








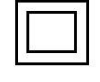
























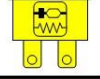





ISO 17840-1 PICTOGRAMS			OCCUPANT/CURTIAN/BOLSTER AIR BAG AND INFLATOR			AIR BAG INFLATOR		SEATBELT PRETENSIONER		AUTOMATIC ROLL-OVER PROTECTIO
		PEDESTRIAN PROTECTION DEVICE		GAS STRUT, PRE - LOADED SPRING, BELT RETRACTOR		RESTRAINT SYSTEM CONTROL MODULE		HIGH STRENGTH ZONE		ZONE REQUIRING SPECIAL ATTENTION
		LOW VOLTAGE BATTERY		LOW VOLTAGE ULTRA-CAPACITOR		FUEL TANK		COMPRESSED GAS TANK		SAFETY VALVE COMPRESSED GAS
		HIGH VOLTAGE BATTERY PACK		HIGH VOLTAGE CABLE		HIGH VOLTAGE DISCONNECT		LOW VOLTAGE FUSE BOX DISABLING HIGH VOLTAGE		HIGH VOLTAGE ULTRA-CAPACITOR
ISO 17840-3 AND OTHER PICTOGRAMS		ENGINE ACCESS LATCH TRUNK/CARGO		LOW VOLTAGE DISCONNECT		VEHICLE CHARGE PORT		VEHICLE INDUCTION CHARGING		RESPONDER CUT-LOOP
		DISCONNECT HIGH VOLTAGE VIA LOW VOLTAGE		SOLAR PANEL		HIGH VOLTAGE FUEL CELL		HIGH VOLTAGE COMPONENT		FUEL TANK WITH DIESEL FUEL
		FUEL TANK WITH GASOLINE OR ETHANOL		FUEL TANK WITH BIO-FUEL		HIGH VOLTAGE FUSE BOX		LOW VOLTAGE FUSE BOX		LOW VOLTAGE FUSE BOX DISABLING SRS



WARNING: This vehicle does not have an internal combustion engine and does not make traditional sounds. Vehicle movement capability exists until vehicle is fully shut down.



Always wear appropriate high voltage and turn-out PPE when addressing a damaged Dodge Charger Daytona Battery-Electric Vehicle.



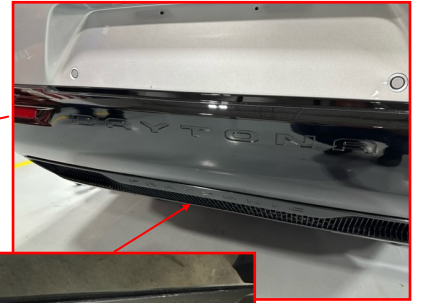
High voltage components may remain energized even after following the steps in this sheet.

## 1. Identification / recognition

Front grille to hood spoiler:



Unique Dodge Charger “Daytona” and “Fratzonic” badging:



Charge Port on Left Side:

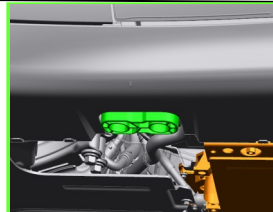


## 2. Immobilization / stabilisation / lifting

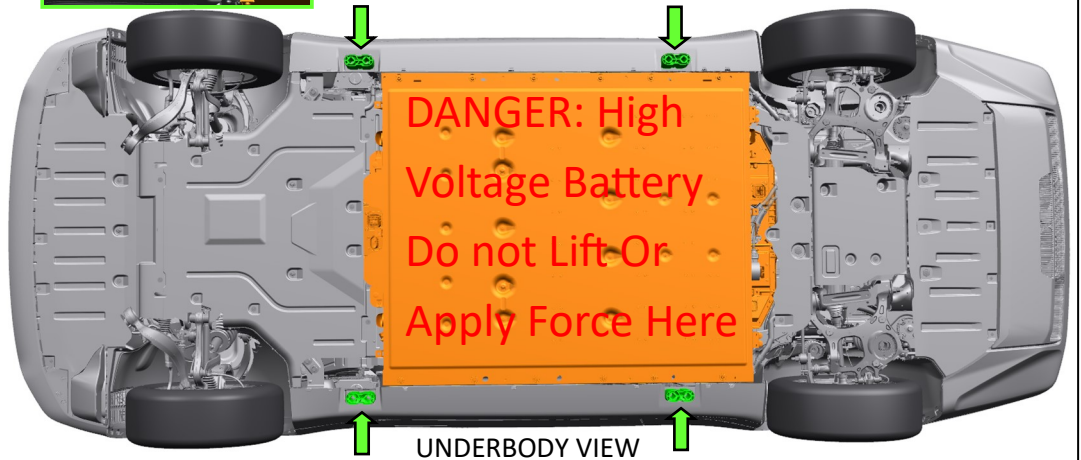
1. Set ignition to “RUN” or “ACC”
2. Place Shifter in Park (Squeeze switch and push lever Forward)
3. Set the Park brake by pulling the button on the floor console until the LED illuminates



Recommended Lift Points: In GREEN as viewed from below



**WARNING:** In some cases, vehicle damage may result in wheel rotation generating high voltage power.

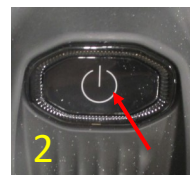


Chock wheels front & rear.

## 3. Disable direct hazards / safety regulations

### MAIN METHOD

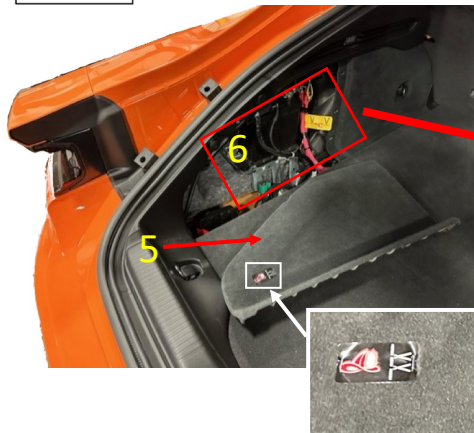
1. Unplug from any charging equipment
2. Set Ignition to OFF
3. Move key fob at least 20 feet away



4. Open rear hatch
5. Remove the left quarter access panel with the emergency helmet
6. Locate the responder cut tape



7. Cut wire on either side of tape to Remove a 1” segment of wire.



Wait 5 minutes after depowering for high voltage capacitors to drain. Always treat all high voltage components as if live, as the methods above can fail in cases of battery damage. Never cut any high voltage cables or components.

4. Access to the occupants

Do not cut into any hazards depicted on page 1. Also avoid cutting brake & coolant tanks/lines

Laminated Glass

Tempered Glass

High Strength Steel

5. Stored energy / liquids / gases / solids

Steering Wheel and Steering Column Mount Magnesium Alloy

High voltage energy should be contained to within the Lithium-ion battery pack when possible. Do not discharge.

Li-ion

6. In case of fire

Do not cut into any hazards depicted on page 1. Also avoid cutting fuel, brake & coolant tanks/lines

Apply large amounts of water at the first sign of thermal activity. Misting is recommended.

WARNING: Gaseous emissions from a thermally active damaged lithium-ion battery include hydrogen, which is explosive when mixed with oxygen in the air.

WARNING: Gaseous emissions from a thermally active lithium-ion battery include hydrogen fluoride which when combined with moisture in the human body forms an acid that can cause burns, respiratory distress and injury, blindness and/or death.

Immediately open all doors and remove all glass to maximize ventilation.

WARNING: Delayed ignition or re-ignition is possible. Monitor for thermal activity throughout response operations with an infrared thermometer or equivalent.

7. In case of submersion

With a Dodge Charger Daytona BEV that is without physical damage (such as from an accident) The risk of electrical shock when submerged or flooded is not increased.

A vehicle with impact damage presents an increased electrical shock hazard risk. If HV is open to the environment you must stay away from damaged HV components.

In salt water, chlorine may be produced in concentrations that could be corrosive and could have adverse effects on human health.

8. Towing / transportation / storage

POST-INCIDENT DELIVERY TO SERVICE: If air bags have deployed, the vehicle cannot be driven again until repaired, as air bag protection will not be available to occupants in the event of a collision. After any collision, the vehicle should be taken to an authorized dealer immediately.

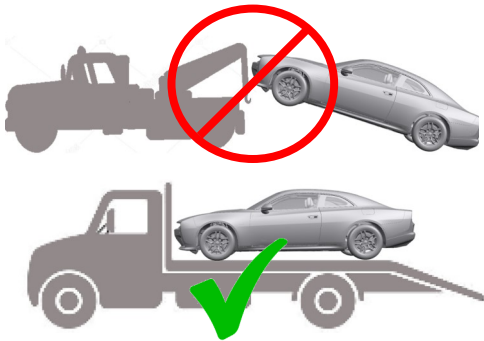
8. Towing / transportation / storage

Towing Instructions:

- 1. Place car in PARK, with brake on
- 2. Transport on flatbed or trailer ONLY
- 3. Drag vehicle onto flatbed or trailer
- 4. Secure fully to conveyance
- 5. At location, drag off conveyance
- 6. Leave vehicle in PARK with brake set
- 7. Chock wheels if not secured otherwise



DO NOT PUSH



WARNING: Rotation of wheels may result in generation of high voltage or unexpected propulsion.



Monitor for thermal activity/fire throughout transport and storage. Store away from other vehicles, outside, and away from air inlets to occupied structures.

Collect spilled fluids for disposal as follows:

Collect spilled battery coolant and any coolant from electronic systems in the normal manner for spilled glycol/water mix.

Collect spilled engine and hydraulic oil with absorbent material, and use detergents to recover from masonry. Collect contaminated ground for disposal in accordance with local requirements as applicable.

Collect spilled 12 V battery electrolyte with an absorbent that neutralizes the highly acidic sulfuric acid electrolyte. Do not handle 12 V battery electrolyte, or materials contaminated with 12 V battery electrolyte without chemically resistant protection.



All debris should be collected and disposed of in an environmentally appropriate manner. Skin contact with battery pack internals is to be avoided. Leakage of electrolyte from the Li-ion battery is unlikely. Any leaking battery fluids are likely glycol-water coolant.

9. Important additional information

- Stellantis / FCA US Customer Center: (877) 426-5337
- Stellantis / FCA Canada Customer Center: (800) 465-2001 (English) (800) 387-9983 (French)
- Stellantis / FCA Mexico Customer Center: +(52) 55 50817568
- Stellantis / FCA within Mexico City only: (800) 505-1300
- Stellantis / FCA Caribbean Customer Center: (877) 426-5337

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10. Explanation of pictograms used

	BATTERY-ELECTRIC VEHICLE		IMPORTANT INFORMATION		ELECTRICAL SHOCK HAZARD
	RISK OF FIRE		RISK OF EXPLOSION		HARMFUL OR LETHAL TO HUMAN HEALTH
	CORROSIVE SUBSTANCE		RISK OF INJURY		LITHIUM-ION BATTERY—HANDLE APPROPRIATELY
	DO NOT PUSH VEHICLE		RELOCATE KEY FOB AWAY FROM VEHICLE		RISK OF THERMAL ACTIVITY FROM BATTERY SYSTEM
	FLATBED/TRAILER TOW ONLY		DO NOT TOW WITH WHEELS ON GROUND		USE LARGE AMOUNTS OF WATER