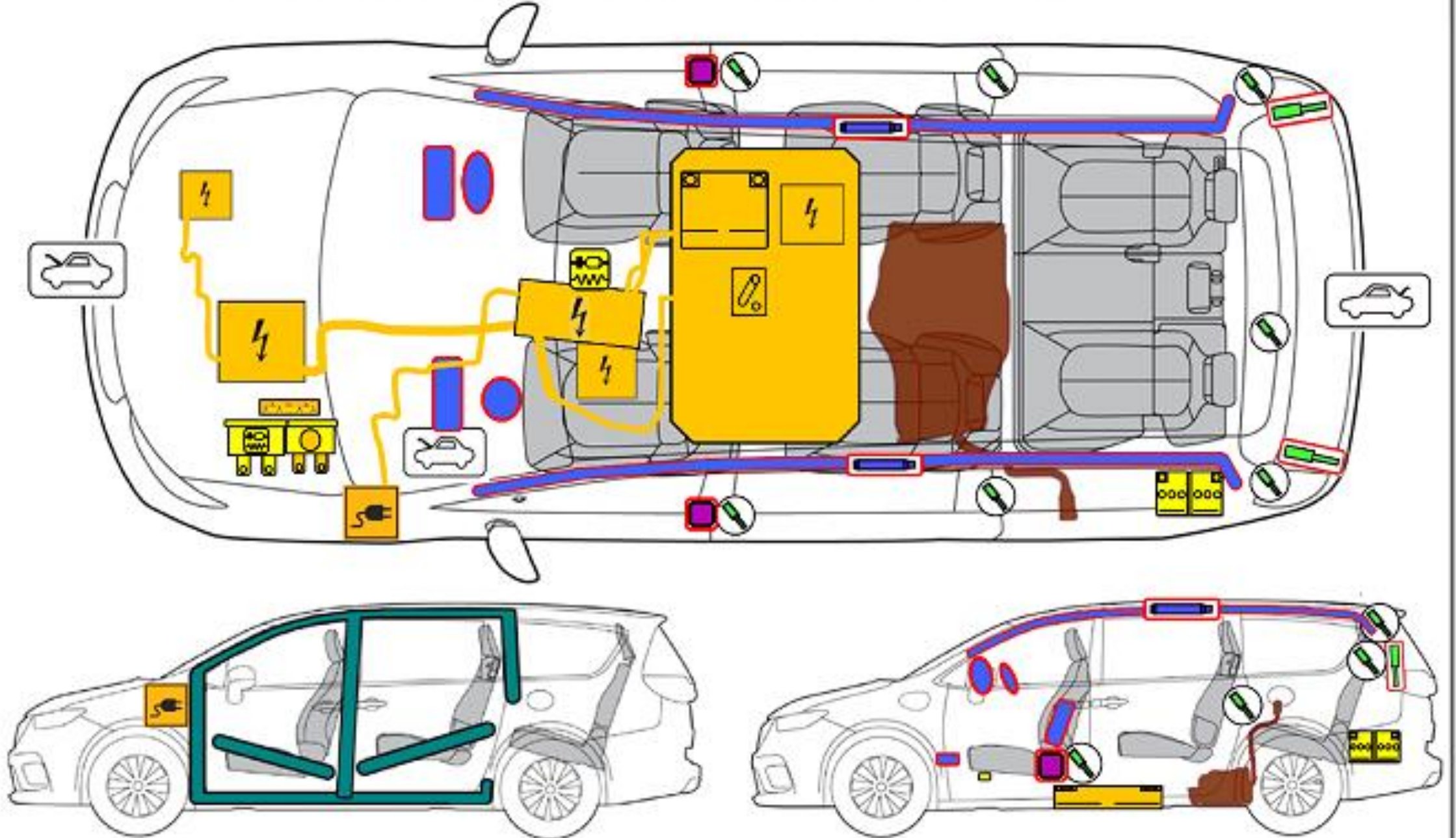




Note: The Rescue Sheet depicts a LHD vehicle (as allowed under the ISO 17840-1). All components (other than steering wheel and passenger airbag) are located in the same position in the Aust/NZ RHD model.



ISO 17840-1 PHOTOGRAPHS					
	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 CONTROL VALVE
ISO 17840-2 AND OTHER PHOTOGRAPHS					
	HIGH VOLTAGE BATTERY PACK	HIGH VOLTAGE CABLE	HIGH VOLTAGE DISCONNECT	LOW VOLTAGE FUSE BOX DISABLING HIGH VOLTAGE	HIGH VOLTAGE ULTRA-CAPACITOR
	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: Lack of engine noise does not mean vehicle is off: vehicle movement capability exists until vehicle is fully shut down.

Always wear appropriate high voltage and turn-out PPE when addressing a damaged Chrysler Pacifica Hybrid PHEV.

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

1. Identification / recognition

Charging port door with “e” leaf logo on left side:



Charge status indicator on top of dash:

Only illuminated when plugged in and charging.



Left dash gauge is a power meter:



Badge rear lift gate right corner:



Unique engine cover:



2. Immobilisation / stabilisation / lifting

Immobility



1. Set ignition to “RUN” or “ACC”
2. Place Shifter in Park (rotate counterclockwise)
3. Set Parking Brake by pulling up on switch

Stabilisation/lifting points



Recommended Lift Points

Note: 12V power must be activated to shift in and out of PARK or to change the PARKING BRAKE state.



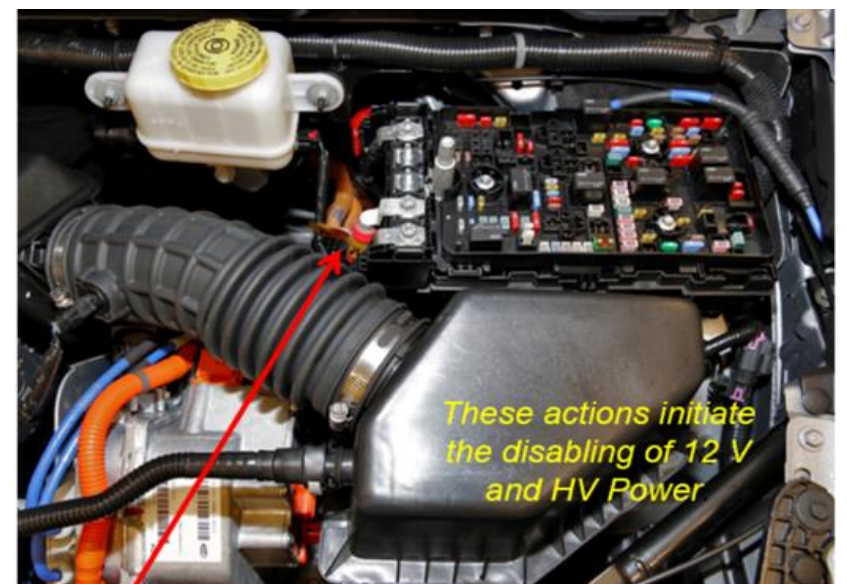
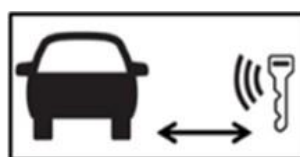
WARNING: In rare instances, rotation of the drive wheels may result in the generation of high voltage electrical energy external to the high voltage battery isolation device and may trigger a propulsion system response. Place on PARK to prevent rotation if possible. **DO NOT PUSH.**



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 6 meters (20 feet away)
4. Open hood
5. Cut a segment of cable away at the responder cut tape



First Responders Label as seen in vehicle

This disables high voltage and some low voltage **including restraints**

Alternatively, if not able to do step 5 to disable high voltage) or in addition to, if possible to perform safely- Remove the Service Disconnect

The Service Disconnect cover is located between the 1st and 2nd row seats.

1. Uncover Service Disconnect access cover
2. Unbolt the cover panel
3. Remove the Service Disconnect
4. Reinstall the cover over the empty socket



This method disables high voltage, but **NOT LOW VOLTAGE**—**restraint systems will remain powered.**



WARNING: This opens the battery case to water intrusion, which could lead to hazardous emissions and fire.



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 cable or component.

Inverted vehicle power-down procedure- Perform if vehicle is inverted or hood access is blocked:

1. Access passenger compartment through rear lift gate, lift gate window or side door if possible.
2. Locate the 12 volt battery access on the driver's side adjacent to the lift gate in rear of vehicle.
3. Open battery terminal access door.
4. Grab trim assembly firmly through terminal access opening (including upper compartment).
5. Pull outward to dislodge retaining clips.
6. Remove trim assembly to expose battery.
7. Cut away or remove all negative battery cables.
8. Locate Service Disconnect floor well behind and between the front two seats and uncover.
9. Unbolt the inner service disconnect cover.
10. Remove the service disconnect.
11. Replace the cover to protect against water and debris
12. Wait 5 minutes.



This will disable power to high and low voltage systems. However, under some circumstances the HV Battery System Contactors may not open. In such instance, either or both systems could remain energized.

4. Access to the occupants

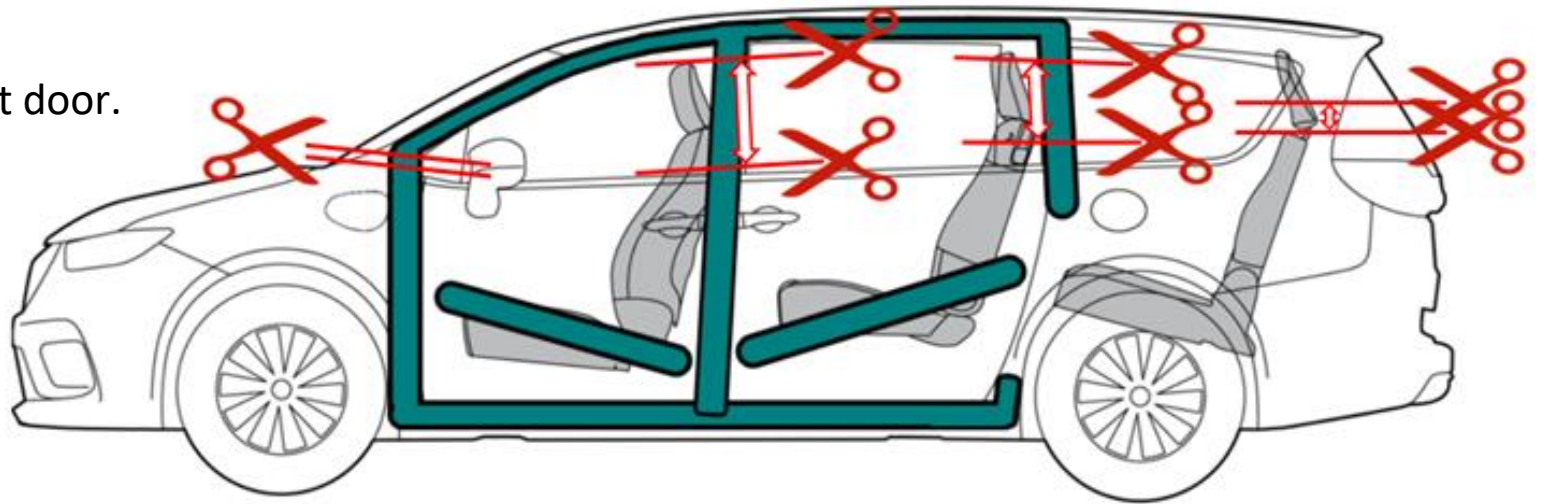
Do not cut into any hazards depicted on page 1. Also avoid cutting fuel, brake & coolant tanks/lines.

Recommended cut points:

Laminated Glass: Windshield and front door.

Tempered Glass: Front and rear quarter glass, rear door, lift gate and sunroofs.

Do not cut into restraint system (belts only may be cut with a knife).



5. Stored energy / liquids / gases / solids

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

WARNING: The fuel system is pressurized.

WARNING: Magnesium alloy- Steering wheel, instrument panel crossbeam and inner lift gate.



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 not 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 Pacifica Hybrid 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.

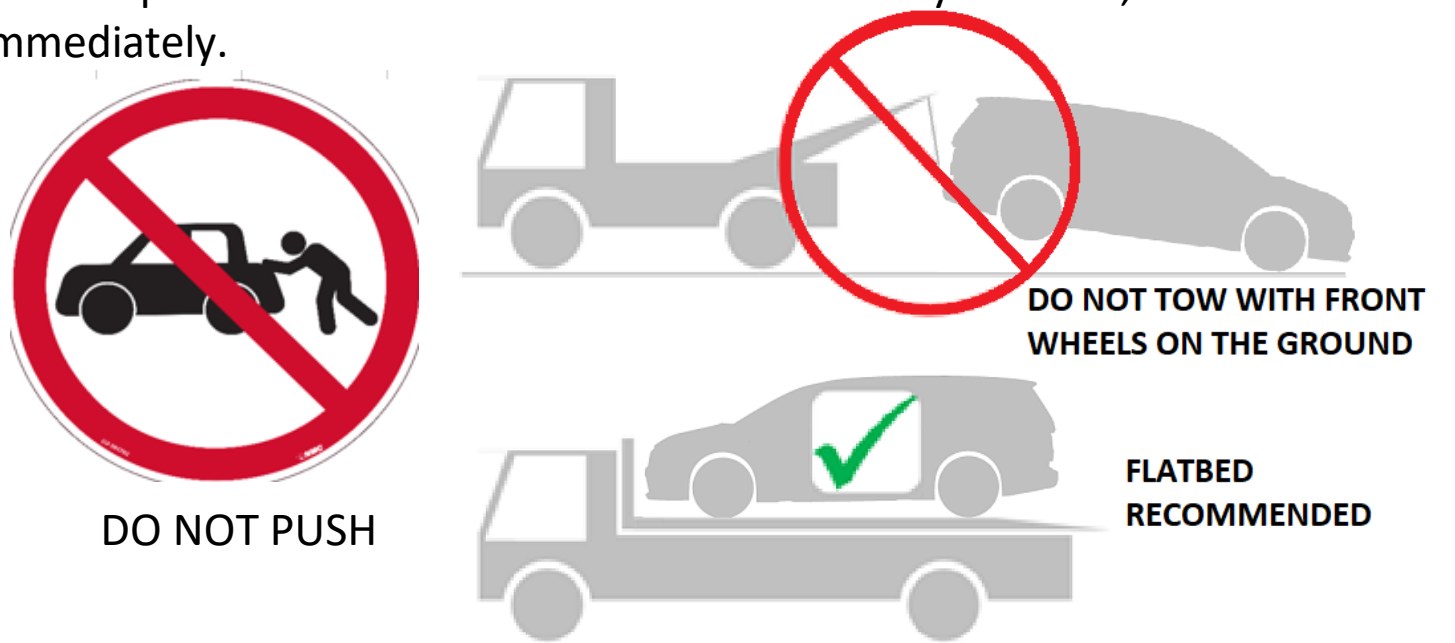


8. Towing / transportation / storage

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.

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



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 engine 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 gasoline in the same manner as oils, but employ precautions for the management of flammable and explosive vapors.

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

	Remove smart key		Flammable
	General warning sign		Hazardous to the human health
	Fuel tank content gasoline/ethanol		Explosive
	Corrosive		