

	Airbag		Stored gas inflator		Seat belt pretensioner		SRS control unit		Pedestrian protection active system
	Automatic rollover protection system		Gas strut / Preloaded spring		High strength zone		Zone requiring special attention		
	Battery low voltage		Ultra capacitor, low voltage		Fuel tank		Gas tank		Safety valve
	High voltage battery pack		High voltage power cable / component		High voltage disconnect		Fuse box disabling high voltage system		Ultra capacitor, high voltage
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General Notes



LACK OF ENGINE NOISE DOES NOT MEAN VEHICLE IS OFF. SILENT MOVEMENT OR INSTANT RESTART CAPABILITY EXISTS UNTIL VEHICLE IS FULLY SHUT DOWN. WEAR APPROPRIATE PPE.

- In the event of an accident involving an airbag and / or pretensioner, the vehicle drive is automatically deactivated. The restraint systems are still active.
- Protective equipment required (insulating gloves up to 1000V, face protection).

PHEV

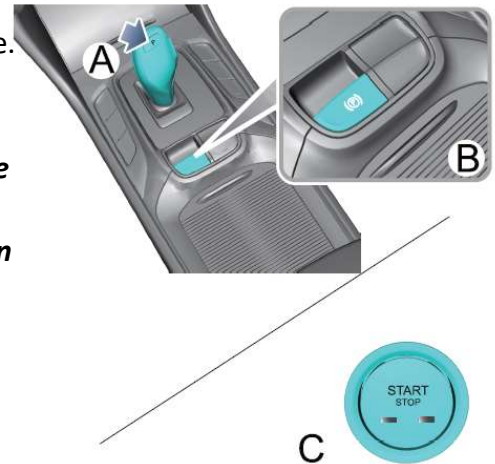


Immobilisation/Stabilisation

1. After bringing the car to a stop, ALWAYS apply the parking brake.
2. Ensure P is selected (A).
3. Make sure the EPB is applied. (B).

Note: Selecting P using the shift lever will automatically apply the EPB, if the EPB fails to automatically apply, pull the EPB switch (located in the centre console) upwards until the indicator lamp in the switch illuminates to manually apply the EPB.

4. Press the START/STOP Switch (C) to shut down the power system. (After switching off the power system, the LED's in the START/STOP switch will both be OFF.)



Disable direct hazards / safety regulations

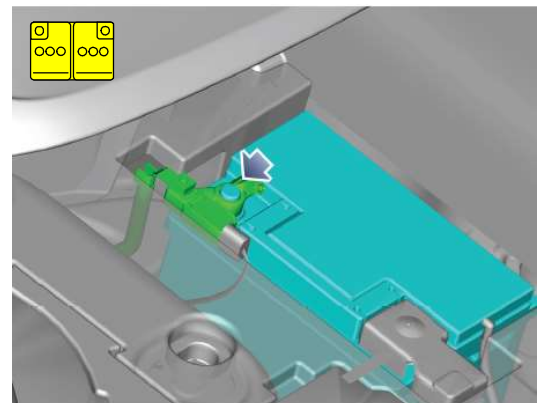
In cases where the vehicle power system can be shut down normally the high voltage system can be isolated by rescue personnel by disconnecting the 12V low voltage battery negative cable.

In cases of emergency, the high voltage system can be isolated by removing the manual service disconnect device (master safety device) or by cutting the low voltage harness in the front compartment.

Disconnect 12V Low Voltage Battery

1. Open the tailgate, raise the loadspace carpet.
2. Disconnect or cut the 12V battery negative cable.

Note: After the high voltage system has been isolated it is necessary to wait at least 1 minute before working on any high voltage component or system to allow for high voltage electrical discharge within the system.



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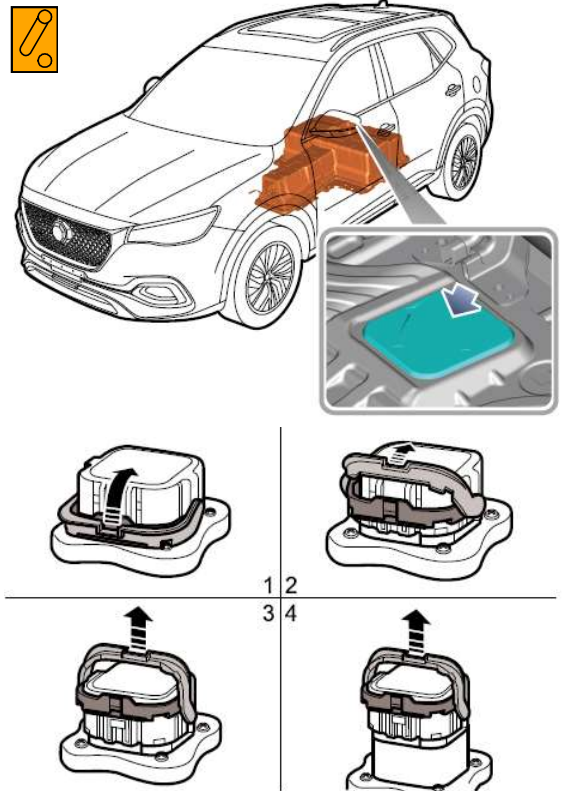
Manual Service Disconnect Removal

Where it is necessary to operate or work with high voltage components it must only be carried out by qualified personnel.

Any operations should only be carried out using the correct insulated personal protective equipment and insulated tools.

1. Remove rear seat cushion.
2. Tear open the 'pre-cut' service port access point and remove the cover of the manual service disconnect.
3. Remove the manual service disconnect as shown below and store it in a safe place.

- Press the lock buckle of the manual service disconnect and pull the release lever upward to release the first lock (figure 1).
- Continue to raise the release lever to the secondary lock (approximately 45°), press the lock buckle of the manual service disconnect to release the secondary lock (figure 2).
- Continue to raise the release lever to the upright position (approximately 90°, figure 3).
- Pull up to remove the manual service disconnect (figure 4).



Note: After the manual service disconnect has been removed, please cover the open connector to prevent ingress of any debris or contaminants.

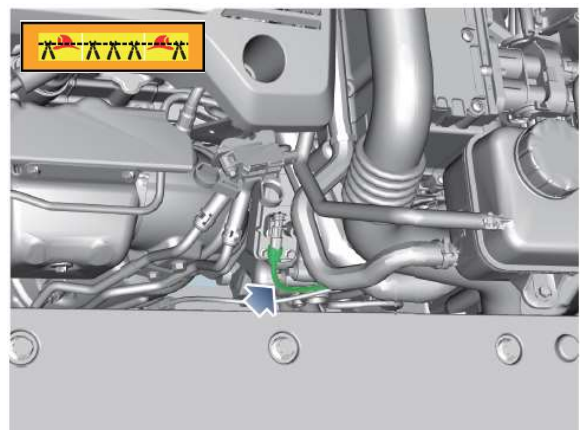
Note: If rescue site conditions do not allow the disconnection of the manual service disconnect, rescue personnel MUST disconnect the 12V battery and use the appropriate insulated personal protective equipment and tooling prior to commencing any rescue work.

Cut off the Front Compartment Low Voltage Harness

1. Open the bonnet.
2. Isolate the high voltage system by cutting the front compartment low voltage harness (as shown in the figure).

IMPORTANT

Prior to disassembly of any high-voltage system components, you MUST confirm whether the high-voltage circuit voltage is within the safe range (the effective voltage value is no more than 30V (AC) and no more than 60V (DC)) using special equipment (voltmeter, etc.) first and then take appropriate actions.



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