



ARIYA

Model FE0

First Responder's Guide

SERVICE



Zero Emission

XXXXXXX

Foreword

Foreword

This manual describes first response operations and related warnings and cautions for this vehicle. This vehicle is an electrically driven car equipped with a high voltage battery pack. **Failure to follow recommended practices during emergency responses will cause death or serious personal injury.**

Please read this manual in advance in order to understand the features of this vehicle and to help you a safe and successful first response operation.

IMPORTANT INFORMATION ABOUT THIS MANUAL

You may see various symbols in this manual. They have the following meanings:



This symbol is used to inform you of an operation which will result in death or serious personal injury if instructions are not followed.

Example: Touching high voltage components without using the appropriate protective equipment will result in electrocution.



This symbol is used to inform you of an operation which may cause death or serious personal injury if instructions are not followed.



This symbol is used to inform you of an operation which may cause personal injury or component damage if instructions are not followed.

Please note that there may be differences between this manual and the vehicle specification due to specification changes.

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About The Nissan ARIYA

1. About The Nissan ARIYA

This vehicle uses two types of batteries. One is a 12V battery that is the same as the battery in vehicles powered by internal combustion engines, and the other is the Lithium-ion (Li-ion) battery (high voltage) for the traction motor which propels the vehicle. The Li-ion battery is encased in steel and mounted underneath the vehicle.

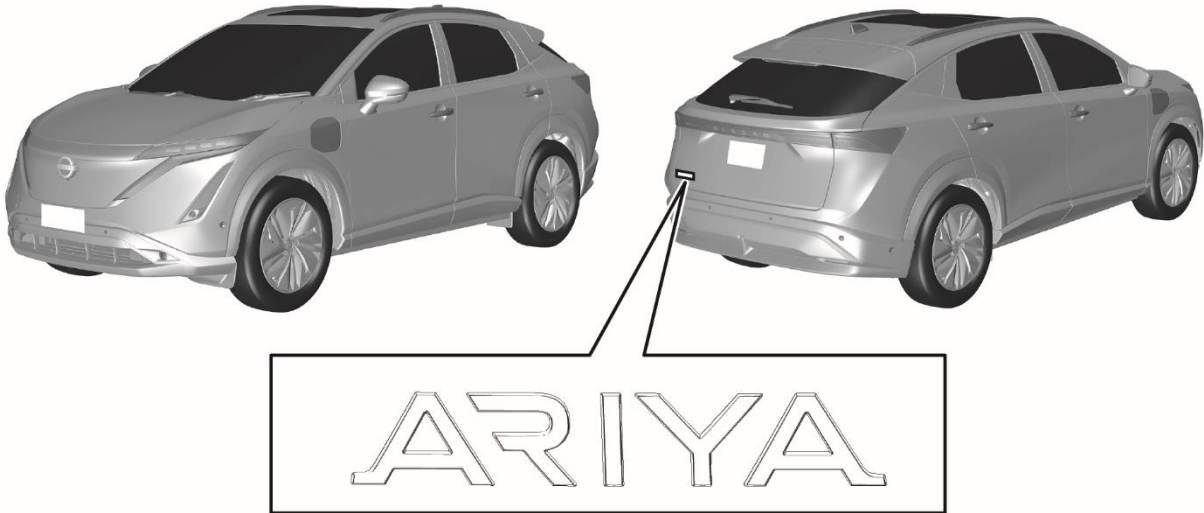
The vehicle must be plugged-in in order for the Li-ion battery to be recharged. Additionally, the vehicle system can recharge the Li-ion battery by converting driving force into electricity while the vehicle is decelerating or being driven downhill. This is called regenerative charging. This vehicle is considered to be an environmentally friendly vehicle because it does not emit exhaust gases.

About The Nissan ARIYA

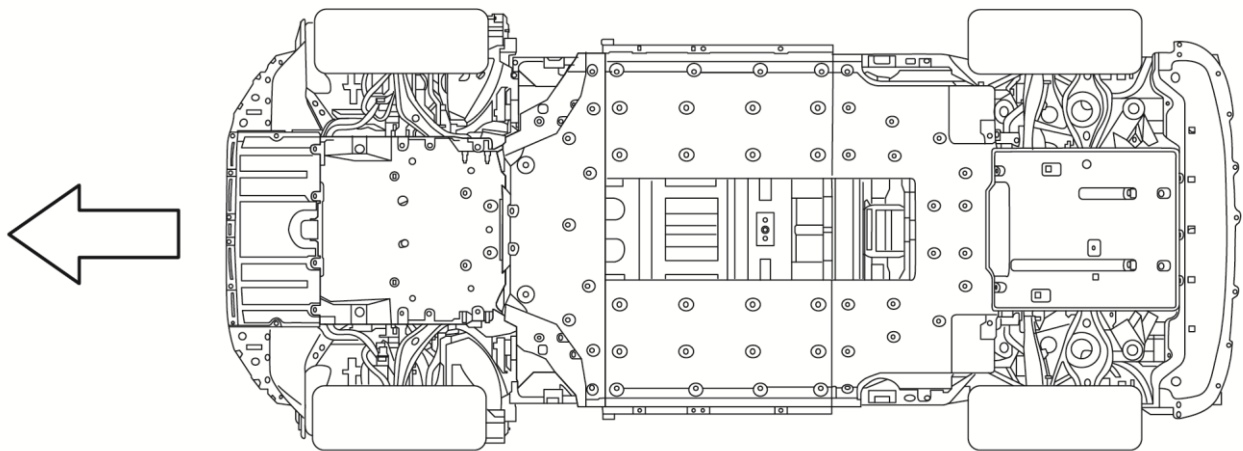
1 - 1 : ARIYA IDENTIFICATION

1 - 1 - 1 : Exterior

The specific exterior identification features are indicated as follows:



RES0446J



RES0447J

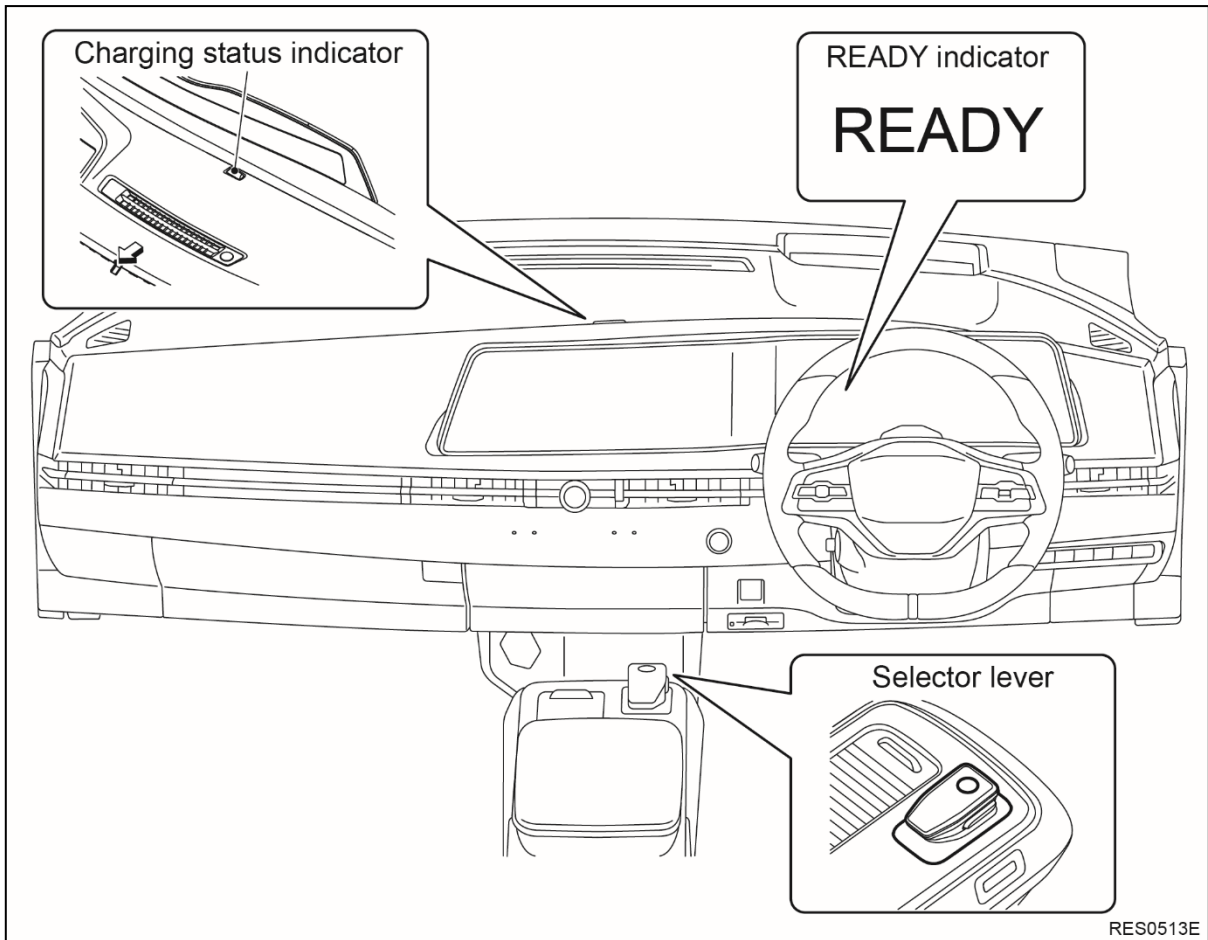
- No tail pipe
- Plastic shields cover entire under side.
- No exhaust system components.

← : Vehicle front

About The Nissan ARIYA

1 - 1 - 2 : Interior Component Location

Interior components referenced in this manual are as follows:



About The Nissan ARIYA

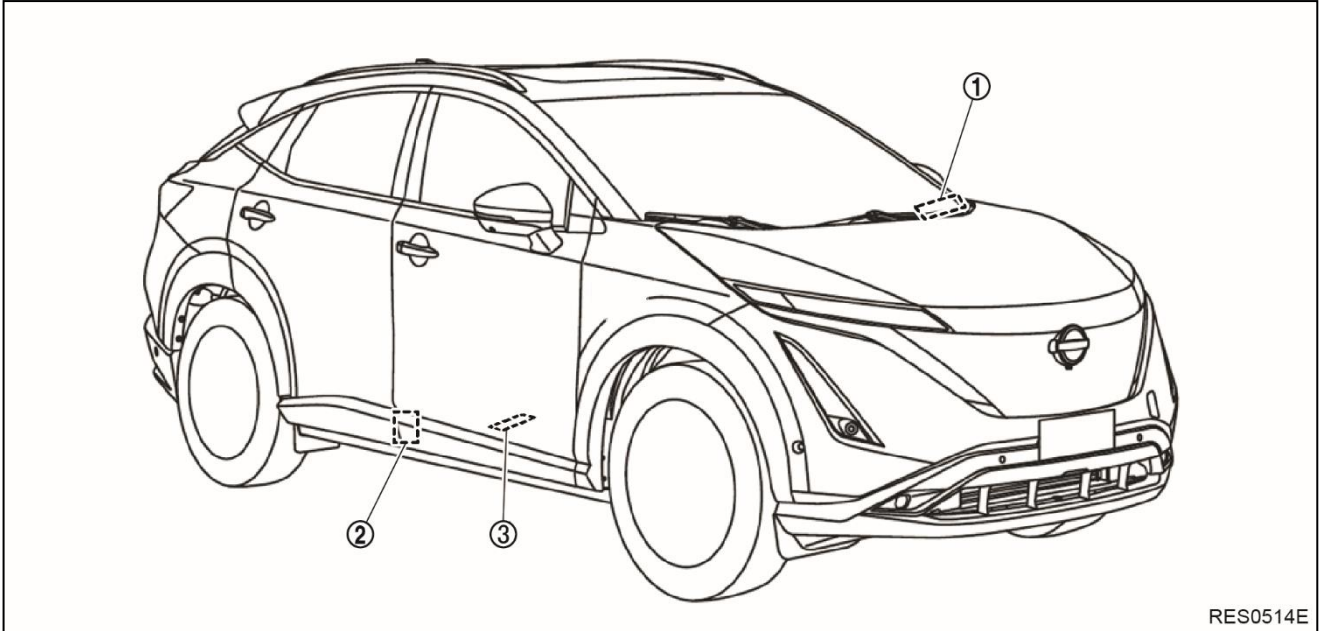
1 - 2 : VEHICLE IDENTIFICATION NUMBER (VIN) LAYOUT

The vehicle identification number can be located as follows:

Example VIN: JN1TAAFE0U0XXXXXX

The ARIYA is identified by the 5th alphanumeric character: **A**

A = Electric vehicle (AM67 motor)







1.	Vehicle identification number (chassis number)	2.	Vehicle identification Label	3.	Vehicle identification number plate
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About The Nissan ARIYA

1 - 3 : WARNING AND INDICATOR LAMP INFORMATION

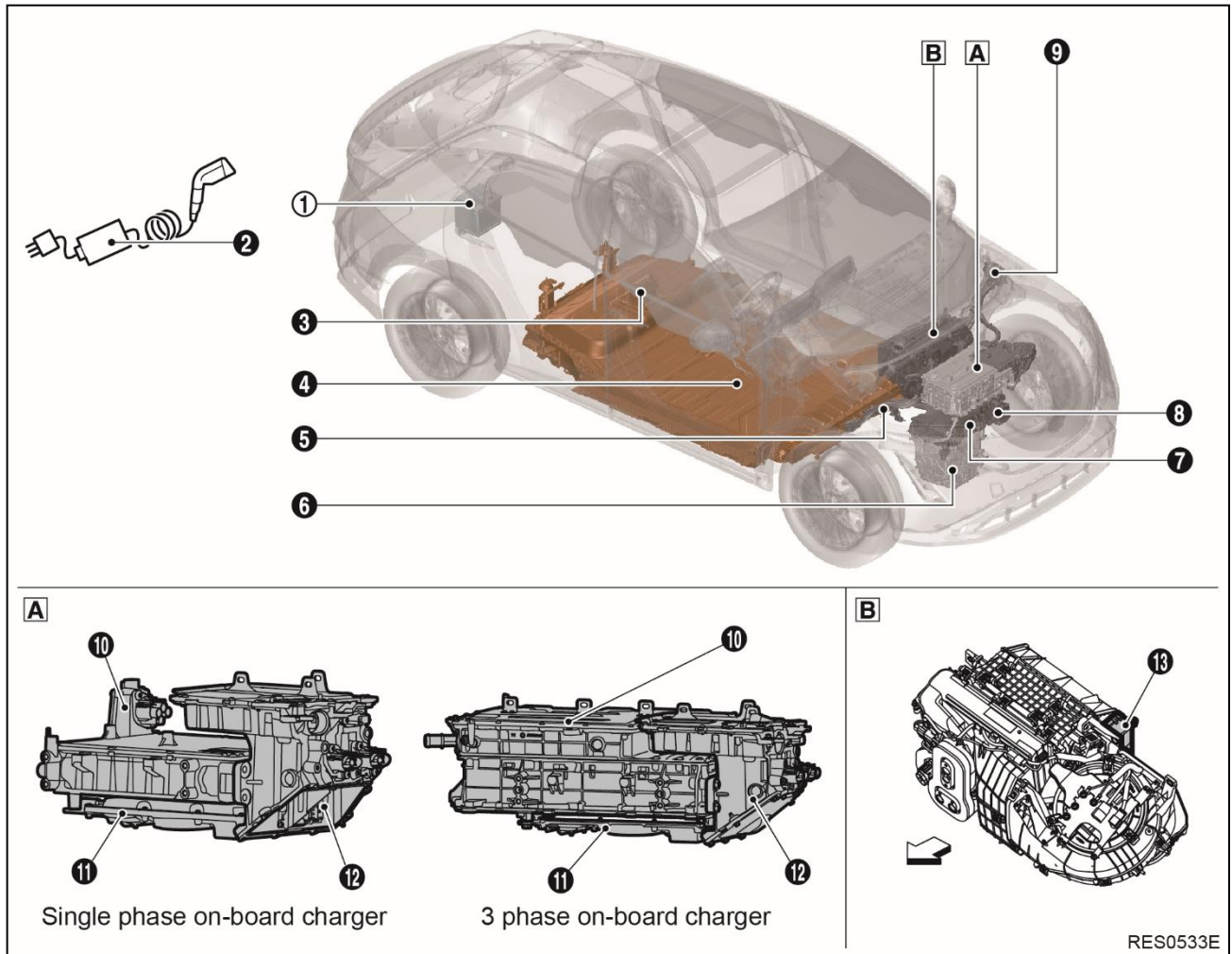
The following warning and indicator lamps are located in the instrument cluster.

Lamp Name	Icon	Description
READY Indicator		This lamp is on when the EV system is powered up and the vehicle is ready to drive.
EV System Warning Lamp		<ul style="list-style-type: none"> • Malfunction has occurred in the EV system and/or Emergency shut-off system has been activated. The shutoff system activates in the following conditions: <ul style="list-style-type: none"> - Front and side collisions in which the air bags are deployed. - Certain rear collisions. - Certain EV system malfunctions.
Master Warning Lamp (RED)		This lamp is on when another red warning lamp is displayed in the instrument cluster or a warning is displayed on the information display.
Master Warning Lamp (YELLOW)		<p>This lamp is on when:</p> <ul style="list-style-type: none"> • Li-ion battery is getting low on charge. • A yellow warning lamp is displayed in the instrument cluster or a message is displayed on the vehicle information display.

Basic High Voltage System and 12V System Information

2. Basic High Voltage System and 12V System Information

2 - 1 : HIGH VOLTAGE-RELATED AND 12V-RELATED COMPONENT LOCATIONS AND DESCRIPTIONS



NOTE : Components with white number in black background are high voltage components.

← : Vehicle front

Basic High Voltage System and 12V System Information

No.	Component	Location	Description
①	12-volt Battery	Under luggage room	A lead-acid battery that supplies power to the low voltage devices.
②	Charge cable & charge connector	Charge port	<ul style="list-style-type: none"> • Used when charging lithium-ion batteries. • Connect the charging connector at the end of the charging cable to the connection port of the charging port. (If so equipped)
③	Service plug	Under rear seat	Isolates the battery from the rest of the high-voltage electrical system.
④	Li-ion (Lithium ion) battery	Undercarriage	Stores and outputs DC power needed to propel the vehicle. Coolant is circulated to control battery temperature, and battery coolant coolers and battery coolant heaters (PTC heaters) are used to control coolant temperature.
⑤	High-voltage cables (orange color)	Under hood and undercarriage	Orange-colored power cables carry high voltage current between each of the high voltage components.
⑥	Traction motor	Motor room	Converts three-phase AC power to drive power (torque) which propels the vehicle.
⑦	Inverter	Motor room	Converts the DC power stored in the high voltage battery to three-phase AC power and controls motor torque (revolution) by regulating the motor current.
⑧	Electric air conditioner compressor	Motor room	Exclusive use motor operated with high voltage compresses refrigerant gas for high pressure.
⑨	Charge port	Vehicle left side	Connecting port for EVSE (Electric Vehicle Supply Equipment). Ports are available: Normal charge and quick charge.
⑩	On Board Charger	Motor room	The On Board Charger converts AC power from a power outlet to DC power and increases the voltage in order to charge the high-voltage battery.
⑪	DC/DC Converter	Motor room	The DC/DC converter reduces the voltage of the high-voltage battery to provide power to the 12-volt battery.
⑫	High voltage junction box	Motor room	The high voltage junction box provides electric power from the high-voltage battery to all high-voltage parts of the vehicle.
⑬	PTC heater	Built in A/C unit in the instrument panel	A dedicated heater that operates at high voltage heats the air for heating. PTC : (Positive Temperature Coefficient)

Basic High Voltage System and 12V System Information

2 - 1 - 1 : Li-ion Battery Pack Specifications

Li-ion battery voltage	353V normal (B6 model) 352V normal (B9 model)
Number of Li-ion battery modules in the pack	12 (B6 model) 16 (B9 model)
Li-ion battery dimensions	2099.4 x 1456 x 384.6 mm (82.65 x 57.32 x 15.14 in.)
Li-ion battery weight	450.7 kg (993.8 lbs.) (B6 model) 578 kg (1274.5 lbs.) (B9 model)

2 - 2 : HIGH VOLTAGE SAFETY MEASURES

Circuit insulation	The high voltage positive (+) and negative (-) circuits are insulated from the metal chassis.
Reducing the risk of electrocution	The high voltage components and harnesses have insulated cases or orange-colored coverings which provide insulation and easy identification. The high voltage components case is electrically connected to the vehicle ground. This connection helps protect the vehicle occupants and emergency responders from high voltage electrical shock.
Identification	The high voltage components are labeled "WARNING" similar to label shown below. All high voltage harnesses are coated in orange.

2 - 2 - 1 : Warning Label



TGAAYIA005

Basic High Voltage System and 12V System Information

2 - 3 : HIGH VOLTAGE CIRCUIT SHUT-OFF SYSTEM

The high voltage can be shut off by the following methods:

Service plug	Positioned in the rear area of the Li-ion battery, this shuts off output high voltage when manually removed.
System main relay	Controlled by the power switch, this relay, which is controlled by the 12V system, shuts off the high voltage from the Li-ion battery.
Emergency shut-off system	In the case of a collision (front and side collisions in which the air bags are deployed, certain rear collisions) or certain system malfunctions this system may shut off the high voltage from the Li-ion battery.
Charging connector	Some of the high voltage components are activated during charging. Remove the charging connector to deactivate these components.

2 - 4 : PREVENTING ELECTRICAL SHOCK

1. If it is necessary to touch any of the high voltage harnesses or components, you must always wear appropriate Personal Protective Equipment (PPE) ([refer to Preparation Items](#)) and shut off the high voltage system by [referring to High Voltage System Shut-down Procedure](#).
2. To avoid the risk of electrocution, do not touch the inside of the Li-ion battery unless appropriate PPE is worn even after shutting off the high voltage system. The Li-ion battery maintains charge even though the high voltage system is shut down.
3. Cover any damaged high voltage components with insulated tape.

2 - 5 : EMERGENCY MEDICAL EQUIPMENT

The high voltage system should not interfere with emergency medical equipment which must be used in or near the vehicle at an accident scene.

Emergency Response Steps

3. Emergency Response Steps



DANGER





- Failure to properly shut down the high voltage electrical system before the Emergency Response Procedures are performed will result in serious injury or death from electrical shock. To prevent serious injury or death, **DO NOT** touch high voltage harnesses or components without always wearing appropriate Personal Protective Equipment (PPE).
- If it is necessary to touch any of the high voltage harnesses or components you must always wear appropriate PPE to avoid electrical shock. Shut down the high voltage system by following the steps outlined in [High Voltage System Shut-down Procedure](#). Wait at least ten (10) minutes for complete discharge of the high voltage capacitor after the high voltage system has been shut down.

WARNING

- NEVER assume the **NISSAN ARIYA** is shut OFF simply because it is quiet.
- If the **READY** indicator or charging indicator are **ON**, the high voltage system is active.
- If possible, make sure that the **READY** indicator on the instrument cluster and the charging status indicator on the top of the instrument panel are **OFF** and the high voltage system is shut down.
- Some of the under hood parts get hot and may cause serious burns. Use caution when working on or around these parts.

Emergency Response Steps

3 - 1 : PREPARATION ITEMS

<p>PPE (personal protective equipment): Insulated gloves</p> 	<ul style="list-style-type: none"> • Use protective gloves made of insulating material. • The protective gloves must be capable of resisting the voltage of 600 V or more. 	For protection from high voltage electrical shock
<p>Insulated shoes</p> 	<ul style="list-style-type: none"> • Use protective shoes made of insulating material. • The protective shoes must be capable of resisting the voltage of 600 V or more. 	
<p>Face shield/Safety glasses</p> 	-	
<p>Wrenches</p> 	Size: 10 mm	To remove the service plug access cover bolts. To remove the 12V battery terminal bolt.
Solvent resistant protection gloves	-	To utilize in the event of a Li-ion battery electrolytic solution leak.
Solvent resistant protection shoes	-	
Absorbent pad	The same pad used for internal combustion engine fluids can be used.	To absorb any Li-ion battery electrolytic solution leakage.
Standard fire fighting equipment	Standard fire fighting equipment Depending on type of fire (vehicle or battery) use standard fire fighting equipment (water or extinguisher).	To extinguish a fire.
Insulated tape	Insulating	To cover any damaged harnesses to protect from and prevent electrical shock. Tape should cover all bare or damaged wire.

3 - 1 - 1 : Personal Protective Equipment (PPE) Protective Wear Control

Perform an inspection of the Personal Protective Equipment (PPE) items before beginning work. Do not use any damaged PPE items.

Emergency Response Steps

3 - 1 - 2 : Daily Inspection

This inspection is performed before and after use. The responder who will be using the items should perform the inspection and check for deterioration and damage.

- Insulated rubber gloves should be inspected for scratches, holes and tears. (Visual check and air leakage test)
- Insulated safety boots should be inspected for holes, damage, nails, metal pieces, wear or other problems on the soles. (Visual check)
- Insulated rubber sheet should be inspected for tears. (Visual check)

3 - 1 - 3 : Insulated Tools

When performing work at locations where high voltage is applied (such as terminals), use insulated tools meeting 1,000V/300A specifications.

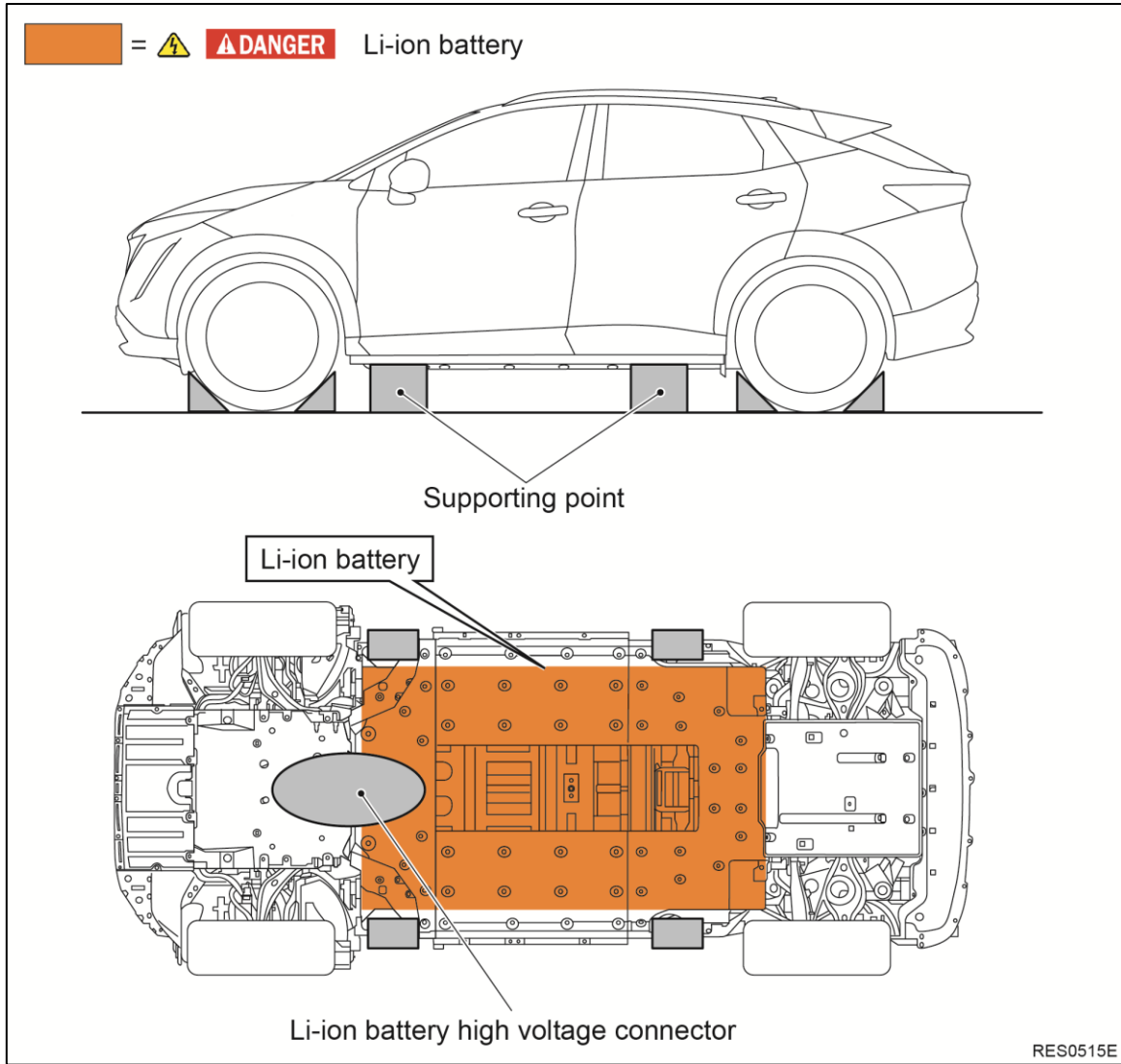
3 - 2 : VEHICLE IMMOBILIZATION AND STABILIZATION

If possible, immobilize the vehicle by turning the 12V system OFF and stabilize it with a wheel chock(s). Stabilize the vehicle with cribbing, by removing air from the tires, or utilize the Lift Airbag Equipment for rescue.

WARNING

- **Do not stabilize the vehicle with cribbing under the Li-ion battery.**
- **To avoid electrical shock:**
 - **Do not put wheel chock(s) under the high voltage components and harnesses.**
 - **Do not put Lift Airbag Equipment for rescue under the high voltage harnesses and connector of Li-ion battery.**
 - **Do not put any equipments for rescue under the high voltage components and harness when inside of high voltage components or harnesses are exposed.**

Emergency Response Steps



Emergency Response Steps

3 - 3 : HOW TO HANDLE A DAMAGED VEHICLE AT AN ACCIDENT SCENE

NOTE : If any air bags have deployed in the following 3 situations, the high voltage (HV) system has been automatically shut off at the time of deployment.

The Nissan ARIYA high-voltage system incorporates capacitors which are energized whenever the high-voltage system is on. If the high-voltage system is shut down (either through one of the built-in automatic mechanisms or manually through one of the procedures explained in this FRG), the capacitors will begin to gradually discharge. After 5 minutes, the voltage level will have dropped below 60V, and complete discharge requires approximately 10 minutes after high-voltage system shut down. It is within this period of time that responders must be most cautious.

When arriving to an incident involving a NISSAN ARIYA, the vehicle should be approached with caution and inspected for the level of damage. In addition to overall vehicle condition (location and severity of body damage, air bag deployment, etc.), the high-voltage system should be assessed specifically. The locations of the high-voltage component parts are illustrated in this FRG. [Refer to High Voltage- Related and 12V-Related Component Locations and Descriptions](#). Appropriate Personal Protective Equipment (PPE) must always be worn when approaching a vehicle of unknown condition, as described in this FRG.

Situation 1) High voltage system intact, occupants can be accessed without extrication tools

The HV system can be shut down by following the procedure in this guide, while wearing appropriate PPE. After HV system shut down, occupant assistance can begin immediately, and no wait period is necessary.

Situation 2) High voltage system intact, occupants cannot be accessed without extrication tools

The HV system can be shut down by following the procedure in this guide, while wearing appropriate PPE. After HV system shut down, absolute care must be taken not to cut through or damage any HV system wiring, battery or components within ten (10) minutes of HV system shut down, but occupant assistance operations using extrication equipment can begin immediately. The locations of the HV components are illustrated in this guide.

Situation 3) High-voltage (HV) system damaged

If there is any evidence that the HV system has been compromised (such as arcing/sparking, orange wiring harnesses cut or damaged, HV component casings damaged, etc.), the responder may still be at risk of high voltage exposure. The vehicle must be approached with extreme caution prior to initiating any system shut down procedures or rendering assistance to occupants. Appropriate PPE must always be worn as described in this guide, and the ten (10) minute wait time must be observed after HV system shut down in order to ensure the system is de-energized. In rare situations where vehicle damage is very severe, HV system shut down procedures as described in this guide may not work. In these instances extreme caution and appropriate risk management must be followed to prevent shock or electrocution to the responder or occupant.



Emergency Response Steps

3 - 3 - 1 : High Voltage System Shut-down Procedure

Once the high voltage battery is properly discharged, any of the following procedures can shut down and isolate the high voltage system. The first response operation should only begin after shutting down the high voltage system. If the vehicle is heavily damaged, for example the Li-ion battery is deformed, broken or cracked, appropriate Personal Protective Equipment (PPE) must always be used and the Li-ion battery and high voltage components must not be touched.





! DANGER

-  Failure to properly shut down the high voltage system before the Emergency Response Procedures are performed will result in serious injury or death from electrical shock. To prevent serious injury or death, **DO NOT** touch high voltage harnesses or components without always wearing appropriate Personal Protective Equipment (PPE).
-  When contact with high voltage components or high voltage harnesses is unavoidable, or when there is risk of such contact, you must always wear appropriate PPE.

Emergency Response Steps



-  If the charge connector is connected to the vehicle, remove it. [Refer to Removing the Charge Connector.](#)
-  The vehicle contains parts that contain powerful magnets. If a person who is wearing a pacemaker or other medical device is close to these parts, the medical device may be affected by the magnets. Such persons must not perform work on the vehicle.
- Be sure to verify that the READY indicator and charging status indicator are off and the high voltage system is stopped.
- After the high voltage system is shut down, please wait at least ten (10) minutes for complete discharge of the high voltage capacitor. While waiting, do not operate any vehicle functions.

NOTE : The high voltage full discharge takes ten (10) minutes, but after five (5) minutes the voltage has dropped below 60V.

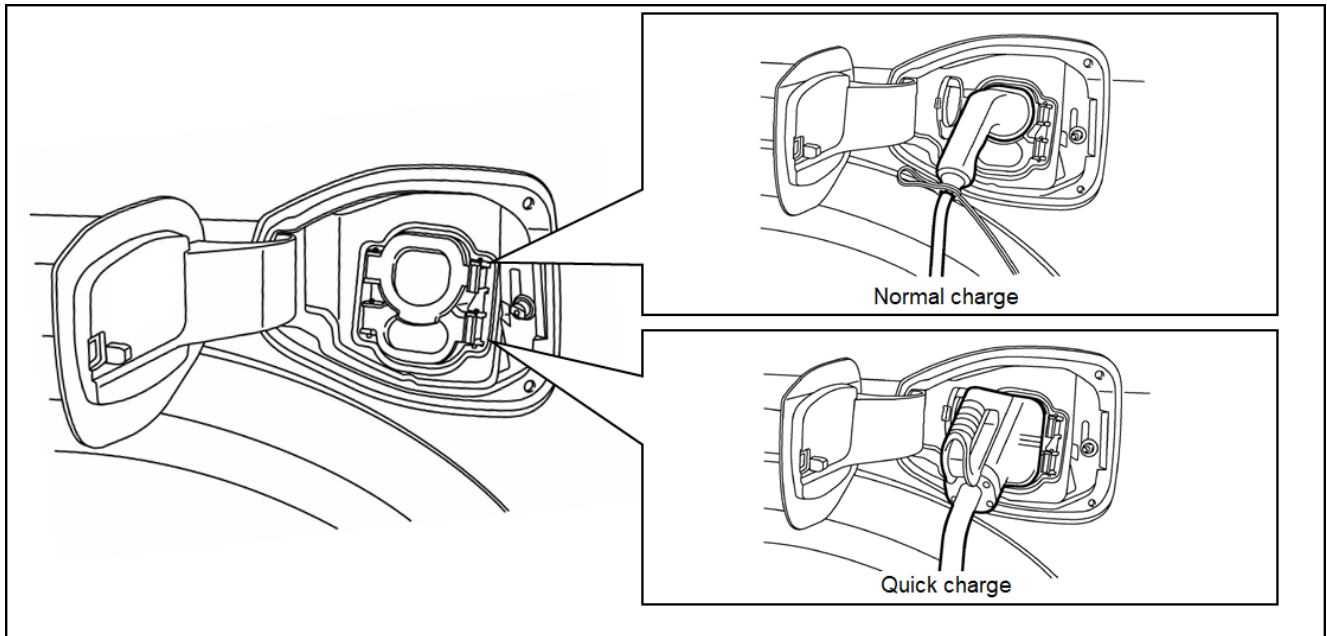
- After shutting down the high voltage system and removing the 12V battery negative (-) terminal, wait at least three (3) minutes to discharge the air bag capacitor. Even though the 12V battery negative (-) is disconnected, the Supplemental Restraint System (SRS) air bag maintains voltage at least three (3) minutes. During this time, there is a possibility of sudden SRS air bag inflation due to harness short circuit or damage and it may cause serious injuries.
- Always shut down the high voltage system before disconnecting the 12V battery. Not doing so may result in serious injury or death from electrical shock.
- The 12V system will remain active even after the 12V battery negative (-) terminal is removed while the high voltage system is active. The high voltage system is active during any of the following conditions:
 - charging indicator is turned ON
 - READY indicator is turned ON

[Refer to Interior Component Location](#) for location of these indicators. This is because DC/DC converter will not shut down and power will be supplied to the 12V system and high voltage system continuously.

Emergency Response Steps

Removing the Charge Connector

NOTE : Use the illustration to identify the type of charge connector and follow the appropriate procedure.



1. Quick Charge Connector

Confirm charging is stopped by looking at the charging status indicator light on the instrument panel. The charge connector can be disconnected from the vehicle when charging is stopped.

NOTE : The charge connector cannot be unlocked after it is connected. To unlock the charge connector without starting to charge, wait a few minutes or stop the quick charger.

2. Trickle and Normal Charge Connectors

To unlock the charge connector lock, unlock the vehicle's door from the locked state.

The charge connector lock is unlocked for 30 seconds.

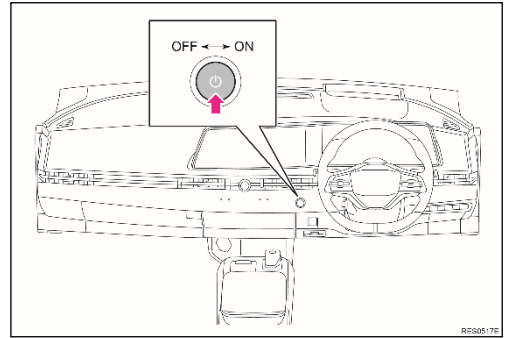
After 30 seconds, the charge connector lock is locked again.

NOTE : Depending on the charging station, the lock mechanism established by local standards may not be compatible with your vehicle. It may not be possible for the charge connector to lock to your vehicle.

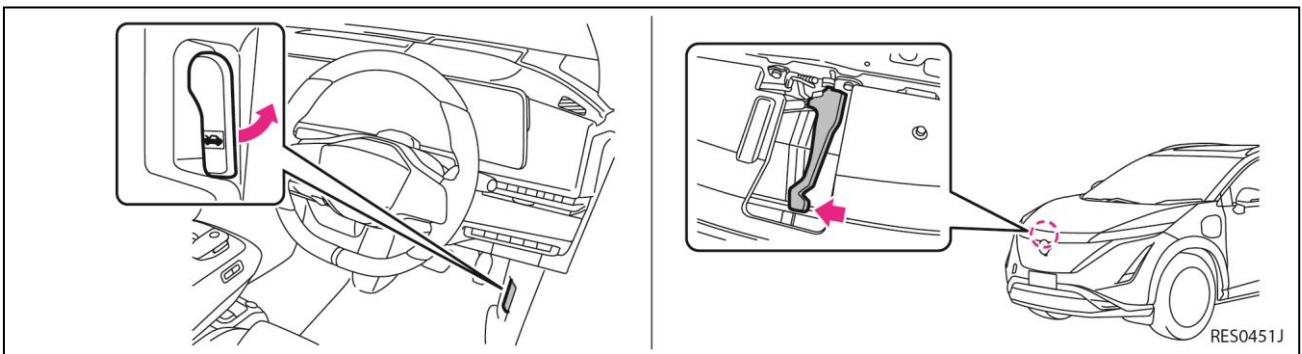
Emergency Response Steps

3. If the Trickle or Normal Charge Connector Cannot Unlock

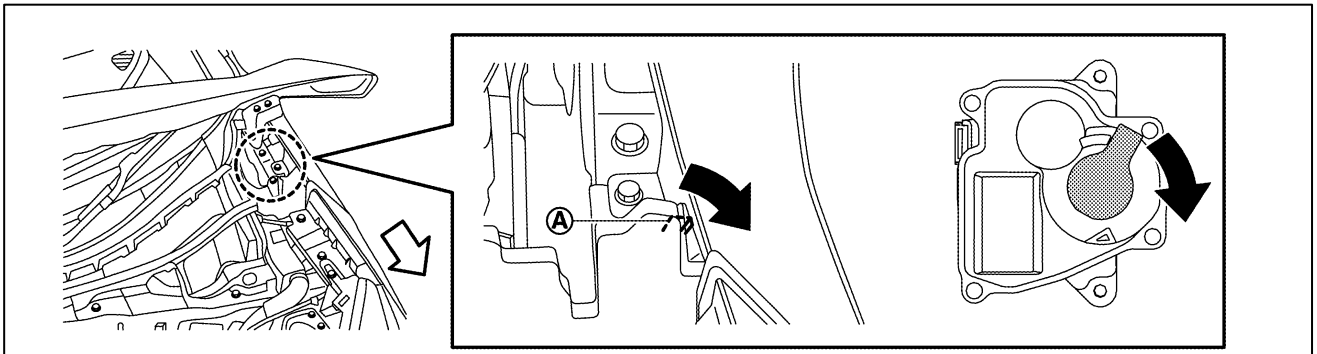
- A. Place power switch in OFF position.



- B. Open the hood.



- C. Operate the lock release lever (A) (white colored) on the back of the charge port base assembly on the normal charge port side in the direction of the arrow in the figure to release the charge connector lock.



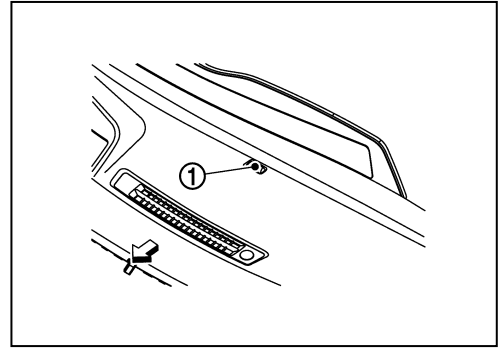
← : Vehicle front

Emergency Response Steps

Indications the High Voltage System is ON

1. If the READY indicator is ON, the high voltage system is active.
2. The high voltage system is active if any charging status indicator (1) is ON (LED on top of the instrument panel).

← : Vehicle front



Before disconnecting the 12V battery terminal, if necessary, lower the windows, unlock the doors, and open the rear hatch as required. Once 12V battery is disconnected, power controls will not operate.

Powering Down the High Voltage System

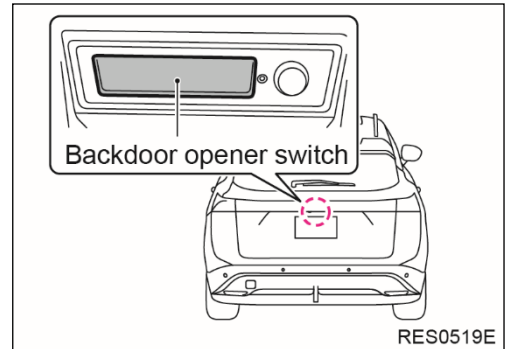
- Turn OFF the power switch and disconnect the 12V battery. [Refer to Primary Procedure.](#)
- Remove the fuses for the high voltage control system and disconnect the 12V battery. [Refer to Alternate Procedure 1.](#)
- Remove the service plug and disconnect the 12V battery. [Refer to Alternate Procedure 2.](#)

Emergency Response Steps

Primary Procedure

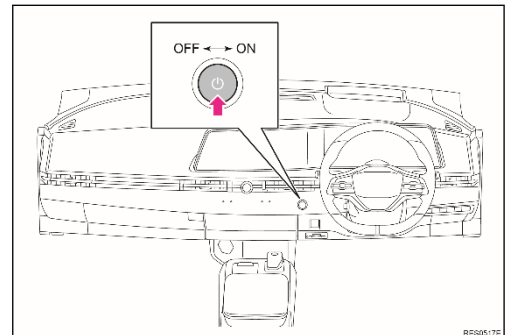
1. Check the READY indicator in the meter and the charging status indicator on the dashboard. If the READY indicator is ON or the charging status indicator is ON or blinking, the high-voltage system is activated.
2. Open the back door in advance.

NOTE : Wrap tape or other material around the locking portion of the back door to prevent it from locking.



3. Press and hold the power switch for at least 2 seconds and confirm that the READY indicator is off and the charging status indicator is off.

NOTE : When the high-voltage system is ON, the charging status indicator blinks green in 1 second cycles.



If the READY indicator or the charging status indicator does not turn off, implement the following methods depending on the situation.

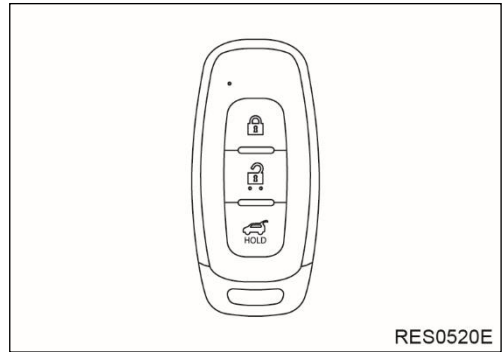
- If the hood can be opened ⇒ [Refer to Alternate Procedure 1.](#)
 - If the hood cannot be opened ⇒ [Refer to Alternate Procedure 2.](#)
4. After performing step 3, open the driver's door, exit the vehicle, close the driver's door, and wait at least 5 minutes.

CAUTION

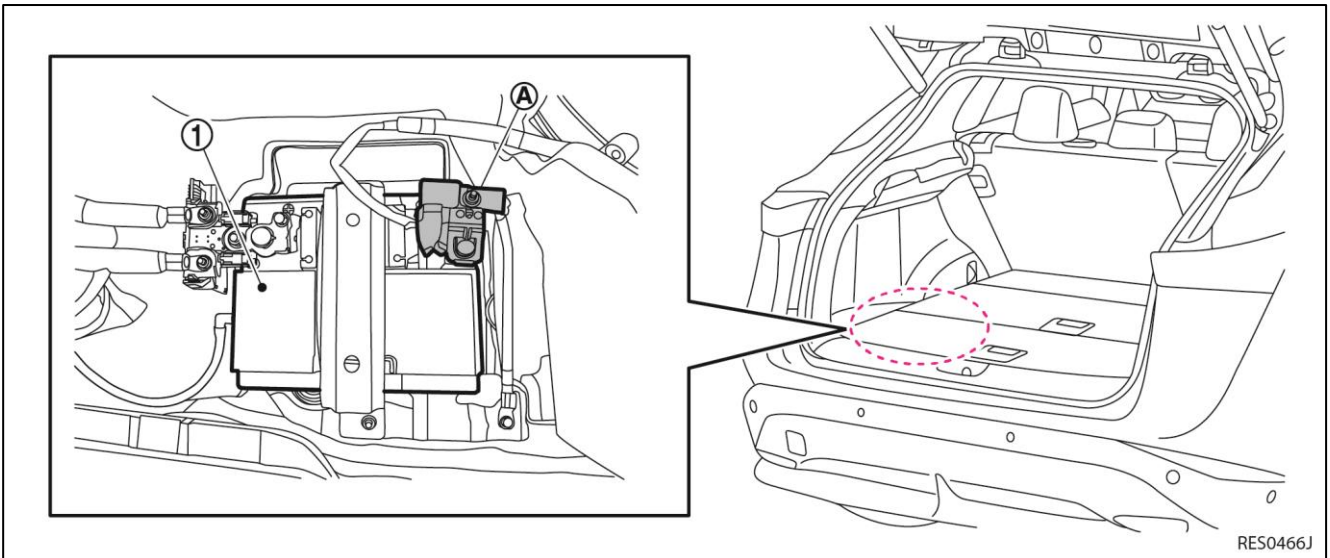
- Since the accessory power is turned on by the auto ACC function, no vehicle operations such as operating the door locks or opening/closing the doors shall be performed during standby.
- If the vehicle is operated, wait at least 5 additional minutes from that point.

Emergency Response Steps

5. If possible, keep the Nissan Intelligent Key® at least 5 meters (16 feet) away from the vehicle to prevent accidentally turning ON the EV system while the roadside assistance is in progress.



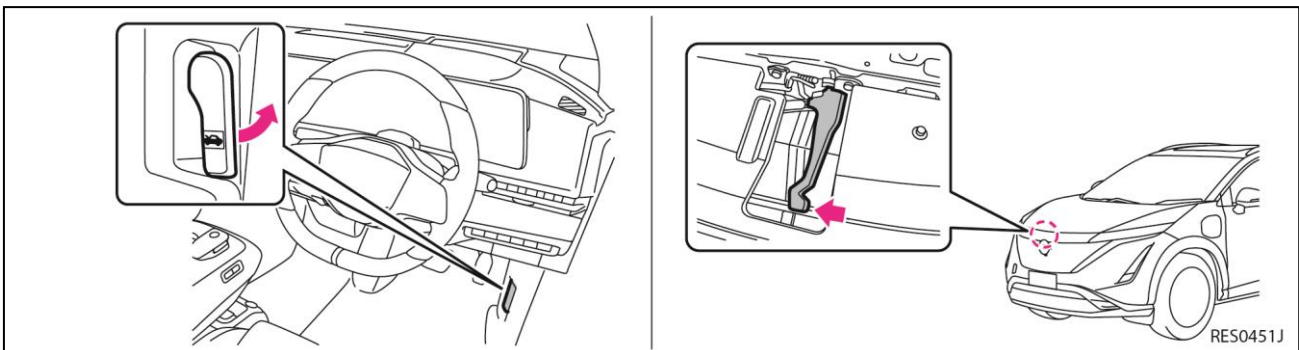
6. Disconnect the 12V battery (1) negative (-) cable (A). Insulate the negative (-) battery cable terminal with insulated tape.



7. Wait at least ten (10) minutes for complete discharge of the high voltage capacitor after the power switch has been turned OFF.
8. Perform the first response action.

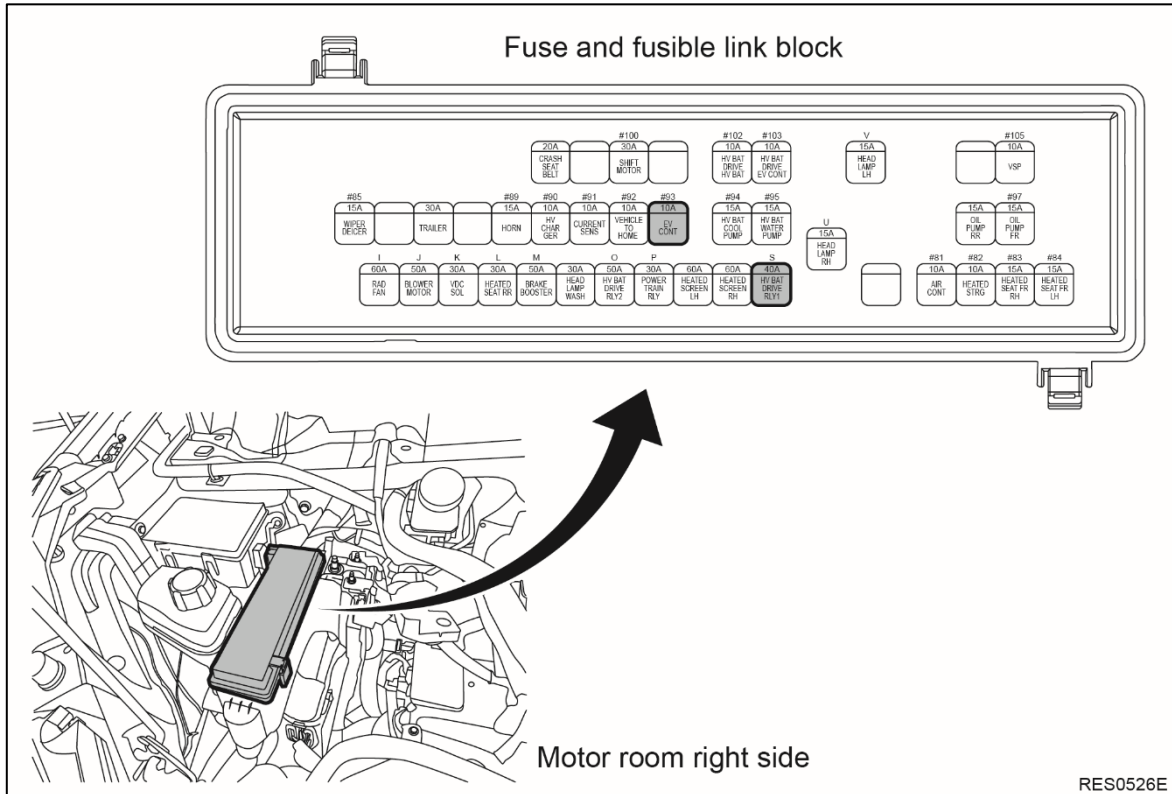
Alternate Procedure 1

1. Open the hood.



Emergency Response Steps

2. Remove fuse and fusible link block cover.
3. Remove the following fuses from the fuse and fusible link block.
 - VCM fuse (EV CONT 10A)
 - 12V main relay fuse (HV BAT DRIVE RLY1 40A)



4. If you cannot identify the above fuse, remove all fuses in the fuse blocks.
5. Disconnect the 12V battery negative (-) cable. Insulate the negative (-) battery cable terminal with insulated tape. (For the procedure, Refer to Primary Procedure steps 2 - 6.)
6. **Wait at least ten (10) minutes for complete discharge** of the high voltage capacitor after the fuses are pulled.
7. Perform the first response action.



WARNING





To avoid unintended reinstallation and risk of electrical shock and severe personal injury or death, the rescuer should carry the fuses on his/her person and cover the fuse blocks with insulated tape.

Emergency Response Steps


Alternate Procedure 2



DANGER

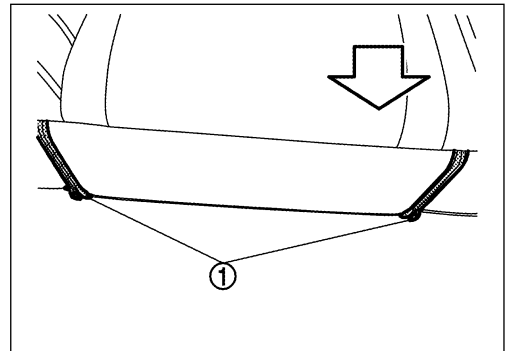
-  Do not remove the service plug without always wearing appropriate Personal Protective Equipment (PPE) to help protect the responder from serious injury or death by electrical shock.
-  Immediately cover the service plug socket with insulated tape. The Li-ion battery retains high voltage power even when the service plug is removed. To avoid electric shock, **DO NOT** touch the terminals inside the socket.

WARNING

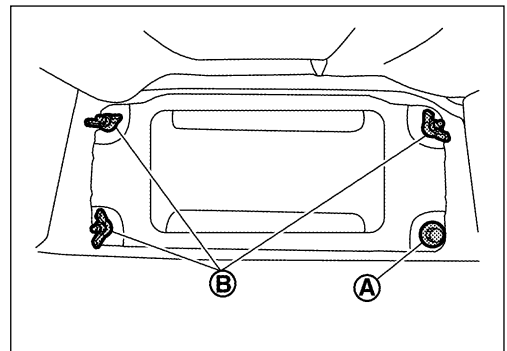
 To avoid unintended reinstallation and risk of electrical shock and severe personal injury or death, the rescuer should carry the service plug on his/her person while work is in progress.

1. Open the zipper (1) on the rear seat cushion.

 : Vehicle front

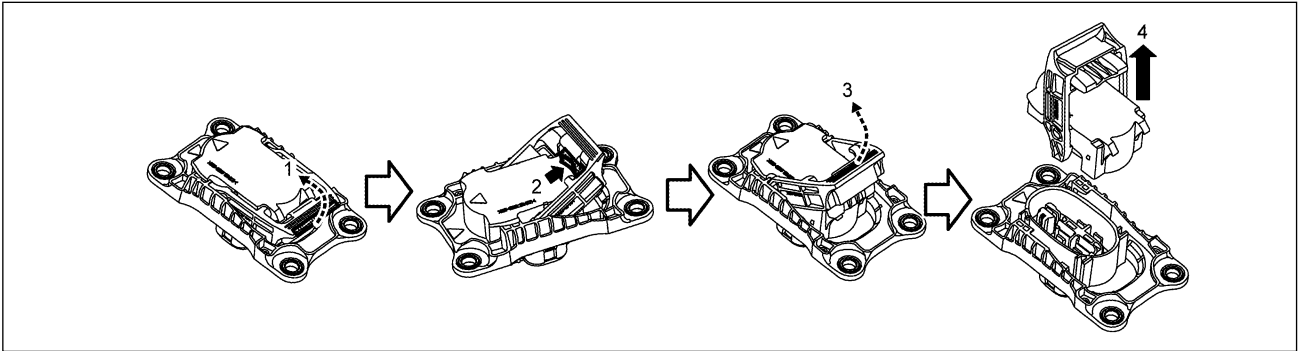


2. Remove the service plug terminal cover mounting bolts (A) and nuts (B), and remove the service plug terminal cover.

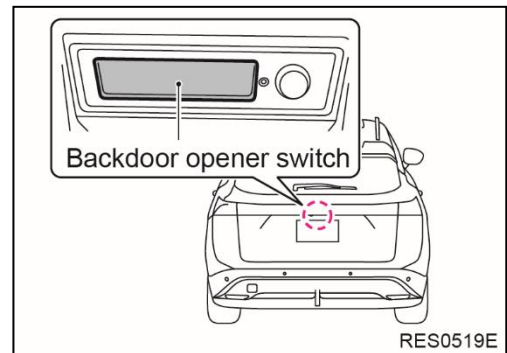


Emergency Response Steps

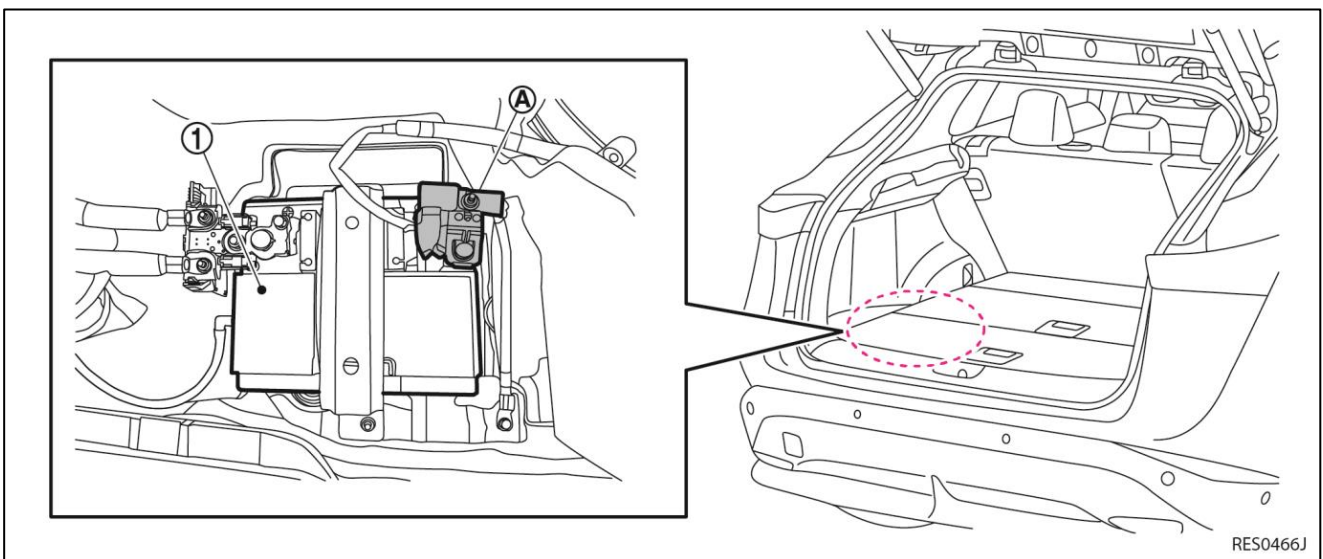
3. Remove service plug as per the following steps:



1. Push up lever until the stops.
 2. Press pawl to unlock.
 3. Push up lever.
 4. Pull out service plug.
4. Wait at least ten (10) minutes for complete discharge of the high voltage capacitor after the service plug has been removed.
5. Open the trunk.



6. Disconnect the 12V battery (1) negative (-) cable (A). Insulate the negative (-) battery cable terminal with insulated tape.



7. Perform the first response action.

Emergency Response Steps

3 - 3 - 2 : Water Submersion



! DANGER

Damage level of submerged vehicle may not be apparent. Handling a submerged vehicle without appropriate Personal Protective Equipment (PPE) will result in serious injury or death from electrical shock.

! WARNING

- **The power switch of the submerged vehicle must be turned OFF first, if possible. Then the vehicle must be completely out of the water and drained to avoid electrical shock.**
- **Always wear appropriate Personal Protective Equipment (PPE) and remove/drain water before removing the service plug when working on a vehicle after a fire or submersion to avoid electrical shock.**
- **If the vehicle is in the water, to avoid electrical shock do not touch the high voltage components, harnesses or service plug.**

Emergency Response Steps

3 - 3 - 3 : Vehicle Fire

WARNING

- Always utilize full Personal Protective Equipment (PPE) and self-contained breathing apparatus during fire fighting operations. Smoke from a **NISSAN ARIYA** vehicle fire is similar to smoke from a conventional vehicle fire.
- **In the case of extinguishing a fire with water, large amounts of water from a fire hydrant (if possible) must be used. DO NOT extinguish fire with a small amount of water.**

CAUTION

In the event of a small fire, a Type ABC fire extinguisher may be used for an electrical fire caused by wiring harnesses, electrical components, etc. or oil fire.




Fire attack should follow standard fire fighting practices. If you must walk away from the vehicle, notify an appropriate responder or a rescue person of the fact that the vehicle is an electric car and contains a high voltage system and warn all others.

During overhaul operations (late stage fire suppression process to examine for remaining sources of heat), make sure the battery is fully cooled to avoid fire re-ignition. The battery could reignite if it is placed near fire. To avoid possible electrical shock and serious personal injury, do not breach the Li-ion battery case.

3 - 3 - 4 : Cutting the Vehicle Body



DANGER

-  Do not cut into high voltage related areas to avoid severe personal injury or death.
-  Do not cut into the Li-ion battery to avoid severe personal injury or death.
-  When removing parts, **DO NOT** touch the high voltage parts or the insides of the exposed orange-colored high voltage cables to avoid severe personal injury or death.

WARNING

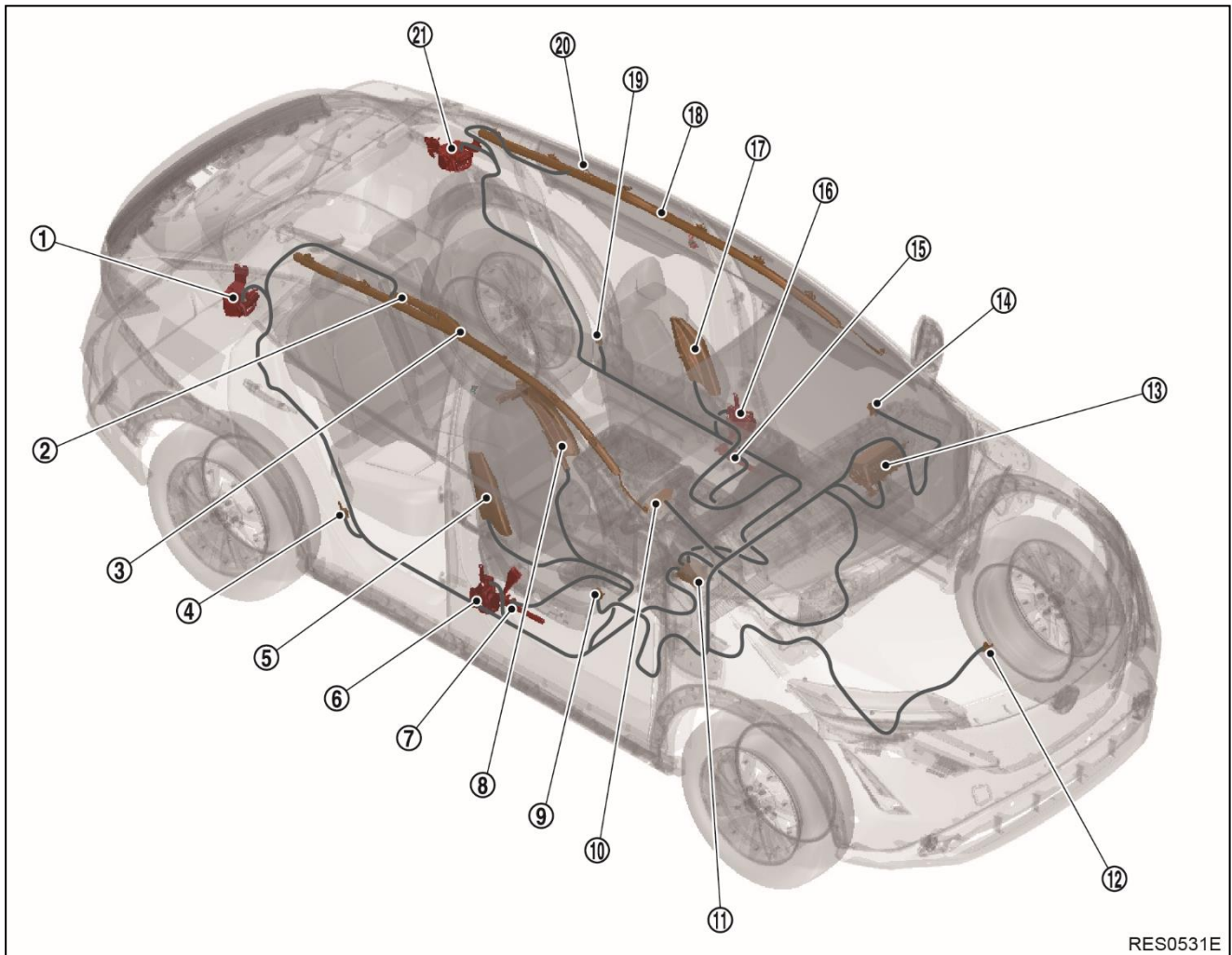
Do not cut air bag parts to avoid unintended deployment of the air bags and the risk of severe personal injury or death.

Do not cut the High voltage system parts due to possible electrocution risk and electrolyte solution leakage.

Emergency Response Steps

SRS Air Bag System Components Location

Avoid cutting air bag system parts. However, the vehicle can be cut (except inflators) under the following conditions:



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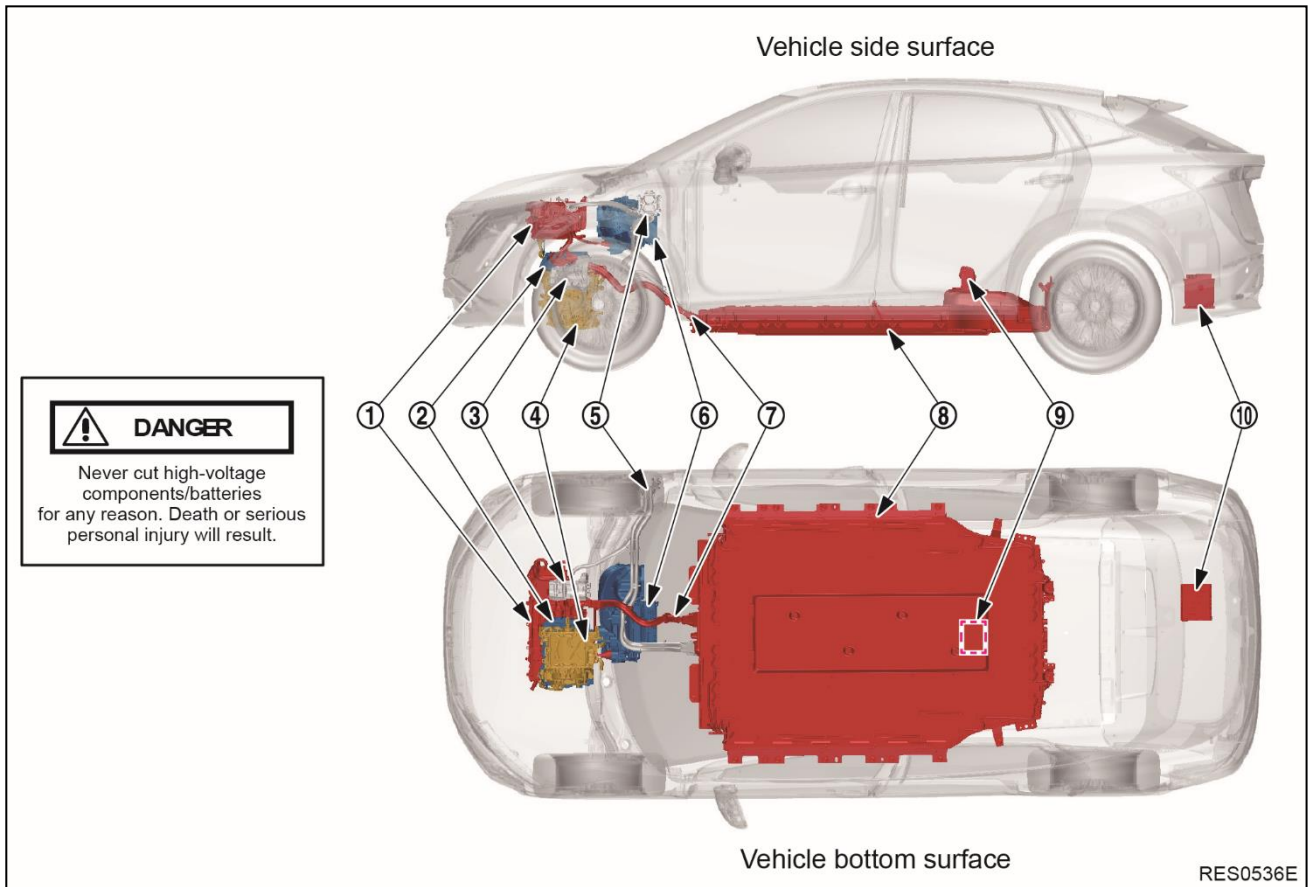
- The front, side and curtain air bags have deployed.
- At least three (3) minutes have passed after the 12V battery negative (-) cable has been disconnected and the high voltage system has been shut down.

1.	Rear seat belt pretensioner (right side)	2.	Curtain air bag inflator (right side)	3.	Curtain air bag module (right side)
4.	C-pillar satellite sensor (right side)	5.	Front side air bag module (right side)	6.	Front seat belt pretensioner (right side)
7.	Lap pretensioner (right side)	8.	Front center air bag module	9.	Front door satellite sensor (right side)
10.	Driver air bag module	11.	Air bag diagnosis sensor unit	12.	Crash zone sensor
13.	Passenger air bag module	14.	Front door satellite sensor (left side)	15.	Lap pretensioner (left side)
16.	Front seat belt pretensioner (left side)	17.	Front side air bag module (left side)	18.	Curtain air bag module (left side)
19.	C-pillar satellite sensor (left side)	20.	Curtain air bag inflator (left side)	21.	Rear seat belt pretensioner (left side)

Emergency Response Steps

Vehicle Cut Sheet

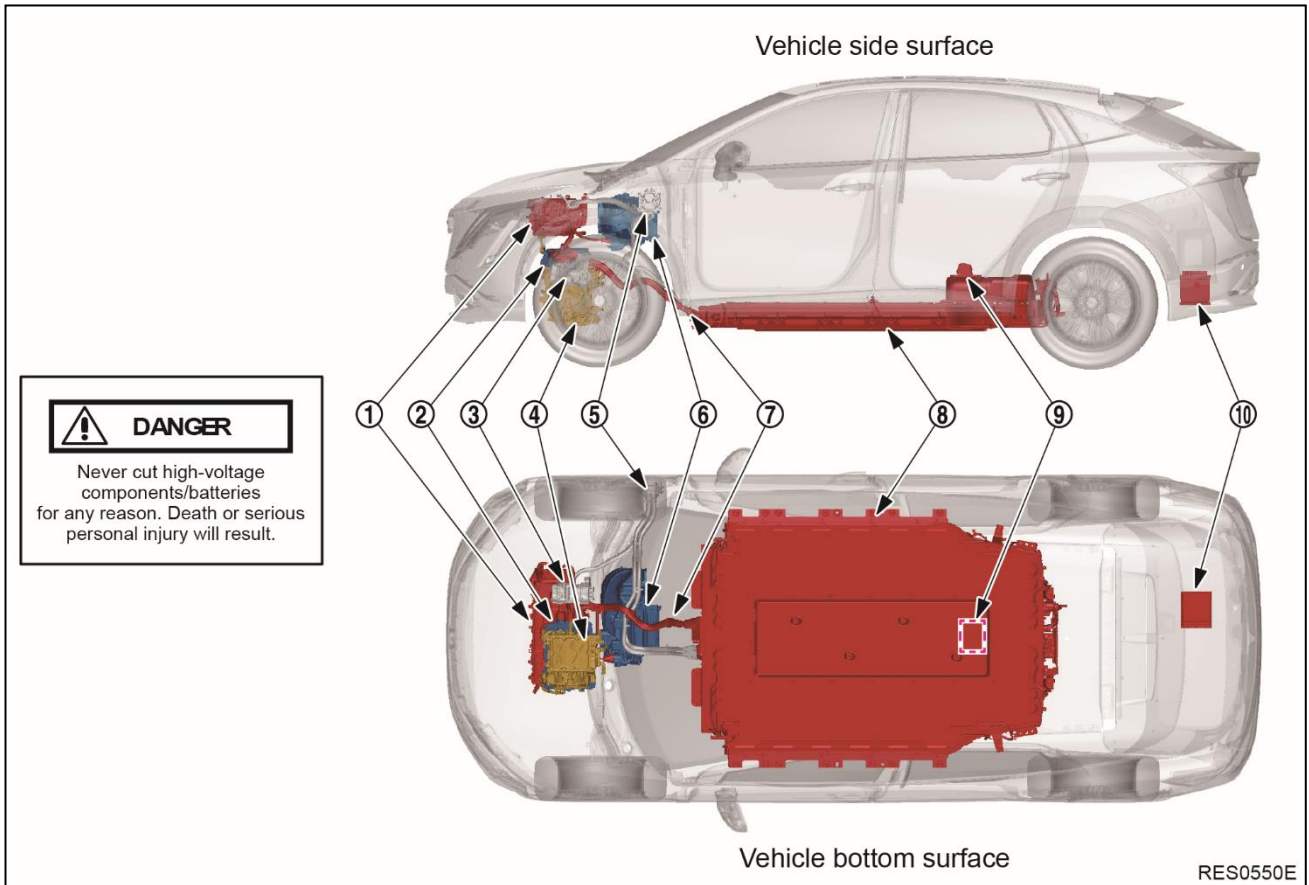
B6 model



1.	High voltage power delivery assembly ▪ On-board charger ▪ DC/DC converter ▪ High voltage junction box	2.	Inverter	3.	Electric air conditioner compressor
4.	Traction Motor	5.	Charge port (vehicle left side)	6.	A/C unit (Built-in PTC Heater)
7.	High-voltage cables	8.	Li-ion (Lithium ion) battery	9.	Service plug
10.	12V battery				

Emergency Response Steps

B9 model

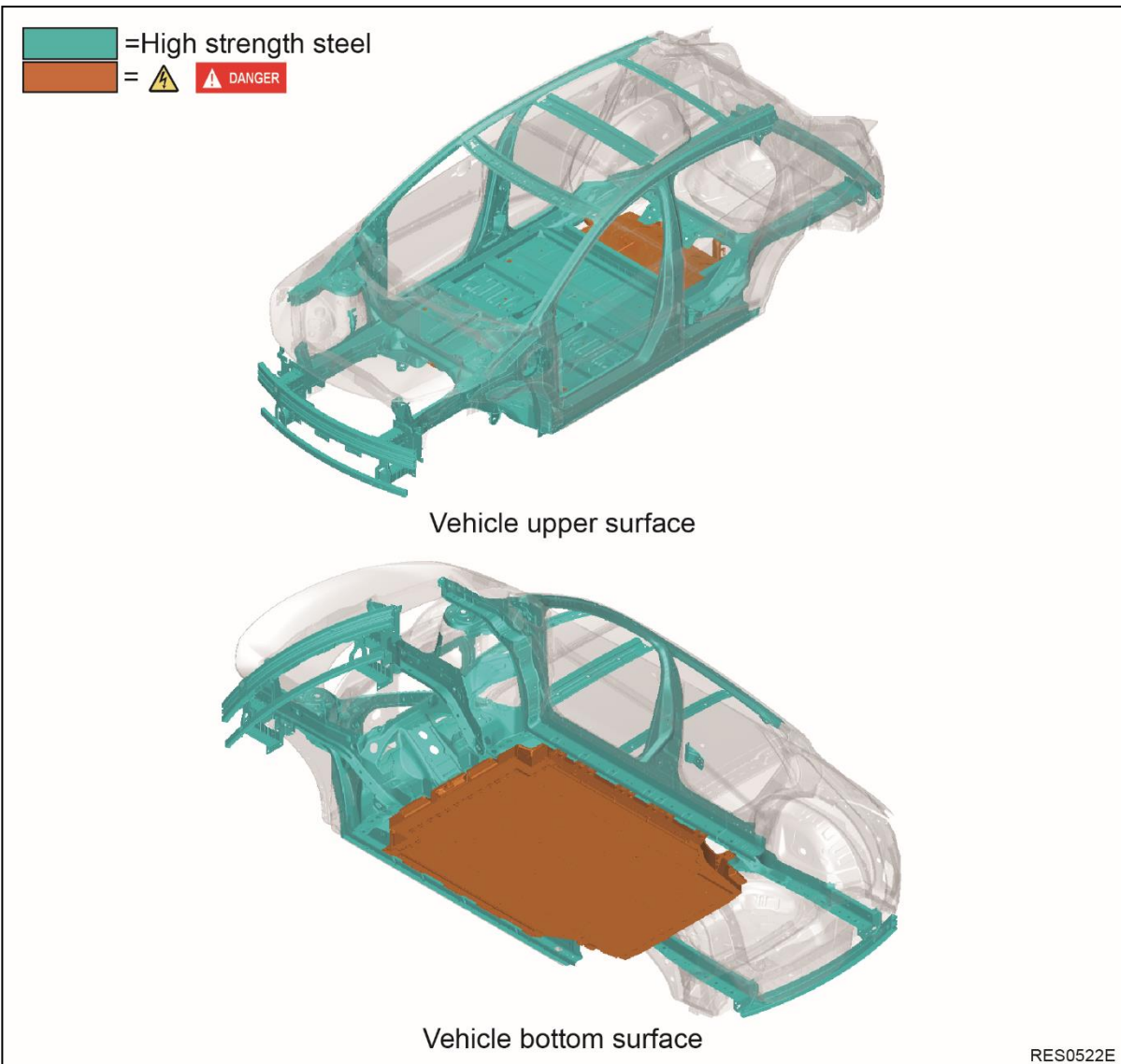


1.	High voltage power delivery assembly <ul style="list-style-type: none"> ▪ On-board charger ▪ DC/DC converter ▪ High voltage junction box 	2.	Inverter	3.	Electric air conditioner compressor
4.	Traction Motor	5.	Charge port (vehicle left side)	6.	A/C unit (Built-in PTC Heater)
7.	High-voltage cables	8.	Li-ion (Lithium ion) battery	9.	Service plug
10.	12V battery				

Emergency Response Steps

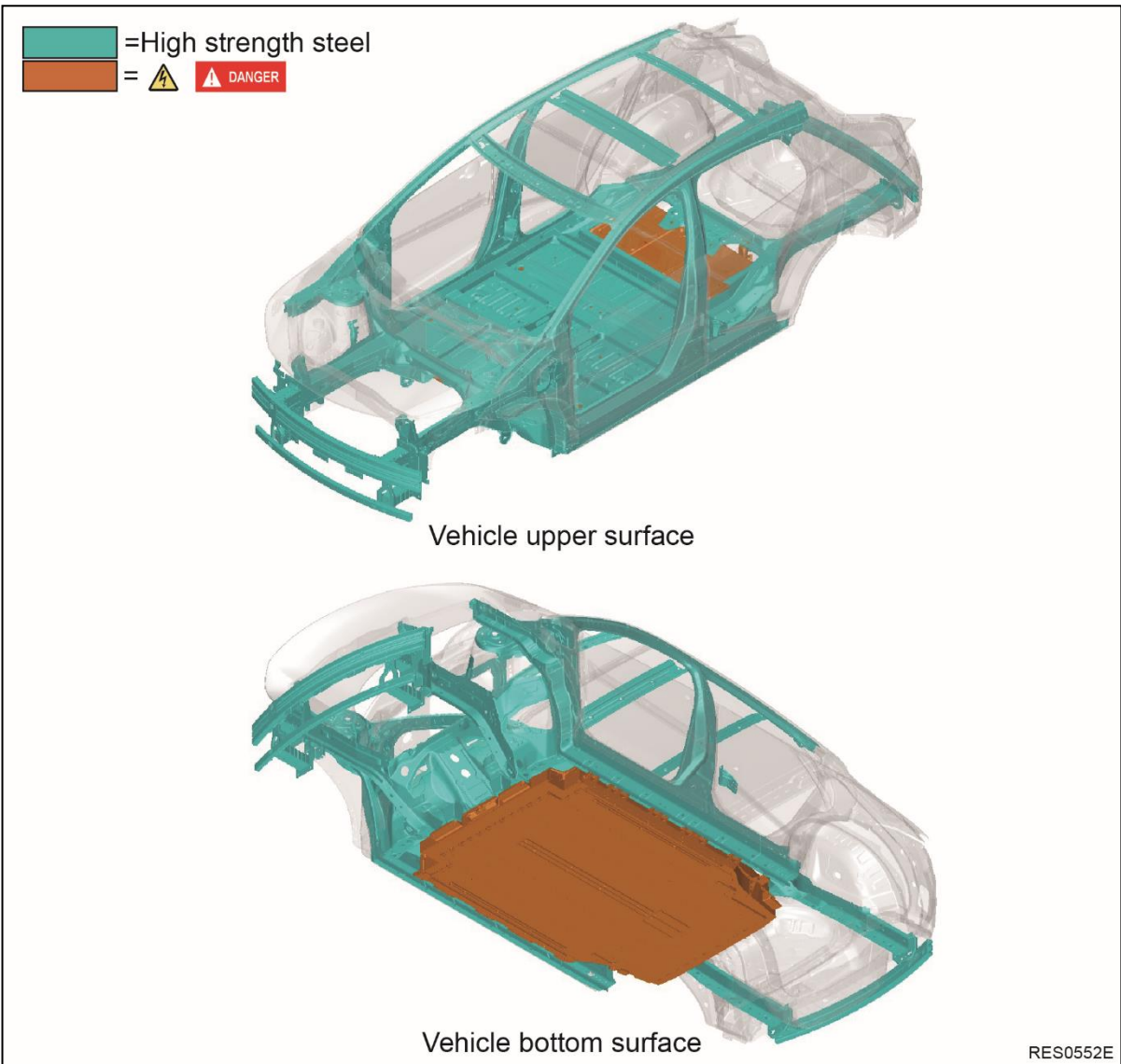
High Strength Steel Locations

B6 model



Emergency Response Steps

B9 model



Emergency Response Steps

3 - 3 - 5 : Li-ion Battery Damage and Fluid Leaks



The Li-ion battery contains electrolyte solution. To avoid exposure to electrolyte solution and serious personal injury, always wear appropriate solvent resistant Personal Protective Equipment (PPE) and read the following precautions:

- Electrolyte solution is a skin irritant.
- Electrolyte solution is an eye irritant. If contact with eyes, rinse with plenty of water and see a doctor immediately.
- If electrolyte leak occurs, wear appropriate solvent resistant PPE and use a dry cloth to clean up the spilled electrolyte. Be sure to adequately ventilate the area.
- Electrolyte solution is highly flammable
- Electrolyte liquid or fumes that have come into contact with water vapors in the air will create an oxidized substance. This substance may irritate skin and eyes. In these cases, rinse with plenty of water and see a doctor immediately.
- Electrolyte fumes (when inhaled) can cause respiratory irritation and acute intoxication. Move to fresh air and wash mouth with water. See a doctor immediately.

If electrolyte solution leakage, or damage such as any problem with the Li-ion battery casing are observed, first responders should attempt to neutralize the battery by applying a large volume of water to the battery pack while wearing appropriate Personal Protective Equipment (PPE). The neutralization process helps stabilize the thermal condition of the battery pack but does not discharge the battery.

Li-ion Battery Electrolyte Solution Characteristics:

- Clear in color
- Sweet odor
- Similar viscosity to water
- Since the Li-ion battery is made up of many small sealed battery modules, electrolyte solution leakage should be minimal.

NOTE : Other fluids in the vehicle (such as washer fluid, brake fluid, coolant, etc.) are the same as those in a conventional internal combustion vehicle.

Emergency Response Steps

3 - 3 - 6 : Accessing the Occupants

1. Remove windows

- Perform window removal the same as a normal vehicle.

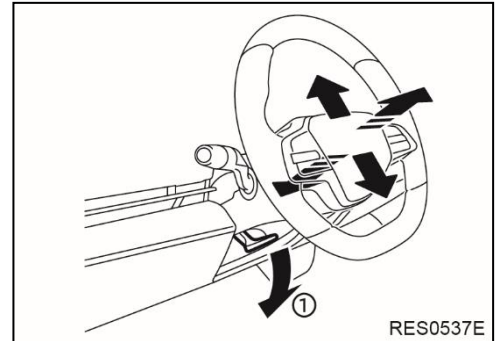
2. Remove doors

- The doors are removable with hand tools or basic rescue tools such as electrical/hydraulic rescue tools. It may be easier to remove the doors by cutting door hinges.

3. Adjust steering wheel

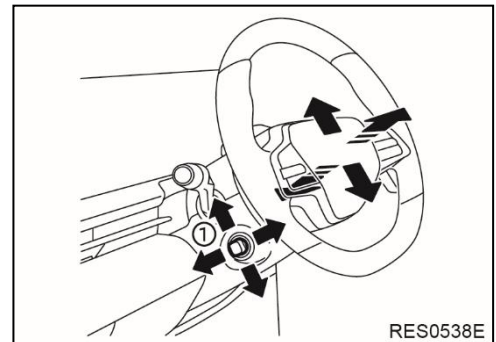
MANUAL STEERING WHEEL

- Pull the lock lever (1) down and adjust the steering wheel up, down, forward or rearward to the desired position. Push the lock lever up securely to lock the steering wheel in place.



ELECTRIC STEERING WHEEL

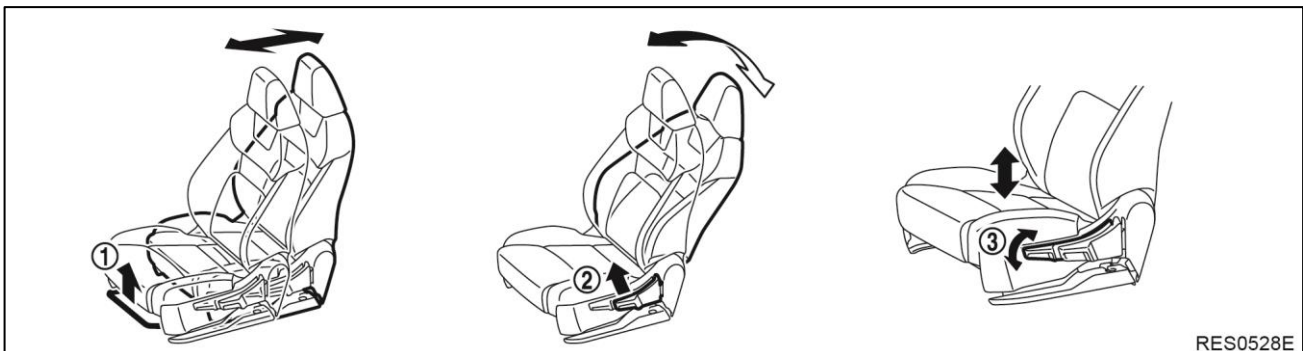
- Move the lever (1) to adjust the steering wheel up or down, Forward or rearward until the desired position is achieved.



4. Adjust front seat

MANUAL SEAT

- Front seat can be adjusted forward/backward manually by pulling up and holding lever (1) , tilted forward/backward manually by pulling up and holding lever (2) and Pull up or push down the adjusting lever (3) repeatedly to adjust the seat height until the preferred position is achieved.



Emergency Response Steps

POWER SEAT

– Seat Position

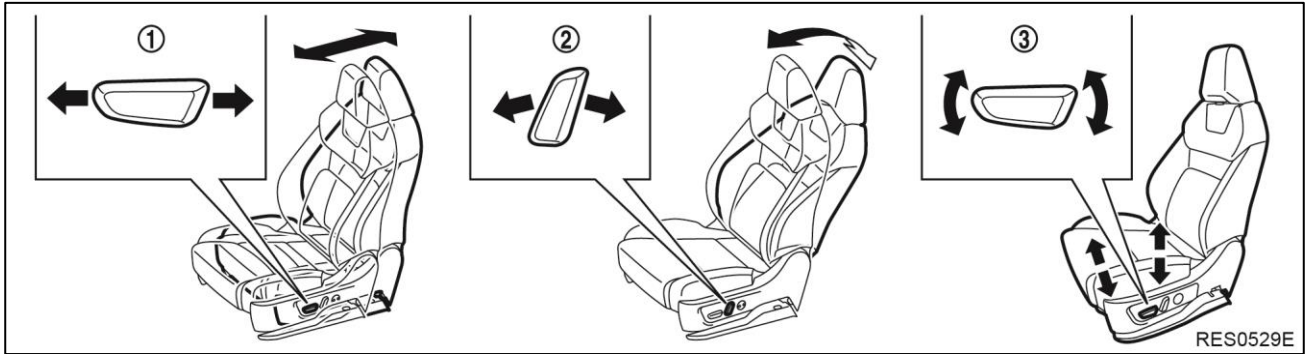
Move the seat position to forward or backward by the adjusting switch (1) .

– Seatback

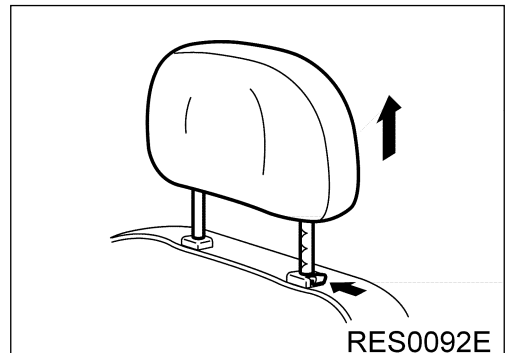
Move the seatback to forward or backward by the adjusting switch (2).

– Seat lifter

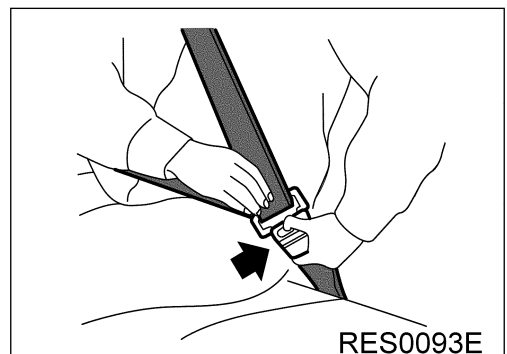
Move the seat height to desired position by the adjusting switch (3).



5. **Remove front seat head restraint (if necessary).**
The front seat head restraint can be removed by pressing the lock knob and pulling it up.



6. **Unfasten the seat belt.** Seat belt can be unfastened by pressing the release button. If seat belt cannot be unfastened, cut it with a belt cutter.



Storing the Vehicle

4. Storing the Vehicle

If NISSAN ARIYA needs to be stored or left unattended, the high voltage system must be shut down by removing the service plug, and a sign put on the vehicle indicating it is an electric/hybrid vehicle with high voltage dangers.



The service plug must be removed to shut down the high voltage system for storage. Do not store a vehicle inside a structure if the Li-ion battery is severely damaged. Also keep the enough distance from other vehicles and surrounding structures. There is possibility of delayed fire from a severely damaged Li-ion battery.

Person in charge: _____
**DO NOT TOUCH!
IN PROGRESS.
HIGH VOLTAGE REPAIR
DANGER:**

**DANGER:
HIGH VOLTAGE REPAIR
IN PROGRESS.
DO NOT TOUCH!**

Person in charge: _____

Copy this page and put it after folding on the roof of the vehicle in service.

RES0094E