SOLO

ELECTRAMECCANICA

EMERGENCY RESPONDERS GUIDE

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Important Safety Instructions

This guide describes first response operations and important safety-related warnings that must be followed when handling this vehicle in an emergency situation.

This electric vehicle is equipped with a high-voltage battery pack. Failure to follow recommended practices during emergency responses can cause death or serious personal injury.

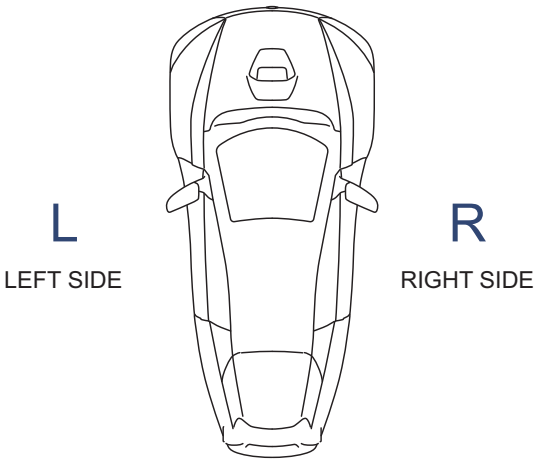
Please read this guide in advance to understand the features of this vehicle and to help you deal with incidents involving this vehicle. Follow the procedures to help ensure a safe and successful first response operation.

About This Guide

This guide covers the SOLO vehicle for models manufactured in 2021 or newer.

This manual may be periodically updated. If you are not viewing this manual on the official ElectraMeccanica website, go to https://electrameccanica.com/firstresponders or https://electrameccanica.com to ensure you have the most recent version.

About Vehicle References



The terms **Left** or **Right** refer to the driver's left or right while sitting in the vehicle.

Symbols Glossary

The following symbols and words used within this manual call your attention to specific types of hazards and what to do to avoid or reduce them.

⚠ DANGER **Indicates a hazard with a high level of risk which will result in serious injury or death**

⚠ WARNING **Indicates a hazard that could result in injury or death**

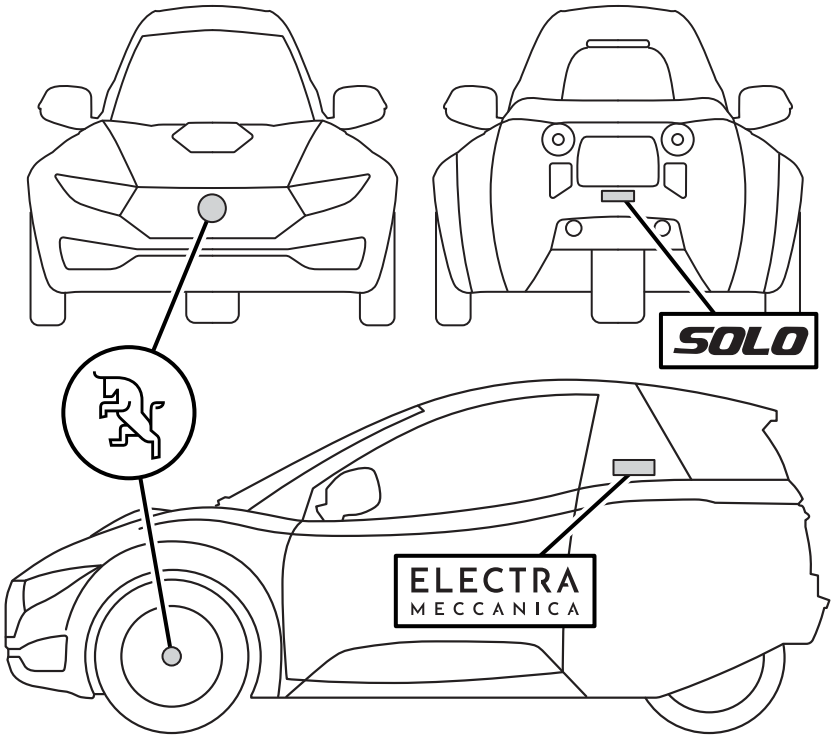
⚠ CAUTION **Indicates a hazard that could result in property or vehicle damage**

Note: Indicates additional information, hints, and tips.

The following cautionary symbols may be found on labels throughout the vehicle.

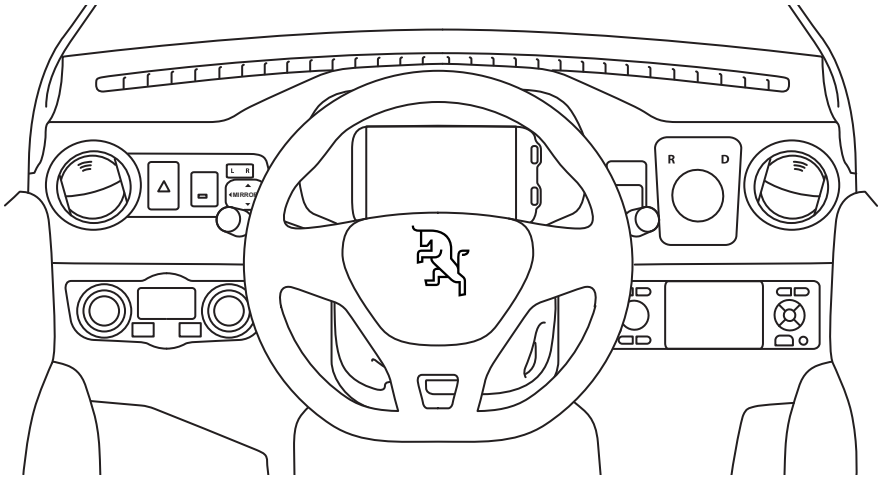
Symbol	Definition
	Warning
	Risk of electric shock; use caution
	Risk of electric shock; use caution
	Refer to instructions/manual

Exterior

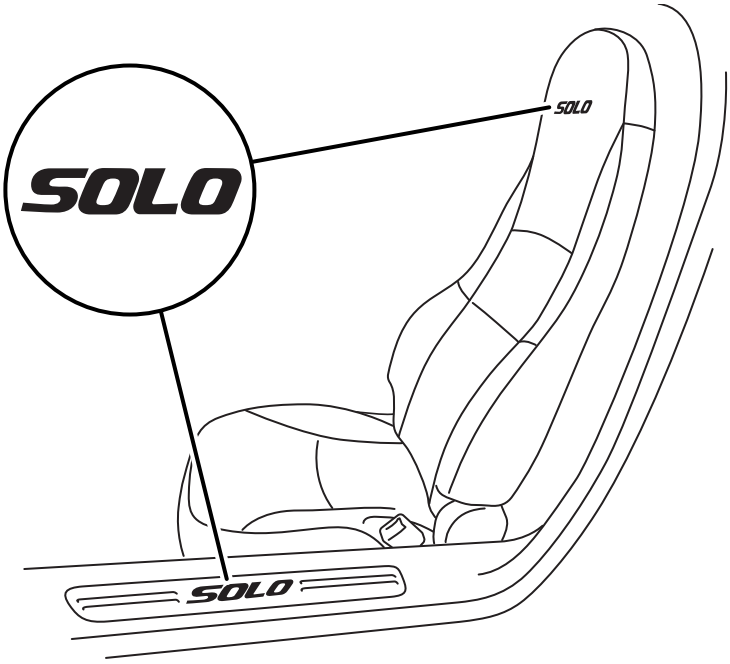


The SOLO is a three-wheeled, single-passenger, all-electric vehicle. The exterior can be distinguished by its unique badging.

Interior

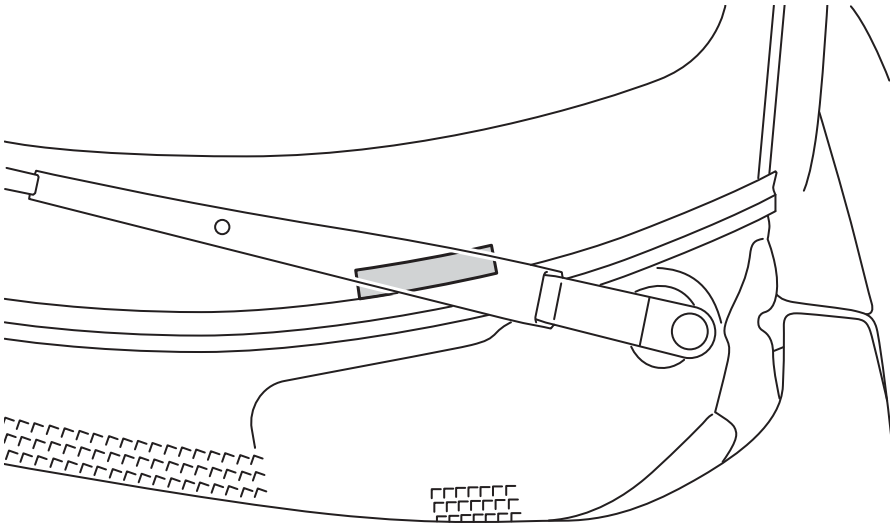


The SOLO can be identified from the interior by its unique dashboard layout and instrument cluster display screen.



Both the seat and the rocker panels in the door frames have SOLO badging.

Vehicle Identification Number (VIN)

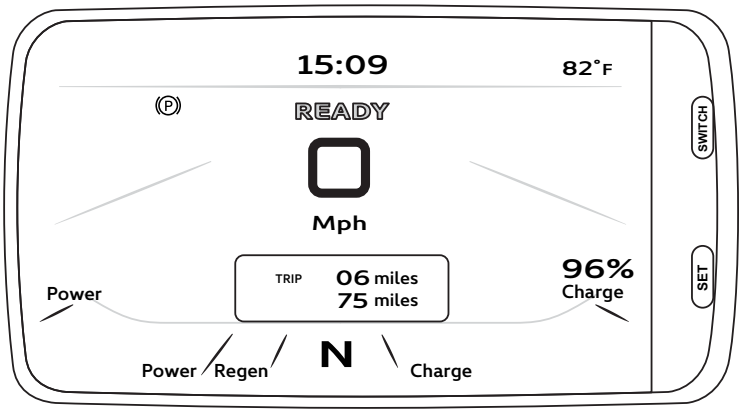


This legal identifier is in the front corner of the instrument panel. It can be viewed from outside the vehicle.

The VIN is also printed on the Tire and Loading Information Label (see "Vehicle Weight Information", page 40).

Drive System Status (READY Mode)

Note: This vehicle will creep forward or backward when the brakes are not applied and the Drive Mode is in D (Drive) or R (Reverse).



The READY indicator on the instrument cluster display signifies that the drive system is powered on and available.

To put the vehicle into READY mode:

1. Close both vehicle doors and fasten the seat belt.
2. Insert the key into the key switch. See "Using the Key Switch", page 24.
3. Press down on the brake pedal until it is fully depressed and hold it down.
4. Without moving the steering wheel, turn the key to the **ON** position. The display will show the ElectraMeccanica logo, then load the instrument cluster display. All indicators will flash briefly.

   Note: Do not move the steering wheel while cycling the key switch from OFF to ON, as this can result in a fault. If this occurs, turn the key switch to OFF, then cycle to ON without touching the steering wheel.
5. Ensure that the Drive Mode Selector is set to **N** (Neutral). See "Shifting Into Neutral", page 8.

   Note: If the Drive Mode is not currently set to N (Neutral), you will be prompted to do so by the display.
6. Turn the key to clockwise past the **ON** position to the **START** position.

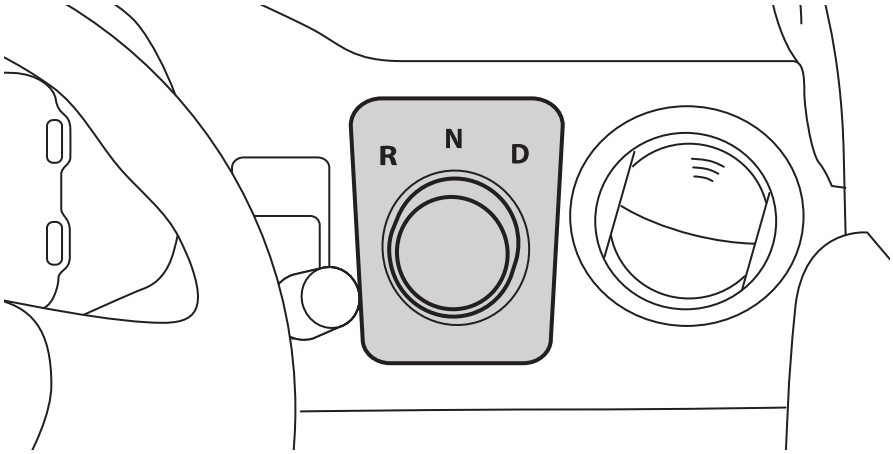
   Note: If the brake pedal is not currently pressed, you will be prompted to do so by the display.
7. Allow the key to return to the **ON** position. The **READY** indicator will illuminate on the instrument cluster display. The vehicle is now ready to be driven.

Note: The Electronic Parking Brake (EPB) will disengage automatically when the vehicle is in READY mode, the Drive Mode Selector is in D (Drive) or R (Reverse), and the accelerator is pressed.

To power down the drive system, turn the key to the **OFF** position.

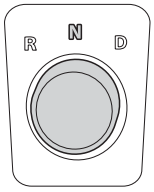
Note: The EPB will automatically engage when the key switch is turned to the OFF position.

Shifting Into Neutral



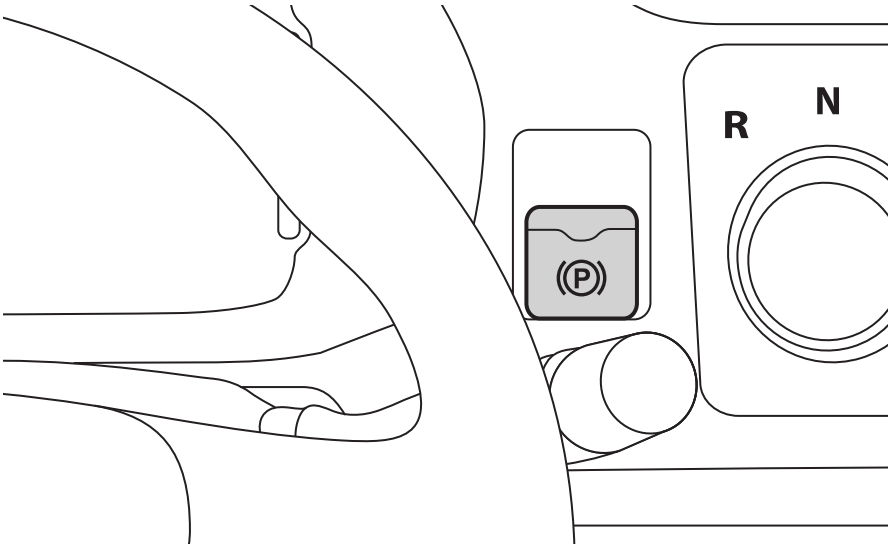
The Drive Mode Selector is a three-position dial on the dashboard. When the key switch is ON, the Drive Mode Selector can be used to set the desired direction of the vehicle:

- R - Reverse
- N - Neutral (Use when starting, parking, or transporting the vehicle)
- D - Drive



The current selection is illuminated on the dial, and is also indicated on the instrument cluster display.

Applying the Electronic Parking Brake (EPB)



The EPB has both manual and automatic functions. It is manually controlled by a rocker switch on the dashboard, to the right of the steering wheel.

When the EPB is engaged either manually or automatically, the EPB indicator will illuminate on the instrument cluster display.

Note: The EPB can only be engaged or disengaged manually when the vehicle's speed is less than 2 mph (3 km/h) and the key switch is in the ON position.

Note: The EPB can be engaged in any Drive Mode Selector position.

Using the EPB manually

To engage the EPB manually:

1. Ensure that the vehicle is moving at less than 2 mph (3 km/h) and the key switch is in the ON position. See "Using the Key Switch", page 24.
2. Pull out the EPB switch.

To disengage the EPB manually:

1. Ensure that the vehicle is moving at less than 2 mph (3 km/h) and the key switch is in the ON position. See "Using the Key Switch", page 24.
2. When in READY mode: Press the brake pedal, then push in the EPB switch. See "Drive System Status (READY Mode)", page 7.
3. When not in READY mode: Press the brake pedal, then push and hold the EPB switch for 30 seconds.

   Note: If the 30-second long push of the EPB switch is interrupted, you must repeat it for the full 30 seconds.

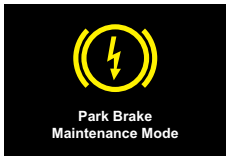
   Note: While holding the EPB switch, the "Start Vehicle" system message will appear on the instrument cluster display.

EPB Maintenance Mode

WARNING **Use caution when disengaging the EPB, as the vehicle will be free-rolling. Be aware that the vehicle could roll if it is not on a level surface.**

CAUTION **Pushing the vehicle with wheels on the ground should only be done for very short distances, as prolonged rolling (e.g. towing with wheels on the ground) can cause heat damage to the drive motor system and generate high voltages in the electrical system.**

The EPB has a special Maintenance Mode, which allows it to remain disengaged while the vehicle is OFF, overriding the automatic function until the vehicle is turned ON again.



When the EPB Maintenance Mode is engaged, a system message will be displayed on the instrument cluster display.

To enter EPB Maintenance Mode, first disengage the park brake manually. When the vehicle is NOT started (READY message is NOT illuminated on the dashboard):

1. Press and hold the brake pedal.
2. Push in and hold the EPB switch continuously for 30 seconds. The EPB indicator will illuminate on the instrument cluster display.

   Note: If the 30-second long push of the EPB switch is interrupted, you must repeat it for the full 30 seconds.

Then enter Maintenance mode with the following steps:

1. Press and hold the brake pedal.
2. Push in and hold the EPB switch continuously for 30 seconds. The EPB indicator will illuminate on the instrument cluster display.

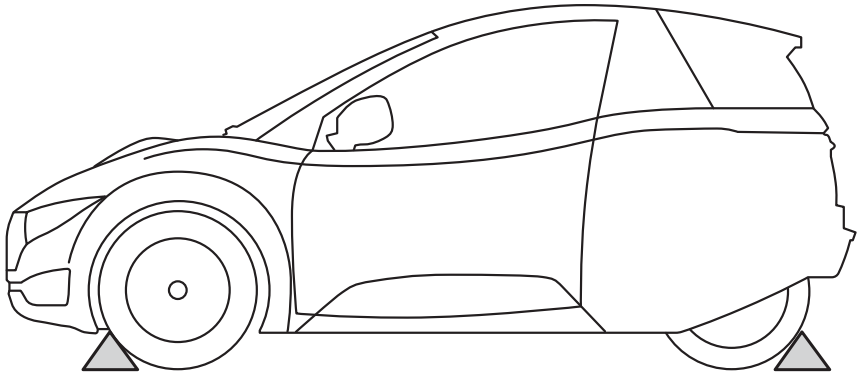
   Note: If the 30-second long push of the EPB switch is interrupted, you must repeat it for the full 30 seconds.

3. Turn the key switch to the OFF position.

To exit Maintenance Mode, use either option:

- Turn the key switch ON, press the brake pedal, then pull out the EPB switch.
- Turn the key switch ON, then OFF. Once the vehicle is keyed ON, the automatic functions of the EPB will resume, and it will engage automatically when the key switch is turned OFF.

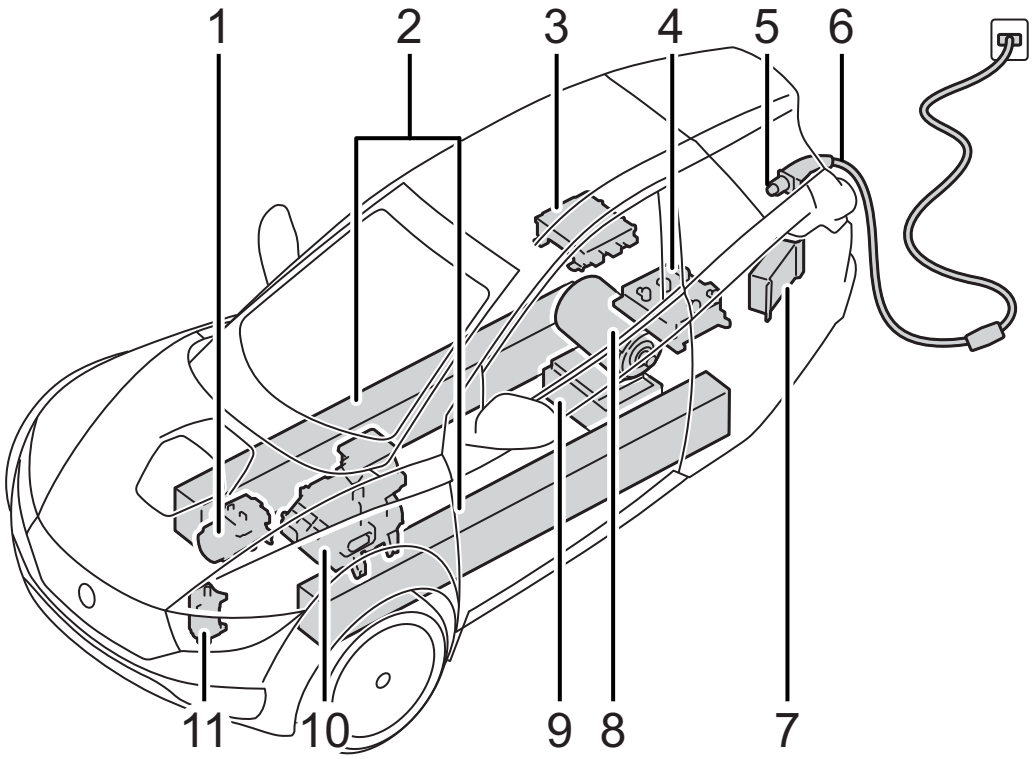
Chocking the Wheels



To help prevent the vehicle from moving, always chock all three wheels before attempting extraction procedures.

- Electric vehicles run and drive silently, so never assume they are powered off.
- When the Drive Mode Selector is in D (Drive) or R (Reverse), this vehicle will creep forward or backward while the drive system is powered on and the brakes are not engaged.

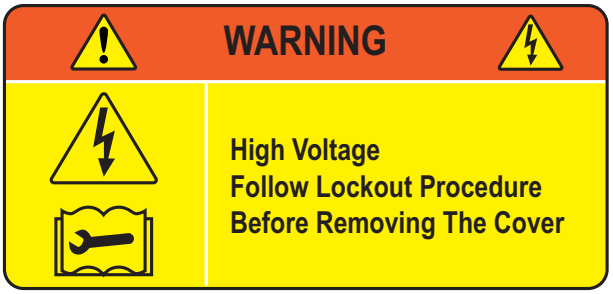
High-Voltage Components



1. A/C compressor
2. High-voltage batteries
3. On-board charger
4. Powertrain controller
5. Charging port
6. Charging cable
7. DC/DC converter
8. Drive motor
9. High-voltage distribution box
10. Cabin heater
11. Battery heater

High-Voltage Warning Labels

WARNING **Not all high-voltage components are labeled. Always wear appropriate PPE when cutting the vehicle. Failure to do so can result in death or serious injury.**

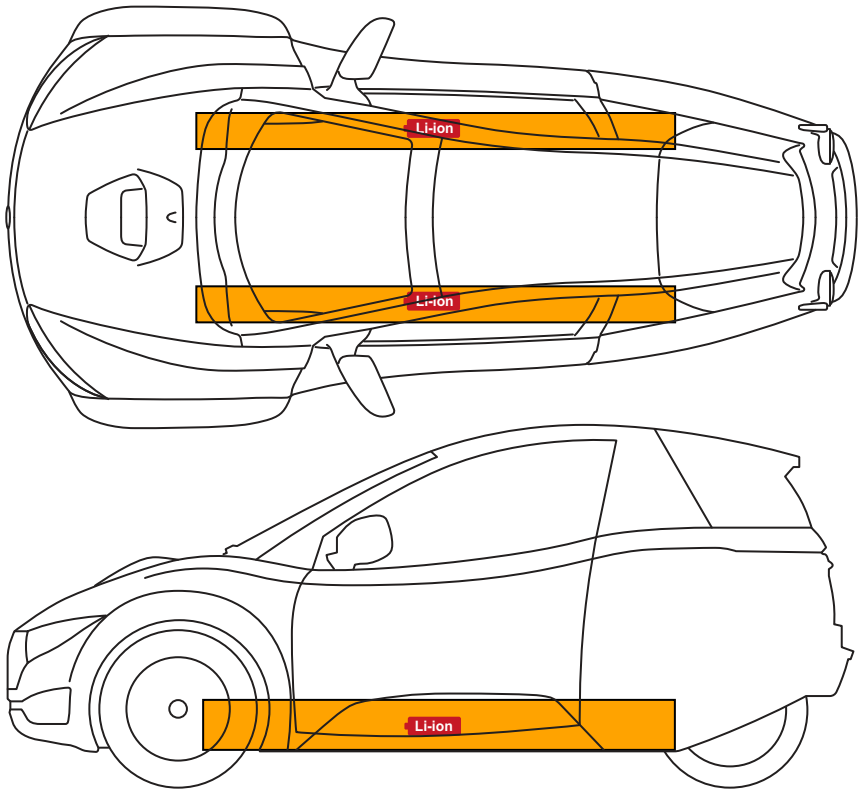


Illustrated above are examples of some of the high-voltage warning labels that can be found on high-voltage components within the vehicle. These labels are one way to quickly identify potential electrical hazards. For your safety, always follow all cautions and instructions on warning labels.

Labeled high-voltage components include (but are not limited to):

- High-voltage batteries (both tubes)
- DC/DC converter
- High-voltage distribution box
- A/C compressor

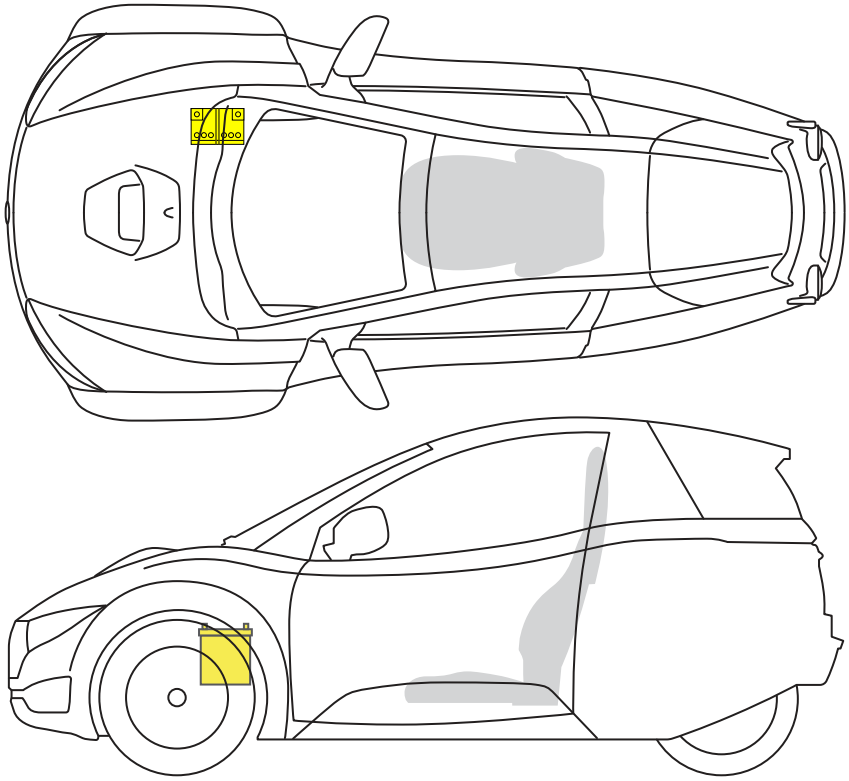
High-Voltage Batteries



The 144V lithium-ion batteries are encased and mounted under the vehicle floor.

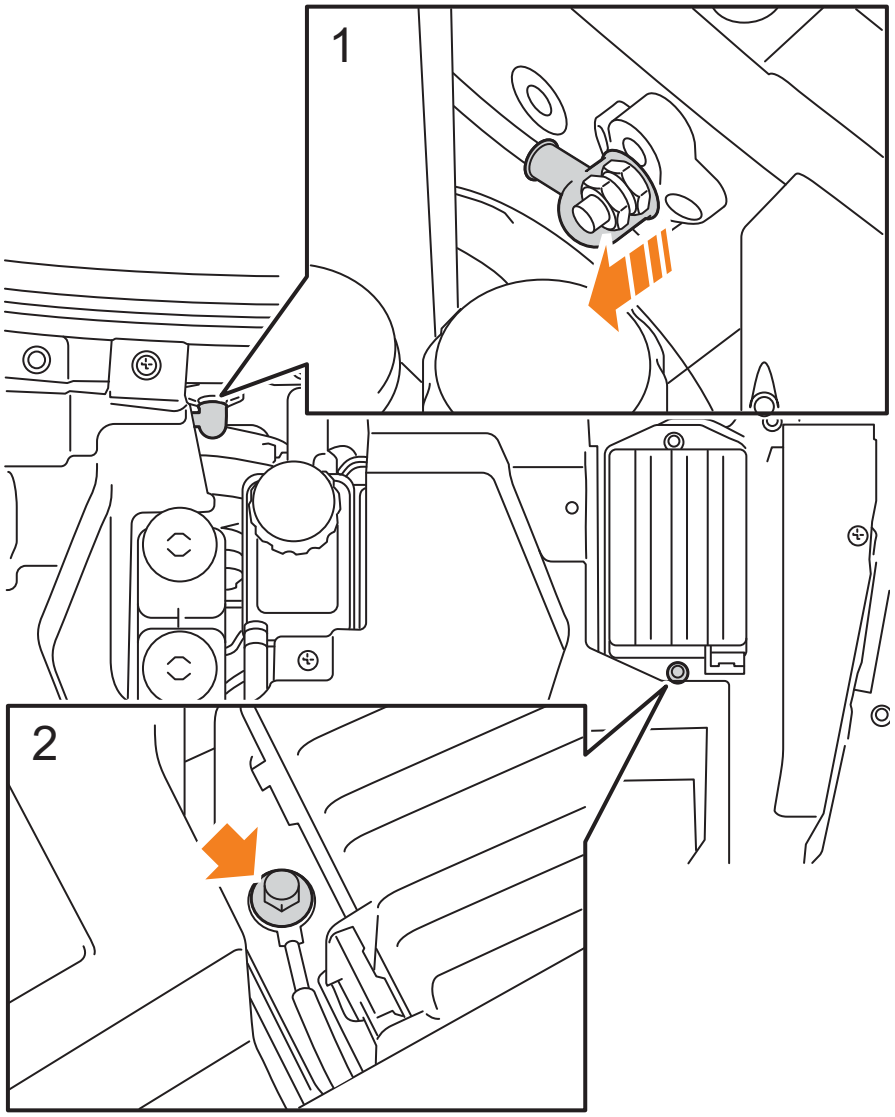
When using lifting or rescue tools, use caution and never breach a high-voltage battery case. For proper lifting procedures, see "Lifting the Vehicle", page 32.

12-Volt Battery



The 12V battery is located at the right front of the chassis, to the right of the accelerator pedal. This battery powers all of the standard low-voltage electronics in the vehicle. It also powers the high-voltage distribution box, which controls high-voltage current within the high-voltage components (e.g. drive motor, powertrain controller).

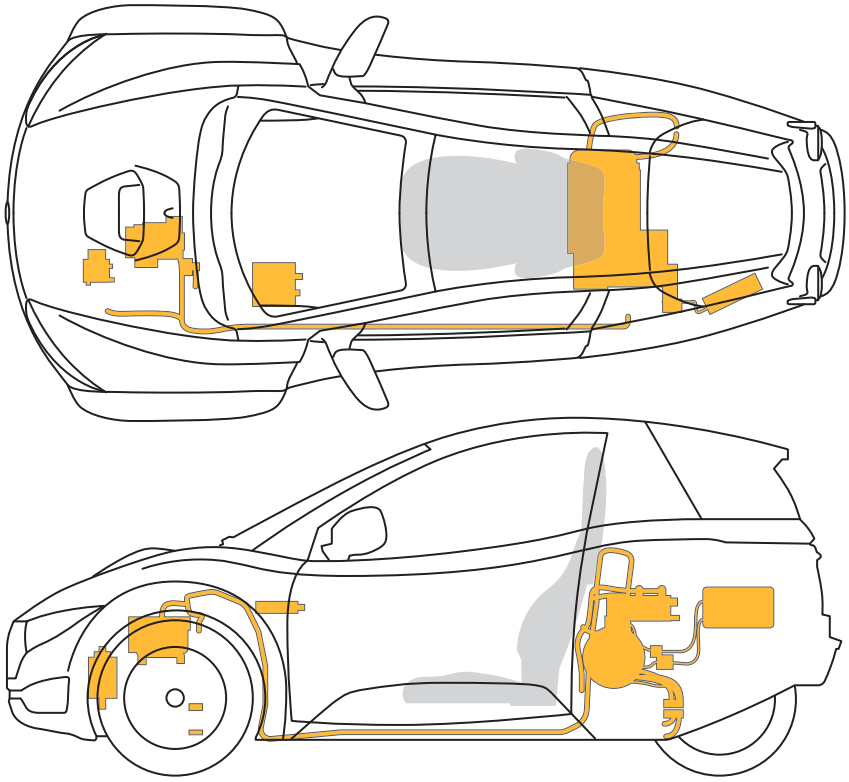
Locating the 12V battery terminals



The vehicle's 12V battery terminals are located under the hood (see "Hood", page 19) as follows:

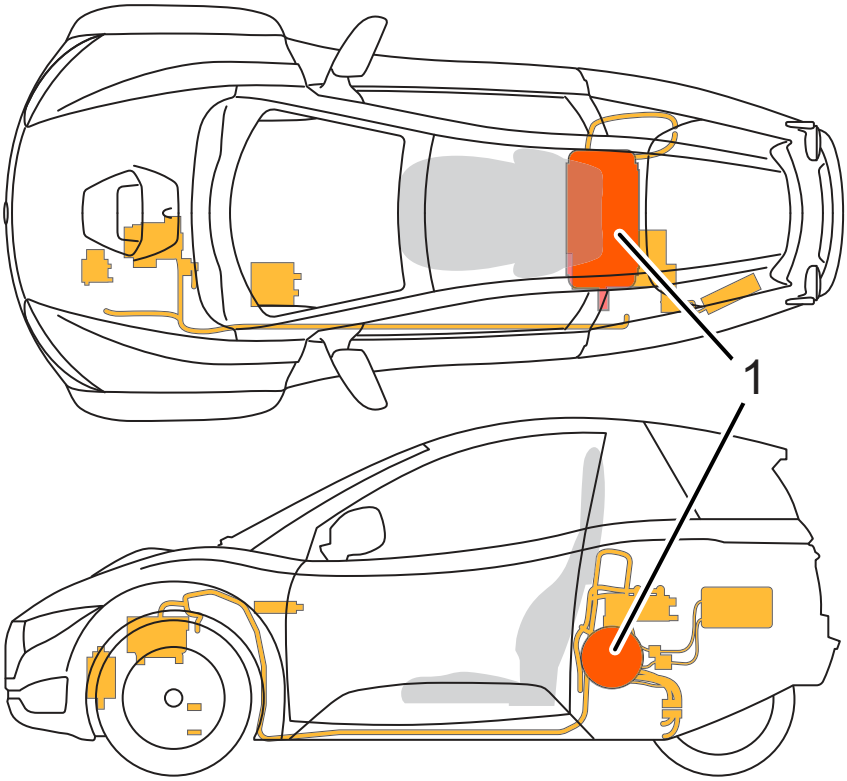
1. The positive (+) terminal is located behind the fluid reservoirs. Remove the cap to expose the terminal.
2. The negative (-) terminal is located near the base of the fuse box.

High-Voltage Cables



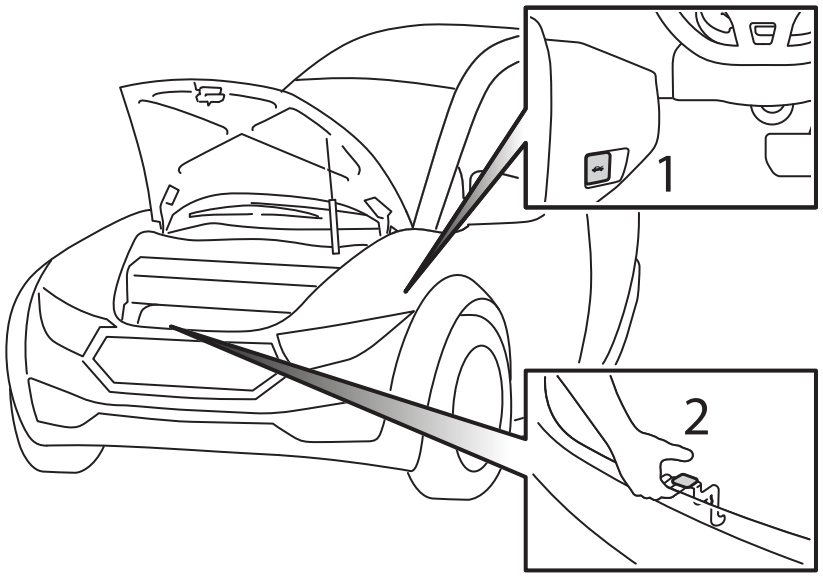
High-voltage cables are colored orange for easy identification.

Drive Motor



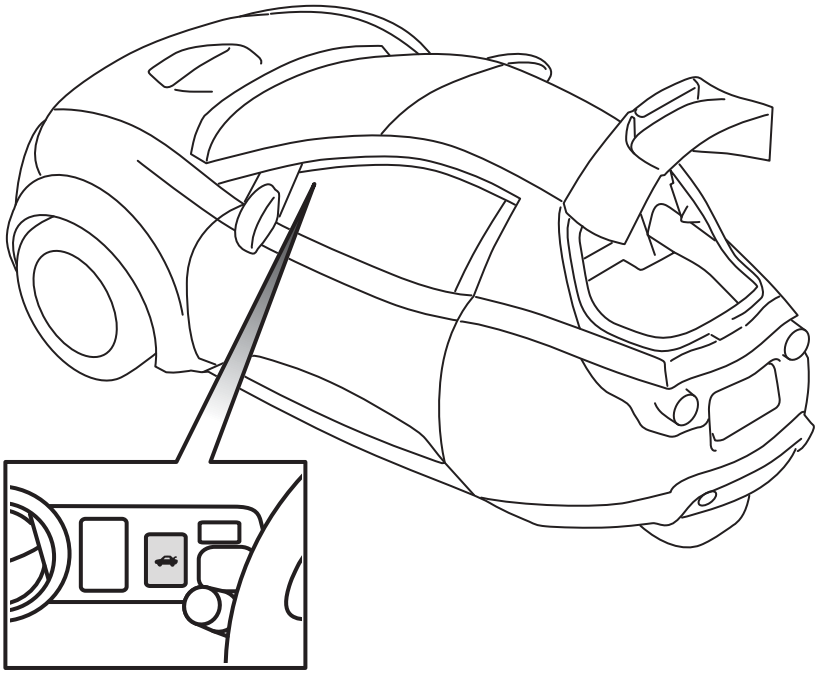
The drive motor (1) is located near the rear wheel of the vehicle. This component receives 3-phase alternating current (AC) and converts it into propelling energy (torque), used to power the wheels.

Hood



1. Pull the handle (1) located on the side panel under the lower left corner of the dashboard.
2. Lift the secondary catch release lever (2) under the front lip of the cover and raise the hood.

Trunk



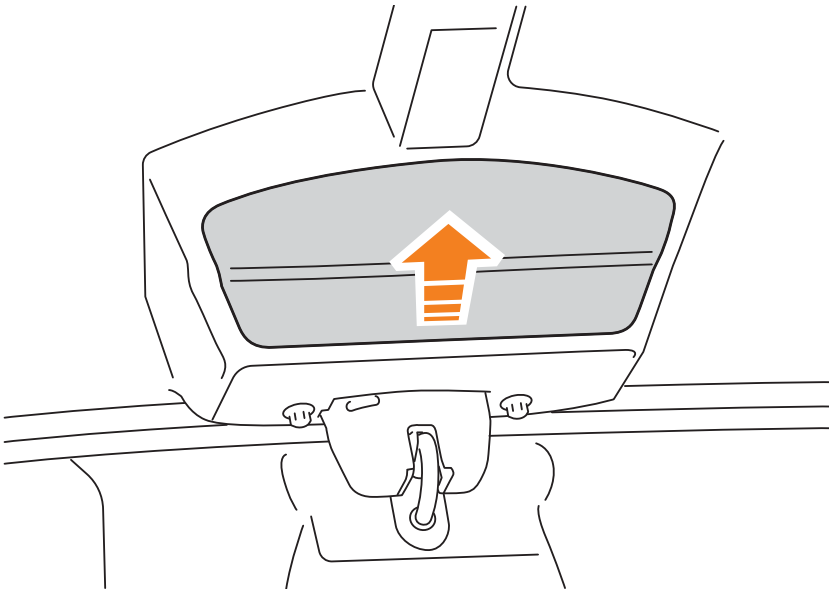
Pushing the trunk release button on the dashboard will open the trunk.

Note: The remote transmitter can also be used to open the trunk.

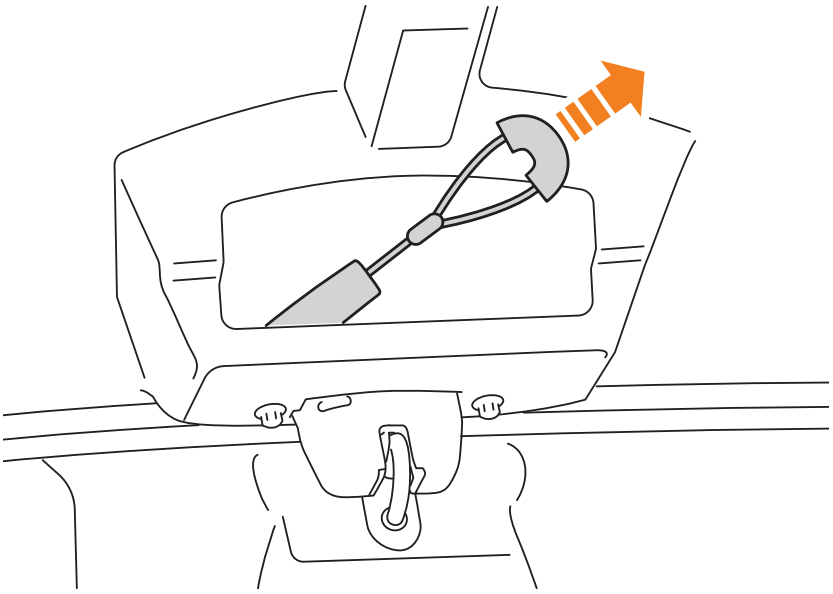
Note: The trunk release button on the dashboard is disabled when the vehicle is locked with the remote transmitter.

Emergency trunk release

If the vehicle has no power, the trunk can be opened manually from inside the vehicle:

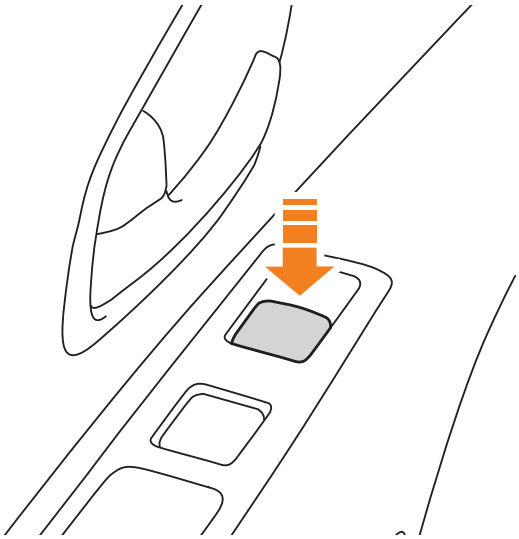


1. Remove the cover at the base of the trunk latch.



2. Pull the emergency release handle to unlatch the trunk.

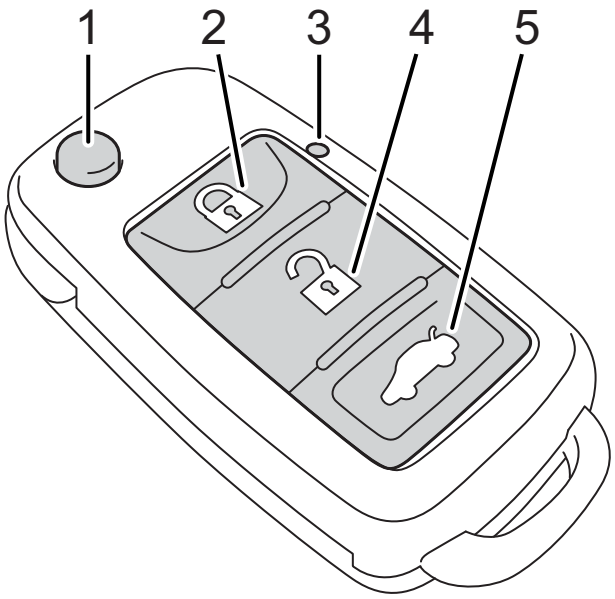
Power Windows



The power window switches are located on both of the side door panels, and each switch controls its own window. To operate a window:

- Ensure that the key switch is in the ON position. See "Using the Key Switch", page 24.
- Push down on the top of the switch to lower the window.
- Pull up on the top of the switch to raise the window.

Remote Transmitter



1. Key Release Button: Press to flip out the key blade.
2. Lock Button: Press once to lock both doors.

   Note: Locking the vehicle with the transmitter will disable the trunk release button on the dashboard until the vehicle is unlocked by the transmitter. See "Trunk", page 19.
3. LED
4. Unlock Button: Press once to unlock both doors.

   Note: If the vehicle has no power, the key blade can be used in the left door to manually unlock that door. Insert the key blade into the door lock, then rotate left (counterclockwise) to unlock.
5. Trunk Release Button: Press and hold for two seconds to unlock and unlatch the trunk.

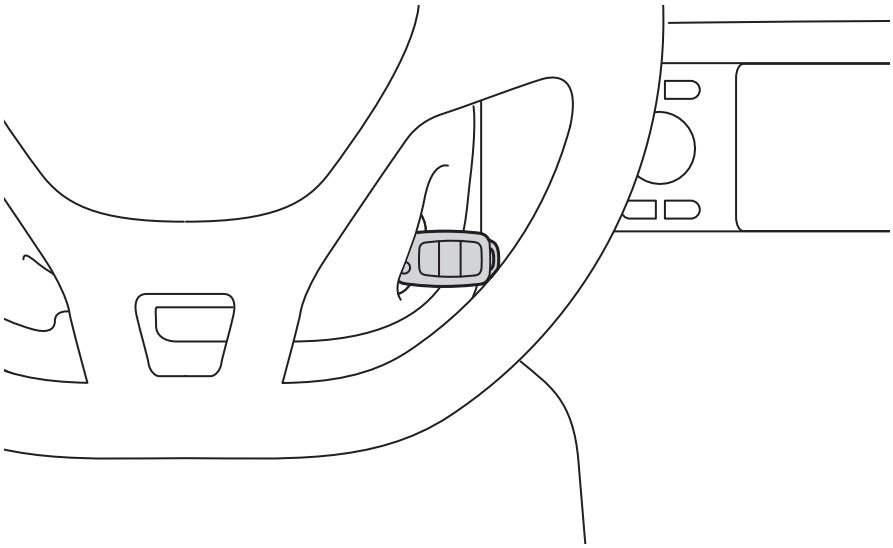
   Note: If the vehicle has no power, the trunk can be opened manually. See "Emergency trunk release", page 20.

Required Equipment

Personal Protective Equipment (PPE)	Specification	Purpose
Insulated Gloves	Class 0 (up to 1,000V)	For protection from high-voltage electric shock
Insulated Shoes/Boots		
Safety Shield	Full-face	To protect the face from debris
Leather Gloves	Must be able to fasten tightly around the wrist (worn over insulated gloves)	To protect insulated gloves

Equipment	Specification	Purpose
Insulated Tape	Insulating	To cover any exposed 12V harnesses to protect from electric shock
Insulated Cable Cutters		To cut 12V battery ground cable
Insulated Crowbar		To pry off rear closeout panels

Using the Key Switch



The key switch is a four-position switch that is located on the right of the steering column and is operated by inserting the key. The switch positions are as follows:

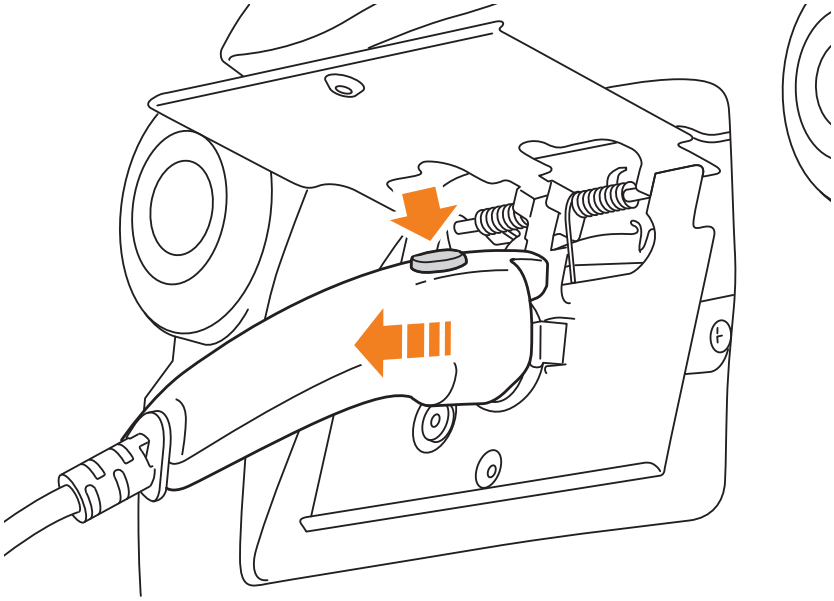
1. OFF: Turns the vehicle systems off.

   Note: The steering column will lock when the key is in the OFF position, and will not be able to be turned.

2. ACC: Powers the radio and electric windows.
3. ON: Steering column unlocks. Running lights and instrument cluster display power on.
4. START: Drive system powers on if the brake pedal is pressed and the Drive Mode Selector is set to N (Neutral). See "Drive System Status (READY Mode)", page 7.

Disconnecting the Charge Cable

⚠WARNING In cases of vehicle fire or submersion, if the vehicle is plugged into an external power source (e.g. charging station or wall outlet) via the charge cable, disable the power source BEFORE attempting to disconnect the cable. Failure to do so could result in serious injury or death.

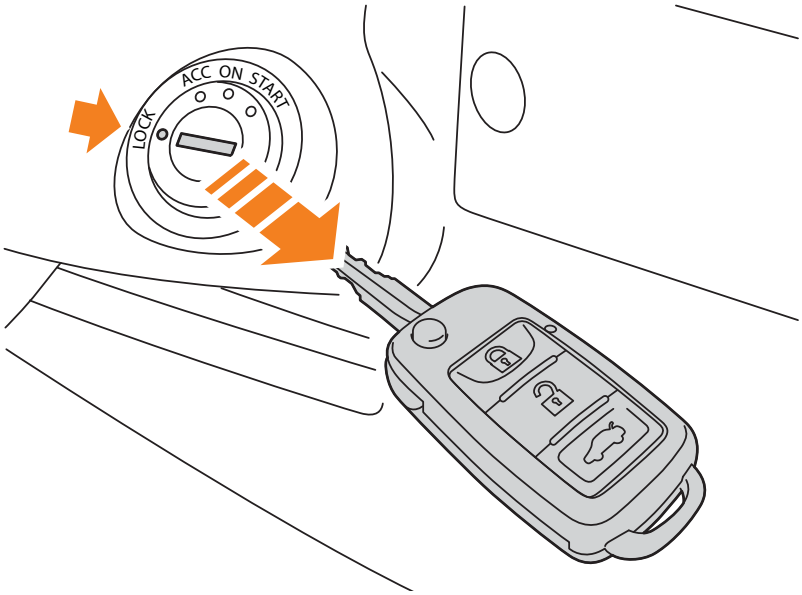


1. Press the button on the charge cable connector to release the locking clip.
2. Pull the connector from the charging port.

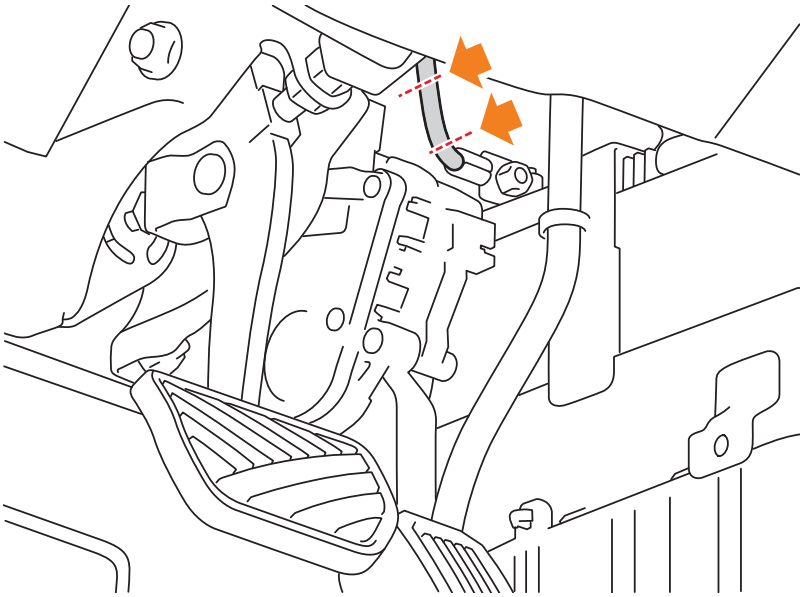
Disabling the 12-Volt System

WARNING **Always use appropriate tools and wear appropriate PPE when cutting the 12V ground cable. Failure to follow these instructions can result in serious injury or death.**

WARNING **Cutting the 12V ground cable DOES NOT completely disable the high-voltage system. Continue to treat the high-voltage components as energized even after disabling the 12V system.**



3. Turn the key switch to the OFF position and remove the key. See "Using the Key Switch", page 24



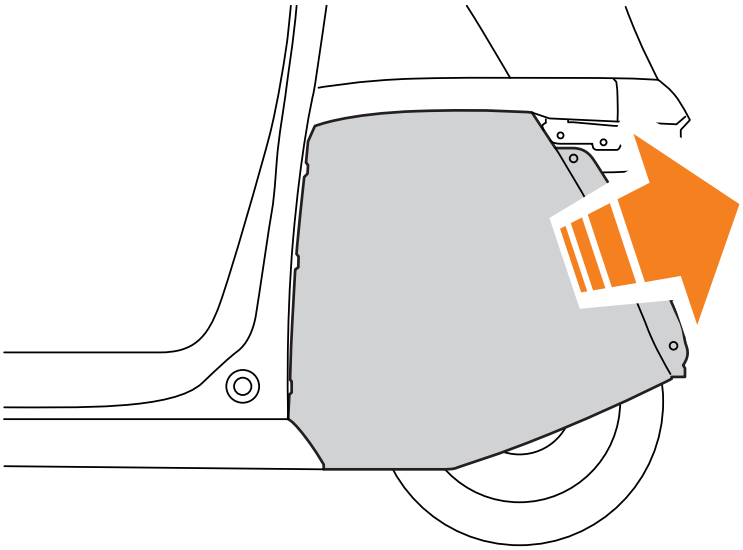
4. Locate and double-cut the 12V ground cable that runs from the 12V battery negative to the steering column bracket. Be sure to cut out a section of cable that is wide enough to prevent the cut ends from accidentally touching and completing the electrical circuit.
5. If time allows, wrap the cut ends of the cable in insulated tape as an additional precaution against accidental reconnection.

Note: If the 12V ground cable is cut, the vehicle can still be powered ON if an external 12V power source is connected to the 12V battery terminals. See "Locating the 12V battery terminals", page 16.

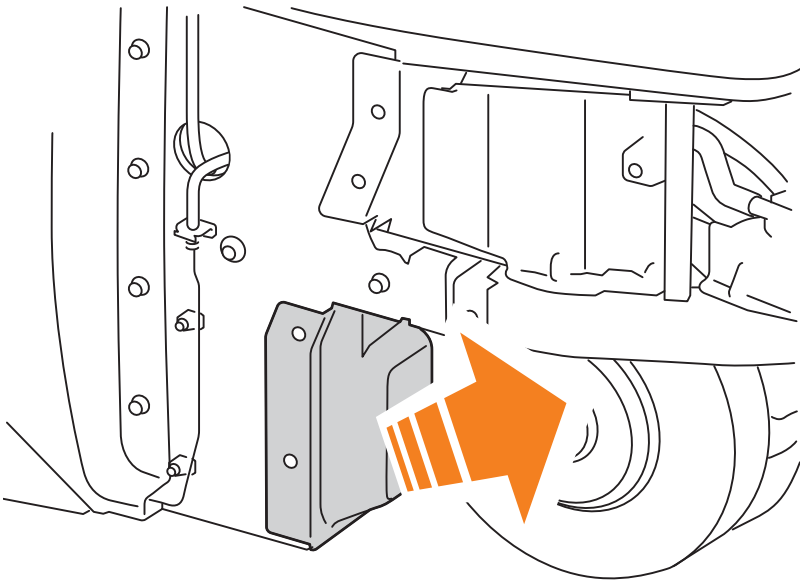
Disabling the High-Voltage System

WARNING **Always wear appropriate PPE when handling the high-voltage cables. Failure to follow these instructions can result in serious injury or death.**

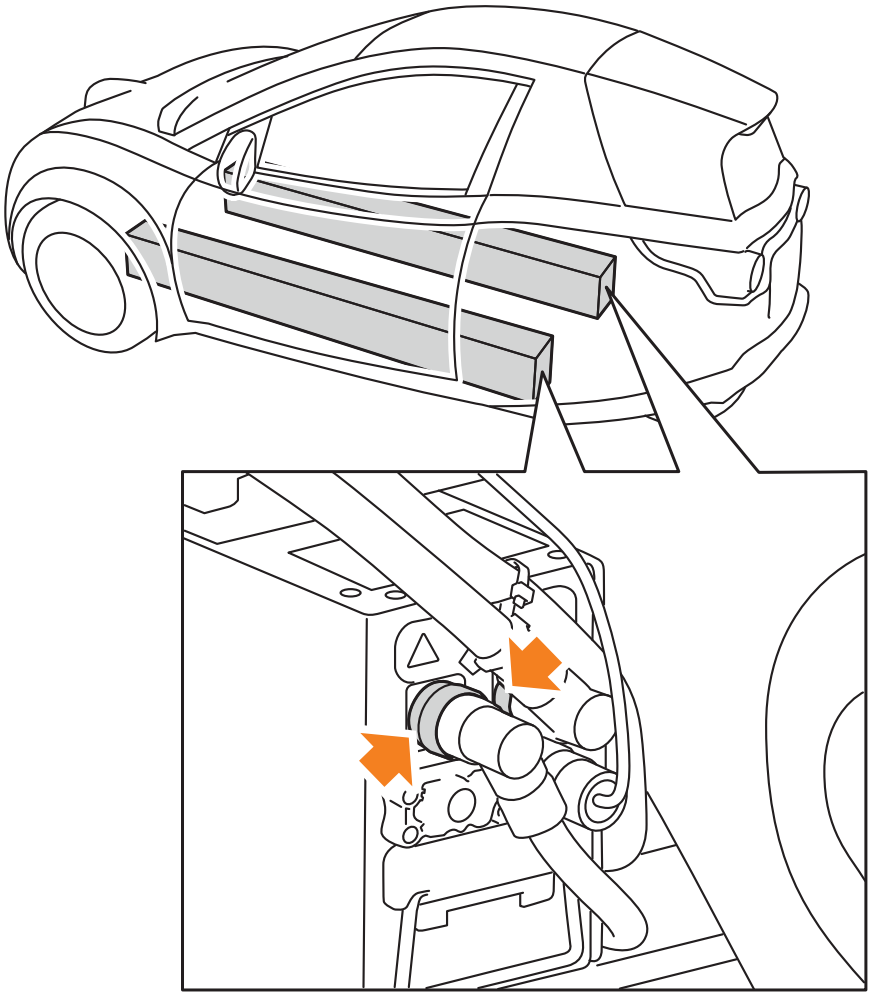
WARNING **Regardless of the disabling procedure you use, ALWAYS ASSUME THAT ALL HIGH-VOLTAGE COMPONENTS ARE ENERGIZED! Cutting, crushing, or touching high-voltage components can result in serious injury or death.**



1. To access the high-voltage cables to be disconnected, use an insulated crowbar to pry off the left and right rear side covers.



2. Use an insulated crowbar to pry off the left and right rear closeout panels.

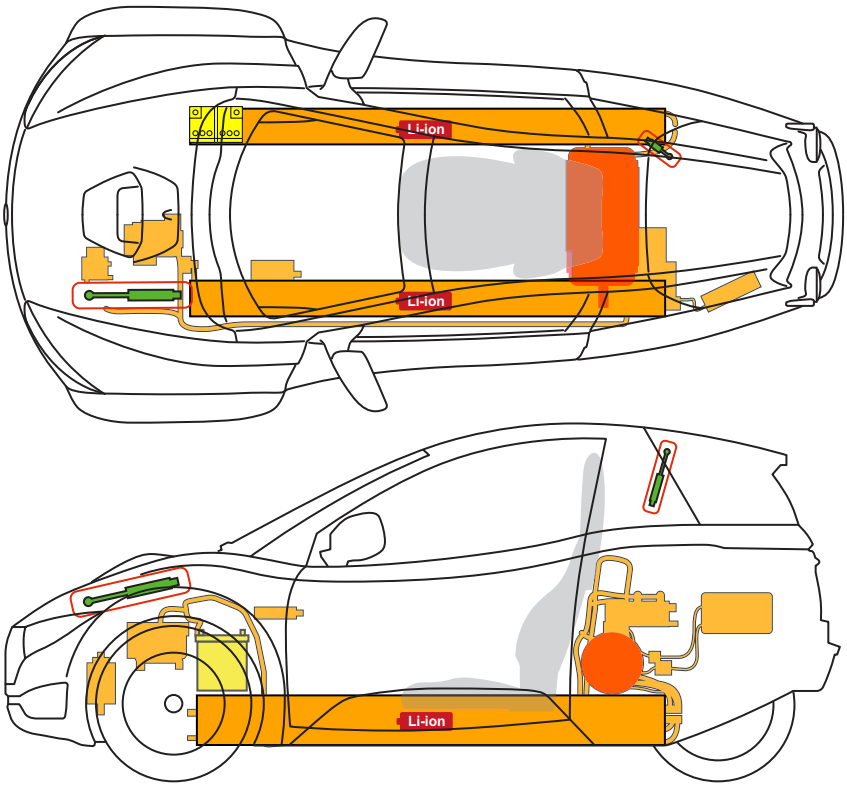


3. Rotate the locking collar and disconnect B- high-voltage cables from both the left and right battery assemblies.
4. Rotate the locking collar and disconnect B+ high-voltage cables from both the left and right battery assemblies.

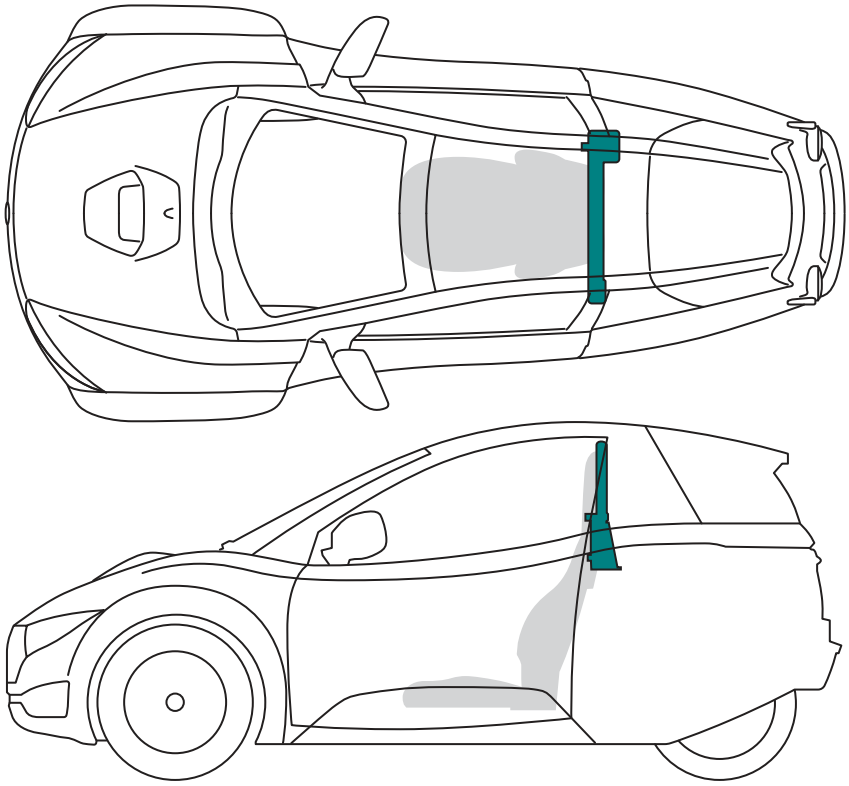
Cutting the Vehicle

WARNING **Always use appropriate tools (such as a hydraulic cutter) and always wear appropriate PPE when cutting the vehicle. Failure to follow these instructions can result in serious injury or death.**

WARNING **Regardless of the disabling procedure you use, ALWAYS ASSUME THAT ALL HIGH-VOLTAGE COMPONENTS ARE ENERGIZED! Cutting, crushing, or touching high-voltage components can result in serious injury or death.**



WARNING **Due to the presence of gas struts, batteries, and high-voltage components, never cut or crush the areas illustrated in color. Doing so could result in serious injury or death.**

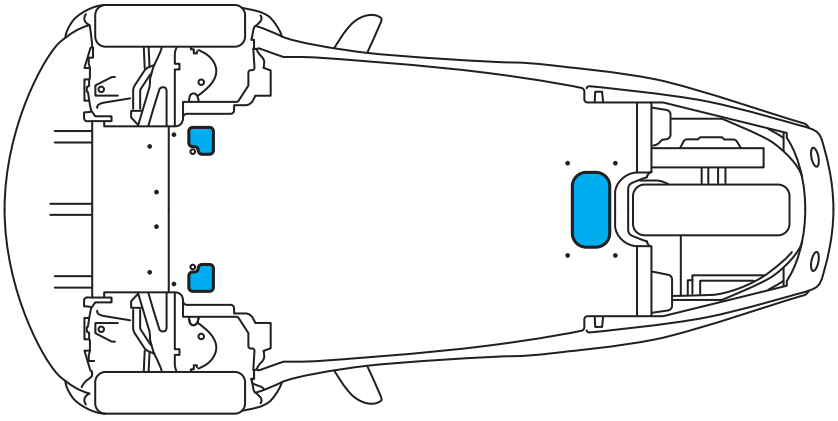


The roll bar and integrated belt anchor behind the seat can be more difficult to cut through, but it is safe to cut in this area if necessary.

Lifting the Vehicle

WARNING **Never raise the vehicle when the charge cable is connected, even if charging is not in progress. Always disconnect the charge cable before raising the vehicle. See "Disconnecting the Charge Cable", page 25.**

WARNING **The illustrated lifting points are the only approved lifting points for the vehicle. Using any other lifting points may cause the vehicle to fall, resulting in death or injury to anyone in its vicinity. Lifting the vehicle at any other points may damage the vehicle or breach the high-voltage battery.**



If the vehicle needs to be lifted, only use the illustrated lifting points to avoid breaching the high-voltage battery.

Vehicle Fires

⚠WARNING In cases of fire, the entire vehicle should be considered as energized. Toxic vapors can be released from a heated or burning battery. To prevent personal injury, responders should always wear full PPE, including a SCBA. Use proper measures to protect anyone downwind of the incident.

Firefighting

- Deluge the vehicle continuously with water to extinguish the fire and cool the high-voltage battery.
- Large amounts of water should be applied at the first signs of smoke from the battery. Water may absorb some of the harmful emissions in the smoke.
- If the vehicle is connected to an external power source (e.g. charging station or wall outlet) via a charge cable, disable the power source BEFORE attempting to disconnect the cable. See "Disconnecting the Charge Cable", page 25.
- For smaller fires that do not involve the high-voltage battery, normal vehicle firefighting procedures can be used.

Overhaul

- Due to risk of re-ignition, the battery should be thermally assessed throughout rescue and overhaul procedures.
- Before releasing the vehicle, the battery should be completely cooled with no smoke or heating present for at least one hour.
- All second responders and anyone coming in contact with the vehicle afterwards should be notified that the vehicle contains a high-voltage system. Inform them of the risk of re-ignition.

Submerged Vehicles

⚠WARNING The extent of any damages may not be apparent on submerged vehicles. Handling a submerged vehicle without wearing appropriate PPE can result in serious injury or death.

- To avoid electric shock, NEVER touch any of the high-voltage components on a submerged vehicle. See "High-Voltage Components", page 12.
- If the vehicle is connected to an external power source (e.g. charging station or wall outlet) via a charge cable, disable the power source BEFORE attempting to disconnect the cable. See "Disconnecting the Charge Cable", page 25.
- Drain the vehicle of water completely before attempting to disable the power. See "DISABLING THE POWER", page 23.

Inspection Recommendations

WARNING **Always wear full PPE when inspecting a potentially damaged vehicle.**

It is necessary to inspect the vehicle post-incident to ensure that the high-voltage system has properly shut down and the battery system has not been damaged.

It is strongly recommended to inspect the vehicle twice: once at the incident scene, and again after the vehicle has been stored off-site.

- The inspection process at the scene of the incident may be limited due to time constraints or lack of accessible PPE. A second inspection should be performed after the vehicle has been moved to a storage or repair facility, where time and resources are more available.
- There is a potential risk of delayed fire or fire re-ignition with damaged lithium-ion batteries. A second post-incident inspection may catch such delayed reactions before they progress to dangerous levels.

Until inspections have been completed, the vehicle should remain in isolation. See "STORAGE AND ISOLATION", page 41.

What to Inspect For

Use the following guidelines to check the vehicle for signs that could indicate a safety hazard.

Fire or Heat Damage

WARNING **When damaged, the battery cells in a high-voltage battery can heat rapidly. If you see smoke coming from the high-voltage battery, assume that it is heating and take appropriate action. See "Vehicle Fires", page 33.**

- Scorched or melted components
- Smoke residue
- Burnt odors

Loss of Battery Integrity

WARNING **Gurgling, bubbling, crackling, hissing, or popping noises heard from the battery system could indicate overheated battery cells venting, or arcing within the high-voltage system. Notify the fire department immediately. If possible, clear the area around the vehicle and open any unlocked doors to avoid build-up of gases.**

- Examine the battery enclosure for cracks, dents, punctures, or ruptures.
- Examine the battery system for loss of mechanical integrity.

Loss of High-Voltage System Integrity

- Inspect the cabling and components of the high-voltage system for damage.
- Visible electric arcing or carbon traces are evidence of electrical isolation loss.

Fluid Leaks

- The high-voltage battery contains lithium-ion cells. Only a small amount of clear battery fluid can leak from damaged cells.
- Lithium-ion battery electrolyte is clear in color and has a sweet odor. The battery contains multiple small, sealed modules, so only a minimal amount of fluid would leak from an individually ruptured module.
- A standard glycol-based automotive coolant is used to cool the high-voltage battery and drive unit. This coolant is purple in color. The two reservoirs are located under the hood and in the rear of the vehicle.
- The vehicle uses standard DOT 4 brake fluid and standard washer fluid. All reservoirs for these fluids are under the hood.

After Inspection

- Anyone taking custody of or working with the vehicle should be notified immediately if any issues are discovered during inspection.
- To minimize risk, proper isolation methods should be used when storing a potentially hazardous vehicle. See "STORAGE AND ISOLATION", page 41.
- If there are no issues identified with the vehicle, then storing it is unlikely to pose any risk greater than that of a non-electric vehicle.

Moving Off the Road

⚠WARNING Deactivating the Electronic Parking Brake (EPB) requires pressing the brake pedal. Once the vehicle is in N (Neutral), the EPB is disengaged, and the brake pedal is released, the vehicle will be free-rolling. Be aware that the vehicle could roll at this point if it is not on a level surface.

⚠CAUTION Pushing the vehicle with wheels on the ground should only be done for very short distances, as prolonged rolling (e.g. towing with wheels on the ground) can cause heat damage to the drive motor system and generate high voltages in the electrical system.

If the vehicle needs to be moved a short distance but cannot be driven normally:

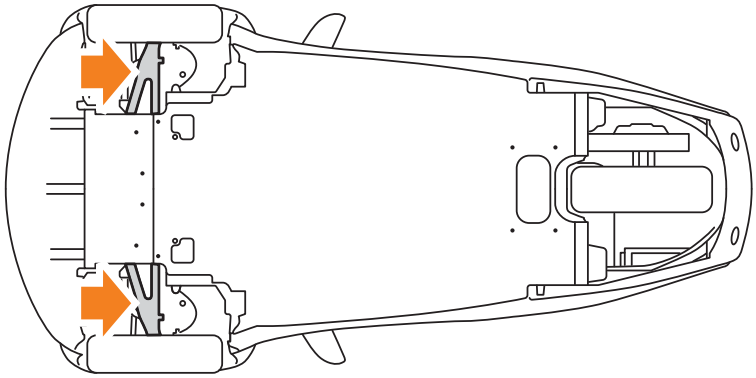
1. Set the Drive Mode Selector to N (Neutral) to allow the wheels to roll freely. See "Shifting Into Neutral", page 8.
2. Manually disengage the Electronic Parking Brake (EPB) or set the EPB to Maintenance Mode. See "Applying the Electronic Parking Brake (EPB)", page 9.
3. Push the vehicle to move it where needed.
4. Engage the EPB or disengage the EPB Maintenance Mode.
5. Chock all three wheels to stabilize the vehicle. See "Chocking the Wheels", page 11.

Transporting the Vehicle

⚠ CAUTION **Towing the vehicle with the wheels on the ground, or on a suspended lift, may cause serious damage to the vehicle and could generate high voltages in the vehicle's electrical components.**

⚠ CAUTION **Do not use the recovery eye to strap the vehicle down.**

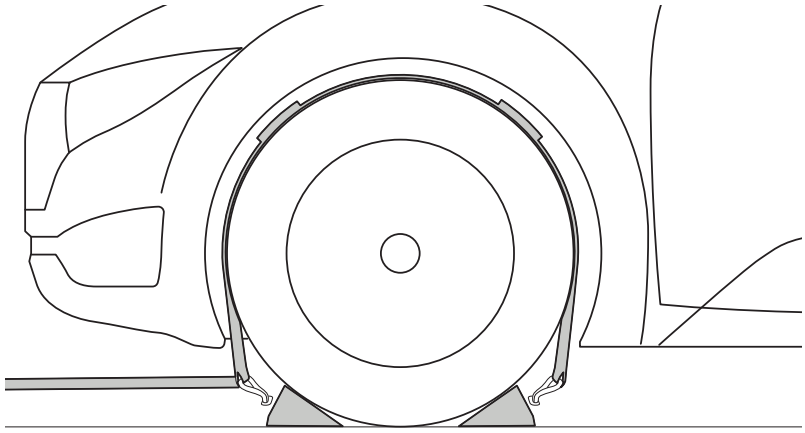
If for any reason the vehicle can not be driven, the only approved method of recovering or transporting it is by using a flatbed trailer or transporter that has an approved load rating greater than the actual weight of the vehicle, including after-market accessories and cargo. See "Vehicle Weight Information", page 40.



Use the two lower control arms (illustrated) as the hook/attaching points to secure the vehicle to a trailer.

After loading the vehicle onto an approved trailer or flatbed transporter, follow these guidelines:

1. Turn the key switch to the ON position. See "Using the Key Switch", page 24.
2. Set the Drive Mode Selector to N. See "Shifting Into Neutral", page 8.
3. Engage the Electronic Parking Brake. See "Applying the Electronic Parking Brake (EPB)", page 9.
4. Turn the key switch to the OFF position, and remove the key to prevent loss.
5. Secure all cargo and other items, or remove them from the vehicle.
6. Ensure that the hood, trunk, and both doors are closed securely.
7. Block all wheels at the front and rear of each tire. See "Chocking the Wheels", page 11.

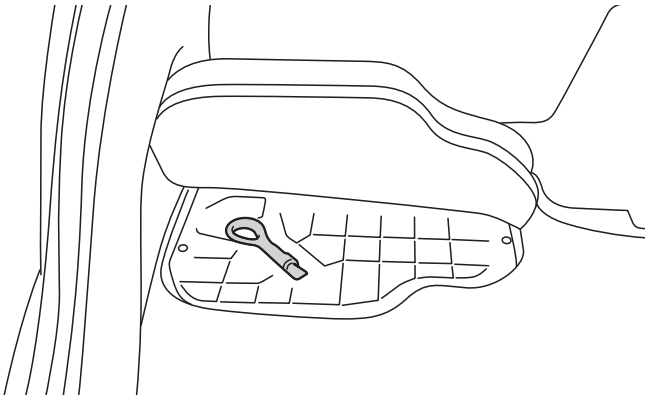


8. Use tire wheel straps or loop straps (illustrated) to secure the vehicle to the trailer or flatbed transporter.
9. Reduce speed and drive with caution while transporting the vehicle.

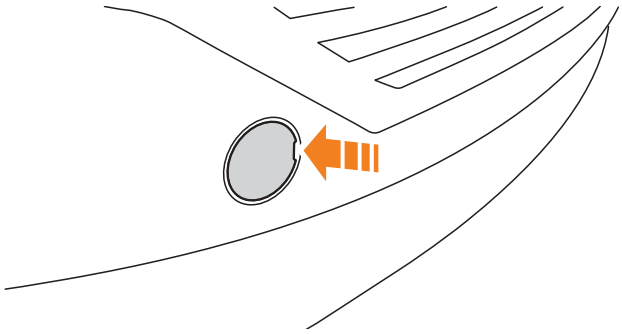
Using the Recovery Eye

⚠ CAUTION **Before pulling the vehicle, always ensure that the recovery eye bolt is fastened securely.**

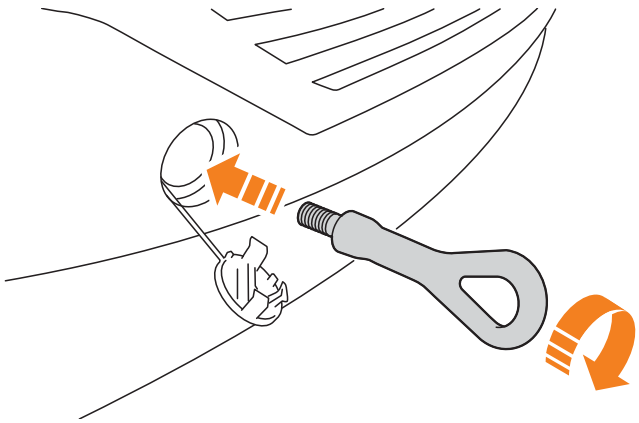
In the event that the vehicle needs to be pulled onto a flatbed trailer or transporter, a recovery eye assembly is supplied for this purpose. Once assembled, a towing line (e.g. a strap, chain, or cable) can be attached to the recovery eye and used to pull the vehicle onto a transporter.



1. The recovery eye bolt is located in a concealed storage space in the left corner of the trunk floor. Pull up on the carpeted cover to reveal and remove the bolt.

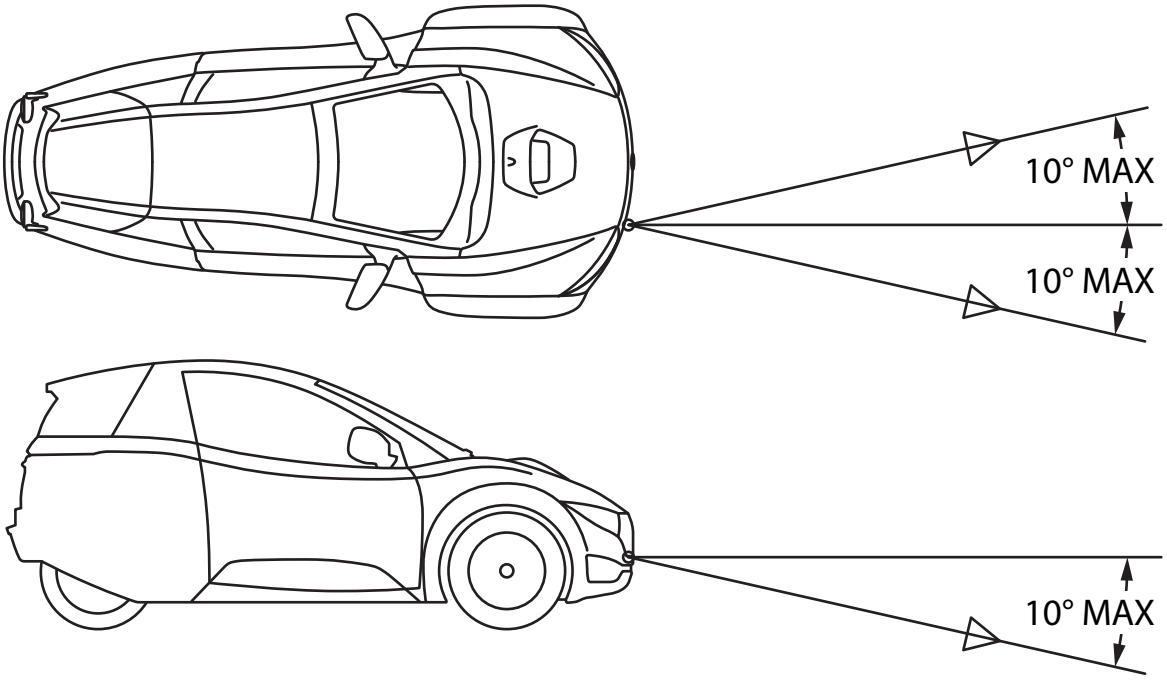


2. When facing the front of the vehicle, the recovery eye is located behind a cover to the right of the grill. To remove this cover, insert a flat-bladed tool (such as a screwdriver) into the slot along the edge, then gently pry up until it releases.



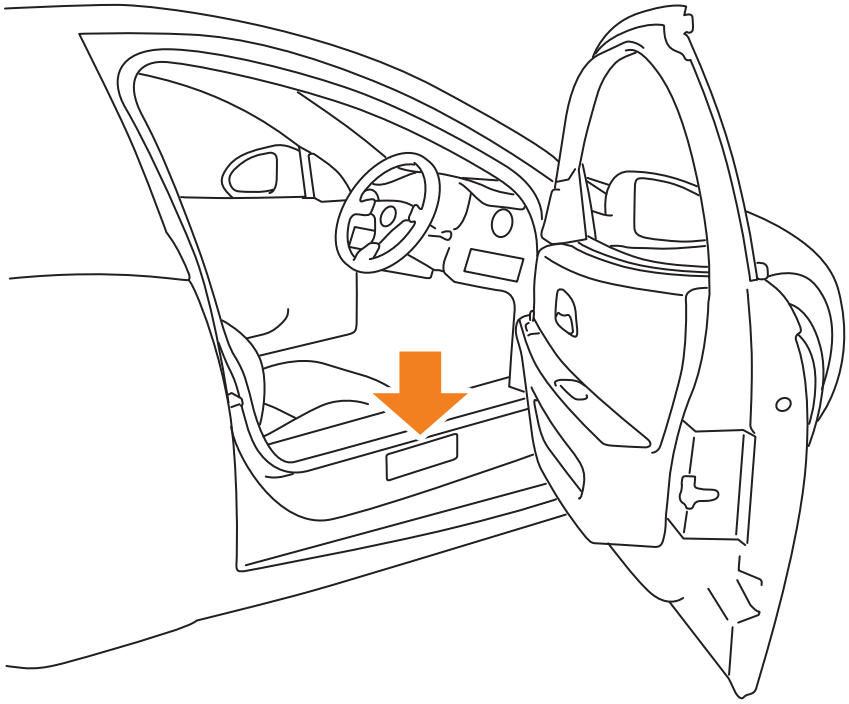
3. Insert the bolt fully into the recovery eye, then turn clockwise until it is tightly fastened.

⚠ CAUTION **The recovery eye has a limited range in which it can be pulled from, as seen in the illustration below. Do not pull the vehicle from an angle outside of this range.**



Vehicle Weight Information

The Tire and Loading Information label (visible when the right door is open) lists the Gross Vehicle Weight Rating (GVWR) of the vehicle.



MFD BY: CHONQING ZONGSHEN AUTOMOBILE INDUSTRY CO. LTD. DATE OF MFG: MM/YY GVWR: 933 KG (2056 LB)
FOR: ELECTRAMECCANICA VEHICLES CORP.

FRONT GAWR 499 KG (1100 LB)	WITH TIRES 135/70R15 70T	RIMS AT 15X4.5J	COLD 228 KPA (33 PSI)
REAR GAWR 444 KG (978 LB)	WITH TIRES 215/40R16 86V	RIMS AT 16X7.0J	COLD 207 KPA (30 PSI)

THE COMBINED WEIGHT OF OCCUPANT AND CARGO SHOULD NEVER EXCEED 130KG (287LB)

MAXIMUM CARGO CAPACITY: REAR 25 KG (55 LB)

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VIN: XXXXXXXXXXXXXXXXX TYPE: MOTORCYCLE

2301-1000951 REV 05

Storing Damaged Vehicles

- Until it has been properly inspected, do not store a vehicle with any evident or possible damage to the high-voltage system inside a structure. See "POST-INCIDENT VEHICLE INSPECTION", page 34.
- If possible, open both windows and doors while the vehicle is in storage to encourage ventilation. This can prevent build-up of toxic and/or flammable gases released from a damaged battery.
- Avoid exposing a vehicle with a damaged high-voltage system to the elements (e.g. rain or snow).
- Notify all personnel of the storage facility of the vehicle's inspection results, and of the risks involved in storing a damaged electric vehicle. See "POST-INCIDENT VEHICLE INSPECTION", page 34.
- Mark the vehicle clearly to identify it as an electric vehicle with a potentially dangerous high-voltage system.
- Maintain clear access to the stored vehicle for continued monitoring and (if needed) emergency response.

Methods of Isolation

Use either of the following methods when isolating a damaged electric vehicle:

Open-Perimeter Isolation

An area in which the vehicle is separated from all structures and combustibles by at least 50 feet (15 meters) from any side, including overhead.

Barrier Isolation

An area in which the vehicle is separated from all structures and combustibles by barriers with the following properties:

- The barrier should be built with concrete, steel, solid masonry, or earth.
- The height of the barrier should be sufficient to shield any adjacent combustibles from heat or flames.
- If an open side is left in the barrier, then that open side should be separated from all structures and combustibles by at least 50 feet (15 meters).
- Barrier roofs are not recommended, as they could exacerbate potential hazards such as fires or built-up gases.

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