battery is fully discharged, the vehicle may be towed as described on the previous page.

If the 12 V auxiliary battery is discharged, connect a jump starter to the terminal in the engine room as you would with any 12 V battery (see image). Refer to the "Jump Start" section of the owner's manual for additional information. Connect the jumper cables in the order shown in the image and disconnect them in reverse order.



Jump-starting procedure

1. Turn off all electric systems of the vehicle with the discharged battery.
2. Open the hood.
3. Remove the battery cover on the right side of the frunk.
4. Connect one end of the positive (+) jumper cable to the positive (+) terminal **(3)** of the discharged battery, and the other end to the positive (+) terminal **(1)** of the auxiliary battery or another vehicle.
5. Connect one end of the negative (–) jumper cable to the negative (–) terminal **(2)** of the auxiliary battery or another vehicle, and the other end to the negative (–) terminal **(4)** of the discharged vehicle.
6. If another vehicle is used for jump-starting, turn its engine ON and wait for a few minutes.
7. Turn the discharged vehicle ON.
8. When the engine starts, first disconnect the jumper cable from the negative (–) terminal **(4)**, then disconnect the jumper cable from the positive (+) terminal **(3)**.
9. Secure the battery cover properly in the frunk. If the cover is not attached properly, it may cause damage to adjacent components and make noise. It may also allow foreign substances to enter, potentially causing a malfunction.

If the vehicle still does not start, contact a professional workshop or seek other qualified assistance. Kia recommends calling an authorised Kia dealer / service partner.



Risk

Do not attempt to jump start the EV4's high-voltage battery. Failure to follow these instructions may lead to serious bodily injury or death due to electrical shock.

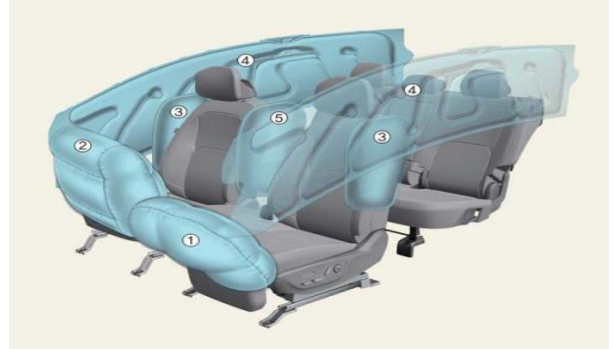
9. Important Additional Information

Airbag system (SRS: supplemental restraint system)

Airbag

The EV4 is equipped with 9 airbags, which are located in the areas shown in the image below. Before performing any emergency procedure, make sure the vehicle ignition switch is off and disconnect the negative terminal from the 12 V auxiliary battery (located on the left side of the motor compartment) to prevent accidental deployment of undeployed airbags.

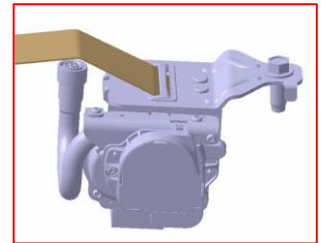
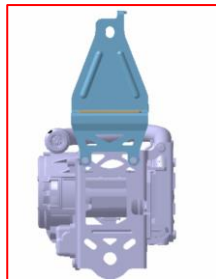
Type	
1	Front airbag on driver's side
2	Front airbag on passenger's side
3	Side airbag
4	Curtain airbag
5	Front centre side airbag



* The actual airbags and seats in the vehicle may differ from the illustration.

Seat belt pretensioner

In the EV4, the seat belts for the driver, front passenger and rear passengers are equipped with pretensioners. When the seat belt pretensioners are activated due to a collision, a loud noise may be heard and fine dust, which may look like smoke, may be seen inside the passenger compartment. These are normal operating conditions and do not pose any hazard. The seat belt pretensioner assembly may become hot when activated, and it may take several minutes to cool down after activation.



Undeployed airbags

- Do not cut the component highlighted in red in the image above.
- Make sure the vehicle ignition switch is off, disconnect the negative terminal from the 12 V auxiliary battery (located on the left side of the motor compartment) and wait for at least 3 minutes to allow the system to deactivate.

10. Explanation of Pictograms Used

Table of pictograms used in this document.

	Airbag		Stored gas inflator		Bonnet
	General warning sign		Air-conditioning component		Boot
	Corrosives		Hazardous to the human health		Flammable
	Explosive		Acute toxicity		Environmental hazard
	Infrared camera		Use water to extinguish the fire		Warning, electricity
	Steering wheel, tilt control		Seat adjustment longitudinal		Seat height adjustment
	Battery pack, high-voltage		Battery pack, low-voltage		Use ABC powder to extinguish the fire
	High-voltage component		SRS control unit		Service interlock connector
	Remove smart key		Zone requiring special attention		Seat belt pretensioner
	Electric vehicle				Gas strut / preloaded spring