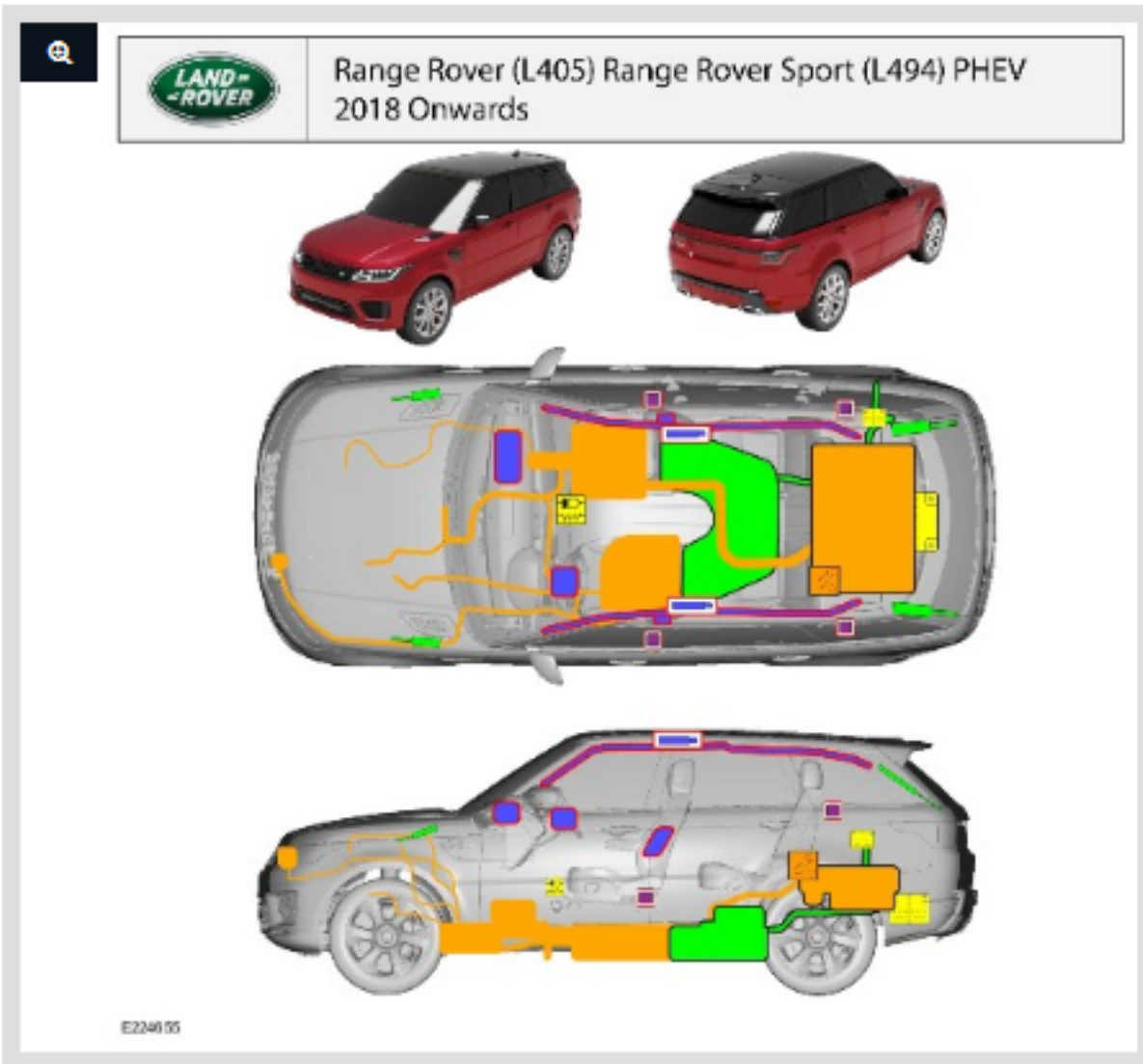
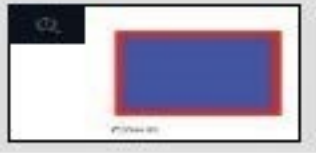
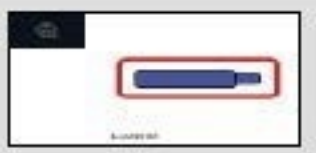
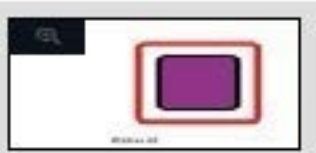
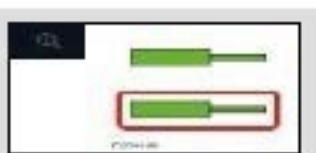

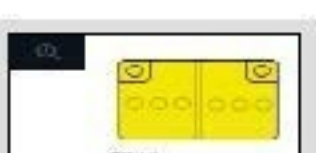


# GENERAL INFORMATION

DESCRIPTION AND OPERATION

## RESCUE SHEET



ITEM	DESCRIPTION
	Airbag
	Airbag inflator/ stored gas inflator
	Seatbelt pretensioner
	Gas strut/Preloaded spring
	SRS control unit
	Battery, low-voltage

 <p>Icon 10</p>	<p>Fuel Tank</p>
 <p>Icon 11</p>	<p>High-voltage battery pack</p>
 <p>Icon 12</p>	<p>High-voltage power cable/ component</p>
 <p>Icon 13</p>	<p>High-voltage disconnect</p>

#### IDENTIFICATION OF THE VEHICLE MODEL AND SPECIFIC VERSION

All Range Rover and Range Rover Sport models can be identified as a PHEV by the following key features:

Front grill has an opening panel on the left side.



Behind the grill opening panel is the PHEV charge port.



The center console has an Electric Vehicle (EV) button to engage and deactivate EV mode.



Unique P400e badges.



## AVOIDANCE OF ROLL AWAY OF THE CRASHED VEHICLE

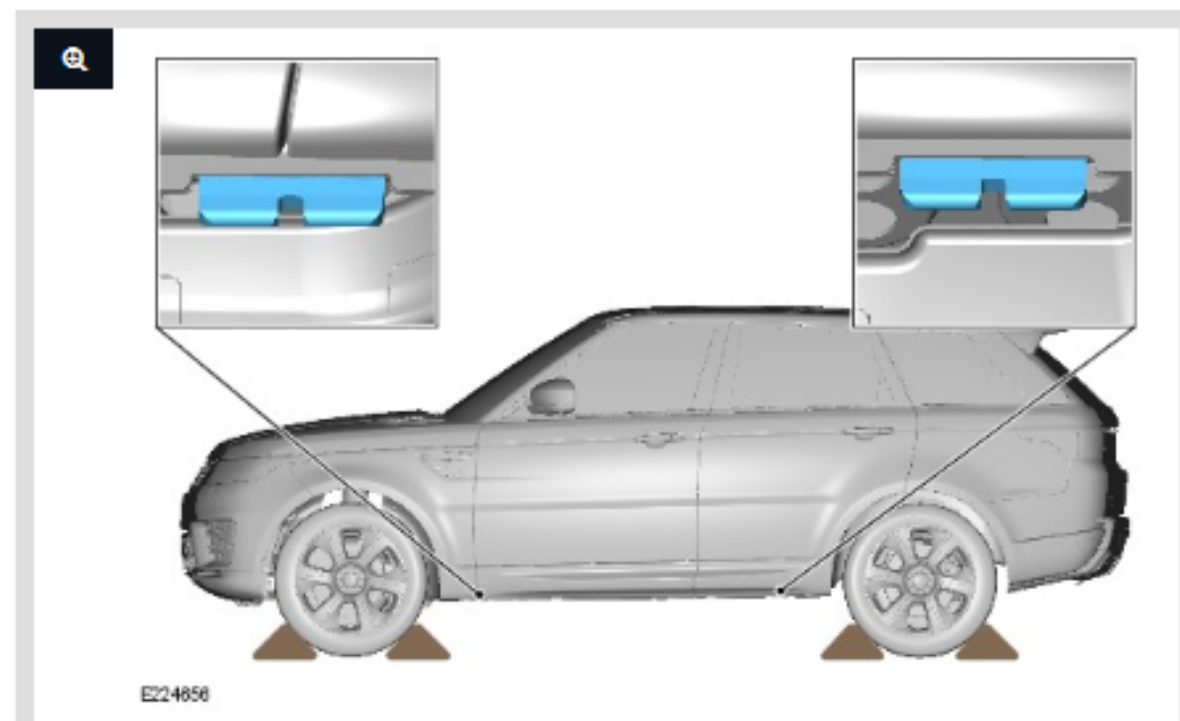
The vehicle may roll if the transmission does not lock or the park brake is inoperable. The road wheels should be chocked to prevent unexpected movement.

Vehicle lifting and jacking points can be found as shown in the illustration.

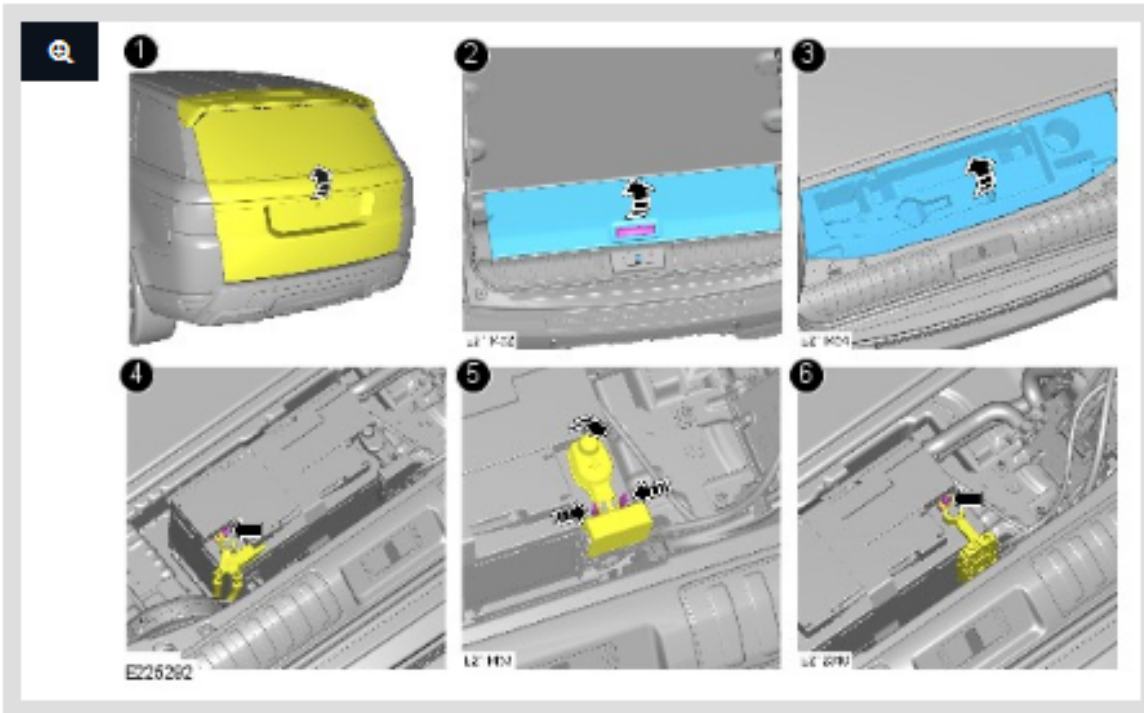
### WARNING:

Make sure that no contact is made between the lifting equipment or any high voltage components.

The jack or lift support must be positioned centrally on the locations shown to provide a safe vehicle weight distribution and avoid vehicle damage.

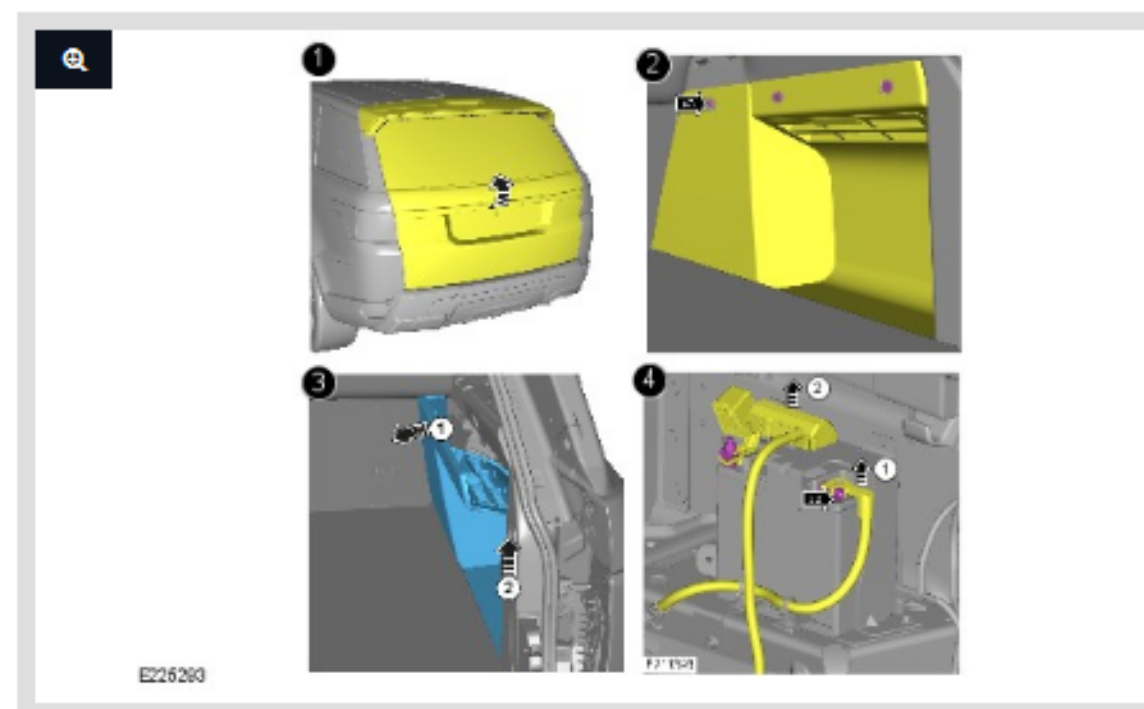


## DISCONNECTING THE STARTUP BATTERY



ITEM	DESCRIPTION
1	Open the vehicle tailgate
2	Remove the loadspace floor panel
3	Remove the tool kit tray
4	Disconnect the startup battery ground cable
5	Remove the startup battery positive terminal cover
6	Disconnect the startup battery positive cable

## DISCONNECTING THE AUXILIARY BATTERY



ITEM	DESCRIPTION
1	Open the vehicle tailgate
2	Release the 3 clips from the right loadspace trim panel
3	Remove the right loadspace trim panel
4	<ul style="list-style-type: none"> <li>• Disconnect the auxiliary battery ground cable</li> <li>• Disconnect the auxiliary battery positive cable</li> </ul>

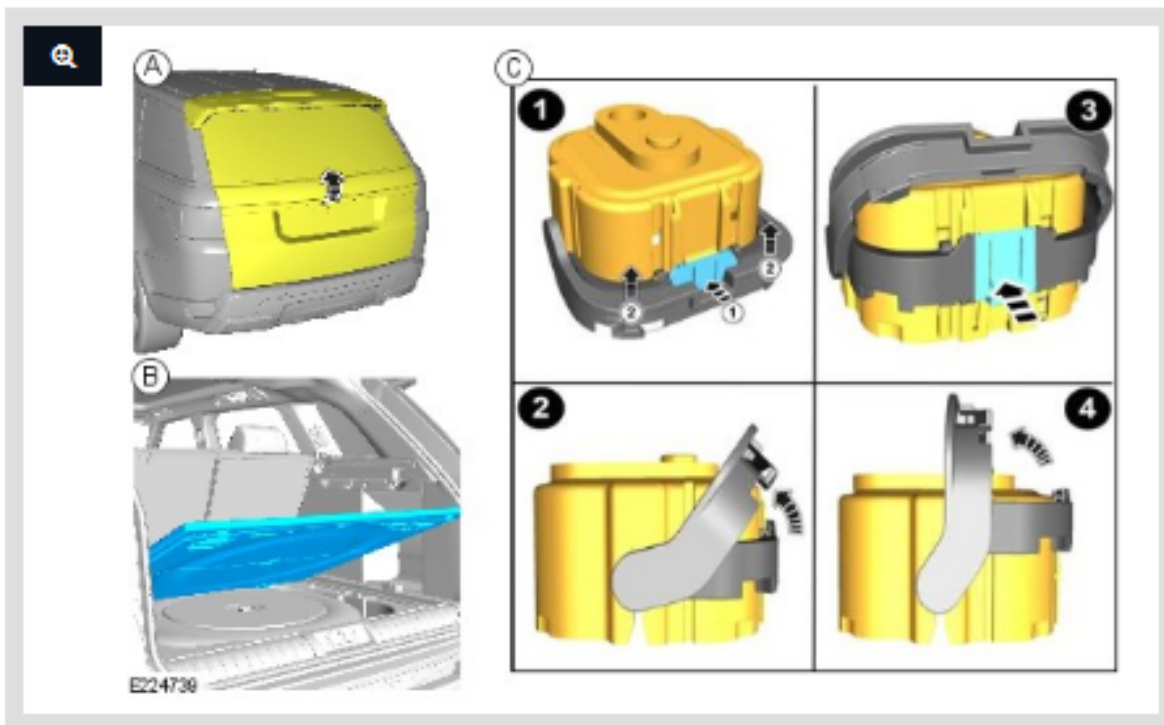


## DEACTIVATING OF HIGH VOLTAGE SYSTEM

In an emergency, removing the Manual Service Disconnect (MSD) from the top of hybrid battery will isolate the HV system.

### ⚠ WARNING:

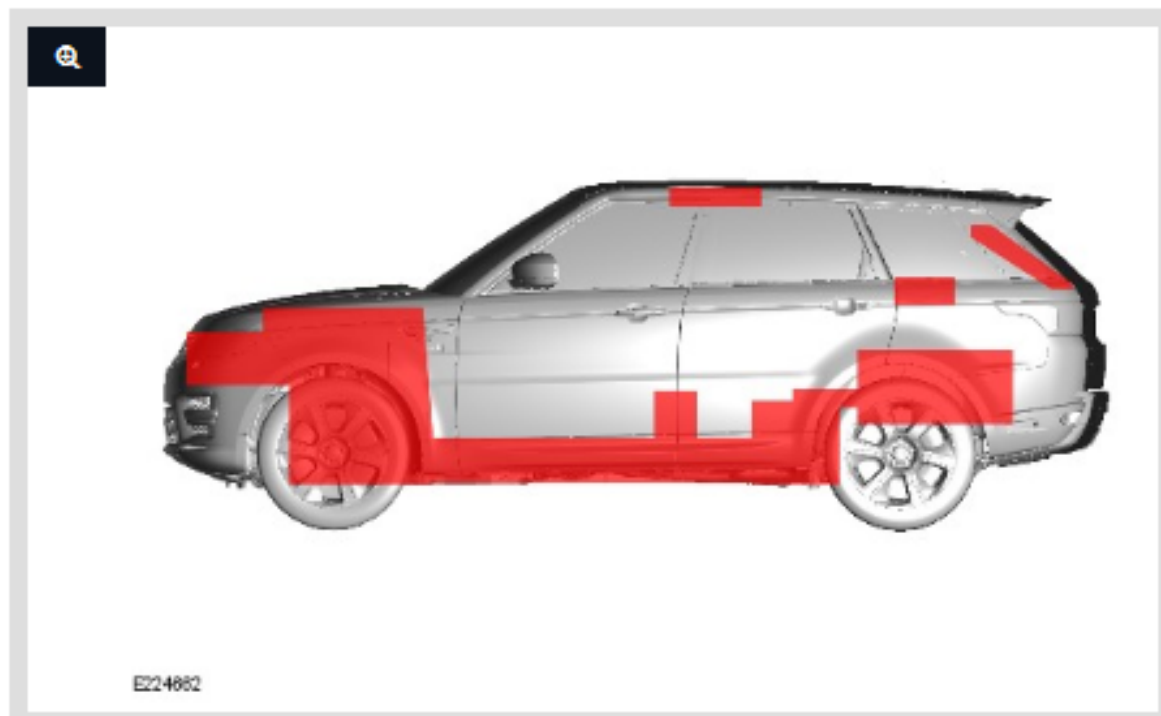
All persons must wear appropriate Personal Protective Equipment (PPE) when handling components within the vehicle High Voltage system



ITEM	DESCRIPTION
A	Open the vehicle tailgate
B	Remove the loadspace floor
C	Remove the MSD using the 4 stage process shown

## ADDITIONAL INFORMATION FOR RESCUING

The areas highlighted in RED show areas that must not be cut.



The sills must be supported during cutting and extrication procedures. If a ram must be deployed, place blocks under the sill around the area where force is applied. If a suitable jacking point cannot be located, support the sills and deflate the tires.

## ADDITIONAL INFORMATION IN CASE OF FULLY OR PARTIALLY SUBMERGED VEHICLE

A Plug-in Hybrid Electric Vehicle (PHEV) that has experienced complete or partial submersion in water can be treated in the same manor as other vehicles, the vehicle body does not present an increased risk.



Persons handling the recovery of a PHEV must wear appropriate **PPE**, as detailed by your local authority, until the High Voltage (HV) system has been correctly powered down.

## ADDITIONAL INFORMATION IN CASE OF A FIRE

Small vehicle fires that do not involve the High Voltage (HV) system can be treated with normal firefighting methods.

### High Voltage (HV) System Exposure

An hybrid battery involved in a fire, or exposed to high heat levels, will release toxic vapors. These vapors include sulfuric acid, oxides of carbon, nickel, lithium, copper, and cobalt. Responders must protect themselves with full **PPE** and **breathing apparatus** and consider other persons in the surrounding areas.

The hybrid battery consists of lithium-ion cells. These cells are considered dry cells. If damaged, only a small amount of fluid can leak. Lithium-ion battery fluid is clear in color.

The High Voltage (HV) system has it's own coolant which is typically glycol based coolant. If the system is damaged, this orange coolant can leak out of the high voltage battery or surrounding components.

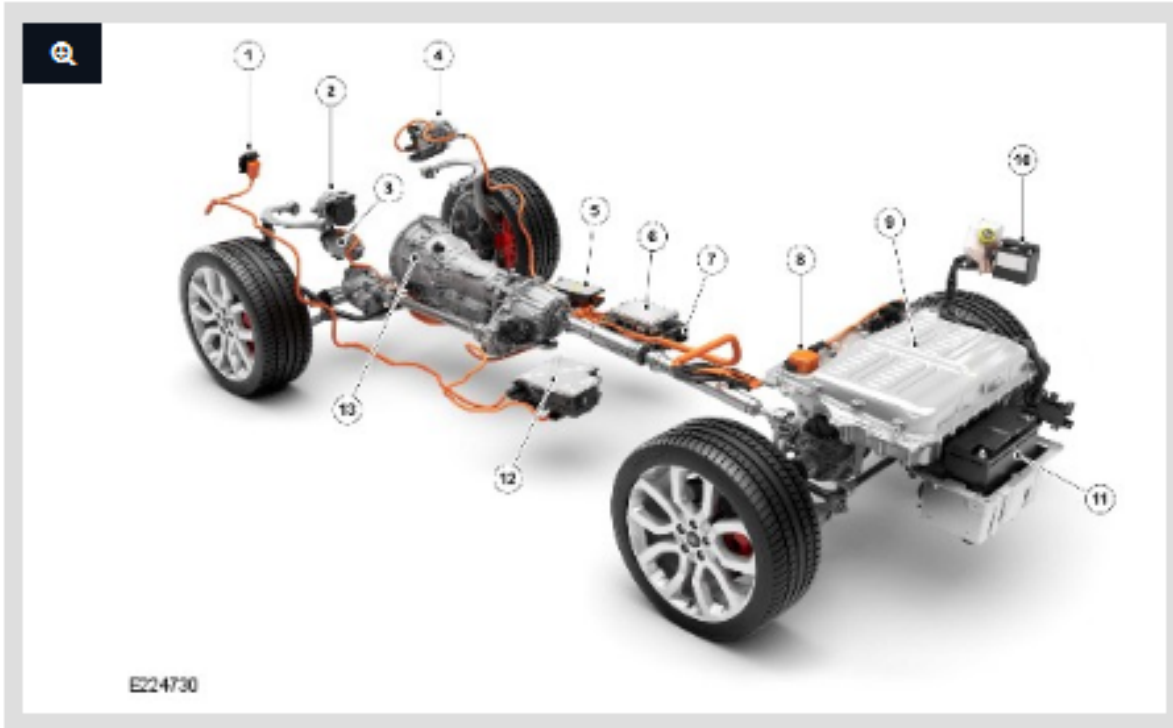
A damaged hybrid battery can create rapid heating of the battery modules. If you notice smoke coming from the EV battery or surrounding components assume the vehicle is **UNSAFE** and contact Emergency services for further assistance.

### High Voltage (HV) Battery Fire

If the hybrid battery or components within the High Voltage (HV) system are subject to fire or high heat levels, the HV system must be treated as **UNSAFE** and therefore sufficient **PPE** must be worn and any contact with the vehicle is to be avoided. Areas exposed to fire or high heat must be treated using high volumes of water, **DO NOT** attempt to extinguish a HV system fire without sufficient water supply. Wait for the correct Emergency services if required.

Battery fires can take up to 24 hours to extinguish. Consider allowing the battery to burn while protecting the surrounding areas.

High Voltage System and Driveline Layout



ITEM	DESCRIPTION
1	Charging Port - HV System
2	Generator
3	Air Conditioning (AC) Compressor - HV System
4	High Voltage Booster Heater - HV System
5	High Voltage Junction Box (HVJB) - HV System
6	DC/DC Converter (high voltage to low voltage) - HV System
7	Electronic Power Inverter Converter (EPIC) - HV System
8	Manual Service Disconnect (MSD) - HV System
9	Hybrid Battery - HV System
10	Auxiliary Battery
11	Startup Battery
12	Battery Charger Control Module (BCCM) - HV System
13	Motor Generator (MG) - HV System