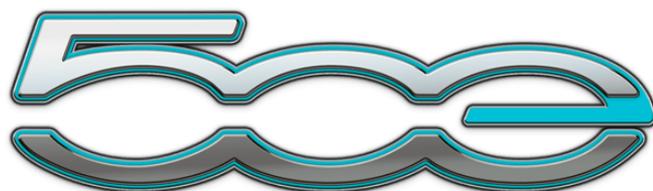


Fiat



Quick guide to Repairs

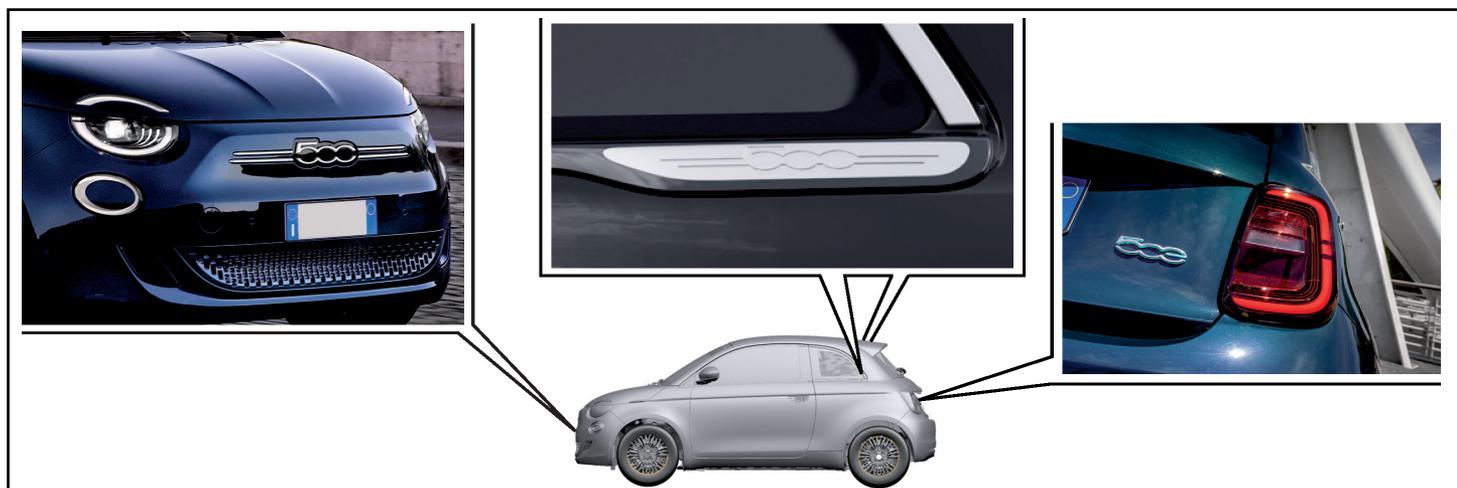


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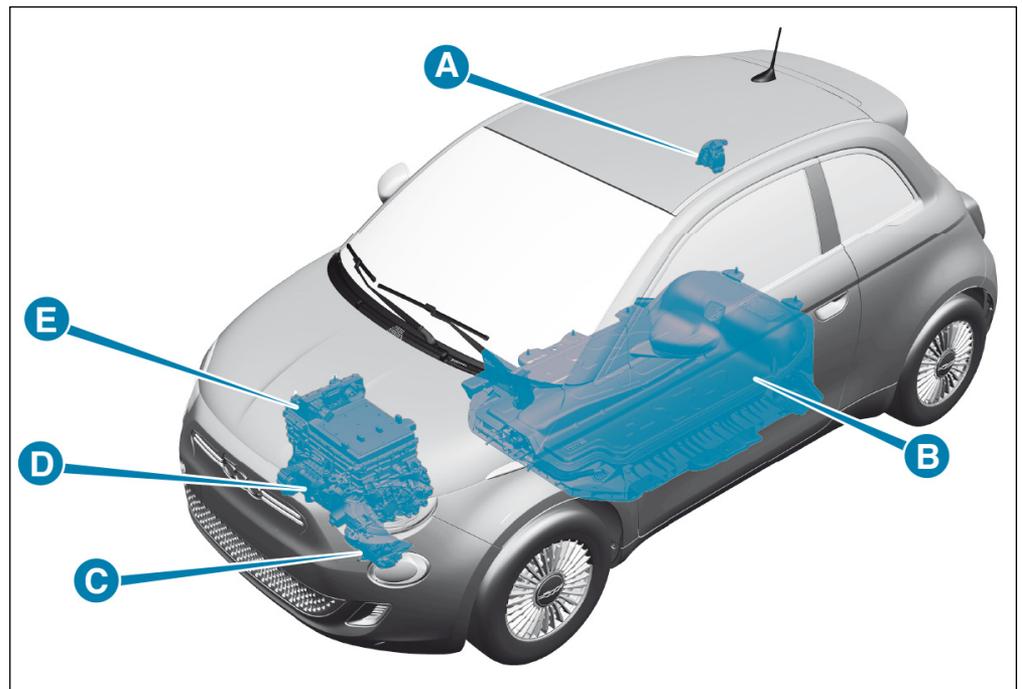
1. Vehicle identification

External recognition elements



2. Technical description

2.1 Electrical system functional diagram



- A. Charging port
- B. High-voltage battery
- C. High-voltage electric compressor
- D. Traction electric motor
- E. Voltage converter

The propulsion system of the New 500 is completely powered by the energy contained in the high-voltage lithium-ion rechargeable battery of the car. Unlike conventional or hybrid cars, there is no internal combustion engine in this car.

The New 500 uses the electrical energy stored in the high-voltage battery and not fuel. This battery provides the energy needed to start moving and therefore needs to be recharged before use. If the high-voltage battery is completely flat the car will not start.

This car also has a 12V battery of the same type as those used by cars with internal combustion engines. If the 12V battery is completely flat the car will not start.

The 12V battery supplies power to the conventional electrical system: lights, windscreen wipers, restraint systems (airbags and pretensioners), sound system, etc.

The high-voltage battery supplies power to the electric motor and supplies the high-voltage auxiliary devices (heaters, electric climate compressor, etc.). The electronic converter that powers the 12V system for general car operation is also powered by the high-voltage battery and also recharges the 12V battery.

The battery is charged by connecting the charging port of the car to the mains power supply using the charging cable.

The charging procedure is specific according to the power source which is used (domestic or public).

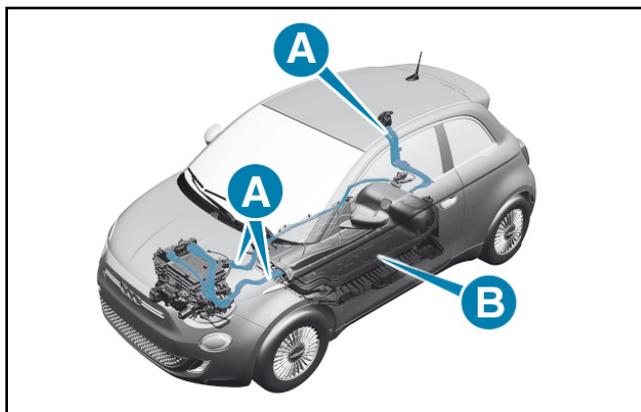
The high-voltage battery is also partially recharged while driving during deceleration or braking. During this steps, the battery is recharged by regeneration via the electric motor. This is an efficient way of recharging as the kinetic energy of the car is used and converted into electric charging energy.

Electric cars have specific characteristics of use, which is useful to know, in order to achieve optimal performance.

This car respects the environment because it does not emit exhaust gases and therefore has zero CO₂.

HIGH-VOLTAGE BATTERY

The high-voltage battery is located at the bottom of the car in a central area and is maintenance-free.



- A. High-voltage wires
- B. High-voltage battery

The high-voltage battery is lithium-ion.

Lithium-ion batteries provide the following benefits:

- are much lighter than other types of chargeable batteries of the same size;
- keep the charge longer;
- have no memory effect, i.e. it is not necessary to discharge them completely before recharging, as is the case with other types of batteries;
- can be recharged and discharged, charging times vary depending on home or public charging mode and power.

The high-voltage battery of the New 500 in the larger version (with more energy) has a nominal voltage of 350V, while in the smaller version the voltage is 395V.

The high-voltage battery is equipped with conditioning systems that ensure that it operates under the best temperature conditions appropriate to its operation.

NOTE

If the battery pack needs to be cooled, the electric climate control compressor is automatically activated even when the passenger compartment cooling function is not operating. The high-voltage battery is cooled by a specific liquid that is kept at low temperature by the air conditioning system of the car.

ATTENTION

1. Do not resell, give away or modify the high-voltage battery. The high-voltage battery must only be used on the car on which it is supplied. If used outside the car or modified, accidents such as electric shock, heat or smoke generation, explosion or electrolyte leakage may occur. If the car is scrapped without removing the high-voltage battery, contact with high-voltage components, cables and connectors could cause very dangerous electric shock. If the high-voltage battery is not disposed of properly, it may cause electric shock, resulting in serious injury or death.
2. The mains power supply and the high-voltage battery are potentially dangerous: they can cause injury, burns and risk of electrocution. Always take great care.
3. Never touch or tamper with the cables and components of the high-voltage battery in any way: do not allow the high-voltage battery components to come into contact with bracelets, necklaces or any metal objects worn.
4. Do not open, modify or remove the high-voltage battery cover: any gases released may be harmful and flammable: avoid inhaling the gases.
5. Damage to the vehicle or the high-voltage battery may cause harmful gases to escape, which could cause a fire. In the event of a fire, move away from the vehicle, wear a reflective vest (if required by the regulations in force), position yourself in a safe place, and immediately contact the rescuers, police or fire brigade informing them that this is a vehicle with a high-voltage system.
6. The electrolyte inside the battery is a polluting and flammable material. If the high-voltage battery is not disposed of properly, it may cause fire and pollute the environment.

IMPORTANT

1. If, as a result of a violent impact or accident, the car has hit the bottom (underbody), have the battery and the high-voltage system checked by qualified technicians.
2. Behaviour in the event of electrolyte leakage from the traction battery.

Leakage of electrolytes from the traction battery is not very likely. However, specific PPE must be worn if this occurs. Sprinkle the appropriate absorbing products, then, always wearing the specific PPE, collect them to be treated with organic solvents.

The electrolyte of a lithium-ion traction battery is a clear flammable liquid.

- It has the characteristic smell of organic solvent. Do not breathe the vapours. Ventilate the area in case of leakage, if necessary.
- Contact with the electrolyte causes skin burns and serious eye injury.
- If swallowed, inhaled or in contact with skin or eyes, wash immediately with plenty of water. Promptly call a poison control centre or seek medical attention.

IMPORTANT

1. Live parts of the car are marked with safety warning labels. The high-voltage battery bears a label indicating this danger.
2. Do not dispose of the high-voltage battery yourself. For more information contact a Fiat Dealership.

High-voltage battery and electric motor specifications

Specifications	High Range
Battery type	Lithium ions
Nominal voltage (Volt)	350
Maximum power (CEE) Kw (CV)	87 (117)
Maximum power (CEE) Nm (Kgm)	220 (22.43)
Battery operating temperature	-30/60°C (*)

(*) The temperature of 60°C is to be understood as the temperature that the battery can reach, it is not to be understood as the operating temperature of the car.

2.2 12V battery

The 12V battery in the electric vehicle is a secondary 12V direct-current battery. This battery provides the energy necessary for operating the vehicle equipment (headlights, windscreen wipers, sound system, etc.)

ATTENTION

- If necessary, the 12V battery must be replaced by an equivalent battery.
- The battery is located in the motor compartment at the front of the vehicle. Its negative terminal is connected to the metal chassis for electrical earthing.
- The operations on the battery must be carried out by a qualified towing operative/mechanic who is qualified to work on the high-voltage electrical circuit of an electric vehicle.

2.3 Precautions relating to the HV electrical system

Works on HV electrical system

ATTENTION

- The propulsion system of the electric car is connected by the high-voltage battery and when the system is active the components are then powered at high-voltage. Observe the warning messages on the labels on the car when accessing the motor compartment. Any intervention or modification on the high-voltage electrical system of the car (components, cables, connectors, high-voltage battery) is strictly forbidden due to the risks it may imply for your safety. In this case, contact a Fiat Dealership. Tampering with the high-voltage system can lead to serious burns or electrical discharges with even fatal consequences. Do not resell, give away or modify the high-voltage battery. The high-voltage battery must only be used on the car on which it is supplied. If used outside the car or modified, accidents such as electric shock, heat or smoke generation, explosion or electrolyte leakage may occur.
- If the car is scrapped without removing the high-voltage battery, contact with high-voltage components, cables and connectors could cause very dangerous electric shock.

- If the high-voltage battery is not disposed of properly, it may cause electric shock, resulting in serious injury or death.
- Due to the quiet operation of the electric car, always set the speed selector switch to P and engage the electric parking brake and stop the motor. DANGER OF SERIOUS INJURY.

IMPORTANT

The high-voltage battery may only be disconnected by qualified personnel at a Fiat Dealership.

IMPORTANT

- Do not dispose of the battery yourself. If the car is scrapped, it must be taken to a Fiat Dealership to have the high-voltage battery removed and disposed of properly by the Fiat Dealership personnel who have the technical skills to operate in complete safety.
- Live parts of the car are marked with safety warning labels. The high-voltage battery bears a label indicating this danger.

IMPORTANT NOTES

In case of fault, damage or fire to the vehicle:

- the components of the electrical system can be live and the high-voltage battery can be charged;
- the high-voltage battery, cables and electrical components may be exposed and pose a potential risk of electrocution;
- vapours released during handling or disconnection of the high-voltage battery from the system are potentially toxic and flammable;
- damage to the car or high-voltage battery may cause immediate or delayed release of toxic and/or flammable gases or a fire; the electrical wires and the components connecting to the high-voltage system are orange.

IMPORTANT

Non-insulated cables or wires may be visible inside or outside the vehicle. Never touch cables and/or connectors: electric shock could occur, resulting in injury or death by electrocution.

IMPORTANT

Do not touch, disassemble or remove the electric climate control compressor.

ATTENTION

- The orange high-voltage cables must not be cut under any circumstances.
- The earth braids must not be cut under any circumstances.
- These connections are a safety device for the occupants of the vehicle and for the Rescue Services to prevent any risk of electric shock.
- RISK OF SERIOUS INJURY OR ELECTRIC SHOCK THAT COULD CAUSE DEATH.

IMPORTANT

Apply the safety procedures and precautions (Chapters 3 and 4) in the event of an accident that compromises the mechanical components of the vehicle and does not allow the vehicle to move independently or that caused the airbags to deploy.

3. Safety regulations for working with high voltages

3.1 High-Voltage System

IMPORTANT:

When performing repairs that directly involve or imply possible contact with live high-voltage components/systems, the technician must ensure that the power supply of the high-voltage system is disconnected throughout the operation.

- Only specifically trained staff qualified to perform repairs on vehicles with high-voltage systems under current national laws/regulations are authorised to work on the vehicle.
- Before performing any repair/diagnosis on the car, carefully read and comply with the general instructions for working in safety on hybrid/electric vehicles and use suitable general equipment and personal protective equipment (PPE).

Failure to follow all these warnings could result in personal injury, such as burns, shock or fatal injury.

IMPORTANT

Before performing any diagnostic or service procedures, read and follow all applicable safety procedures in the presence of high voltage. Carry out the vehicle safety procedure by cutting off the power supply of the high-voltage battery before carrying out any repair directly involving components or wiring of the high-voltage system or operating in close proximity to them which could imply potential contact.

IMPORTANT

Be sure to use the appropriate personal protective equipment (PPE) when working on high-voltage installations. Failure to do so may result in serious injury or death.

- Protective eyewear/visor
- Clothes made of natural fibres
- Hand tools with HV certification and a dielectric barrier of not less than 1000 Volts
- Certified and unexpired rubber gloves
- Insulating mat
- Safety hook



IMPORTANT

Do not use only leather gloves to protect yourself from electric shock. Failure to do so may result in serious injury or death. Always use rubber insulating gloves of the appropriate voltage class.

3.2 PPE characteristics

Electrical safety gloves

Insulating gloves for working on electrical systems, class 00, test voltage 2500V, operating voltage 500V.

Class III personal protective equipment that complies with the following standards:

European: EN 60 903

International: CEI 60 903

Visor

To protect the face from splashes of liquid/solid material and electric arcs in case of short circuit.

Class III personal protective equipment that complies with the following European standards:

EN 166: Personal eye protection - Specifications.

EN 170: Personal eye protection - Ultraviolet filters.

The absence of voltage is detected using a tester.

The measurement must be carried out between the metal chassis of the vehicle and all 400V (orange) cables that are damaged to such an extent that direct electrical contact between the tester tip and the conductive core is possible. If several cables or contacts are exposed as a result of the damage, the absence of voltage must also be checked between the concerned points and not only with reference to the metal chassis of the car.

This instrument must comply with the following standards:

European: EN 61 243-3

International: CEI 61 243-3

4. Securing the car

4.1 ACCESSING THE PASSENGER COMPARTMENT (with 12V battery CHARGED)

Unlocking doors and boot

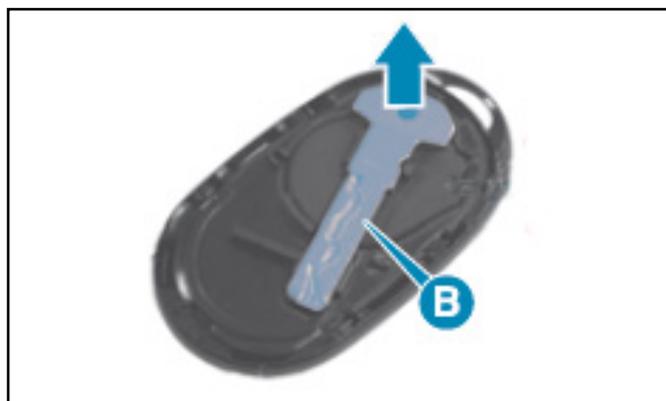
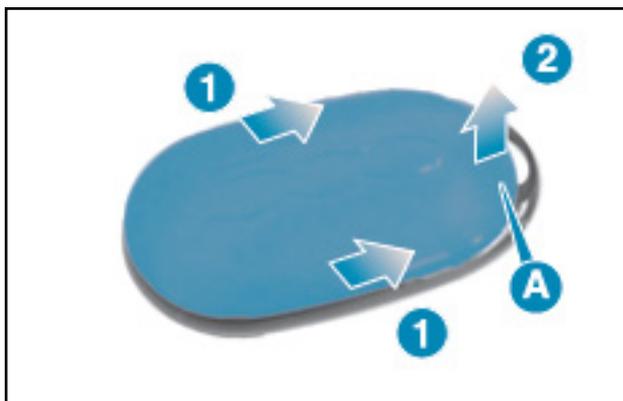
Briefly press the button:  unlocking of doors and boot, timed switching-on of internal lights and double flashing of direction indicators (where provided).

When the function is available, press and release the unlock button on the remote control once only to unlock the driver's door or twice within 1 second to unlock all doors and the tailgate.

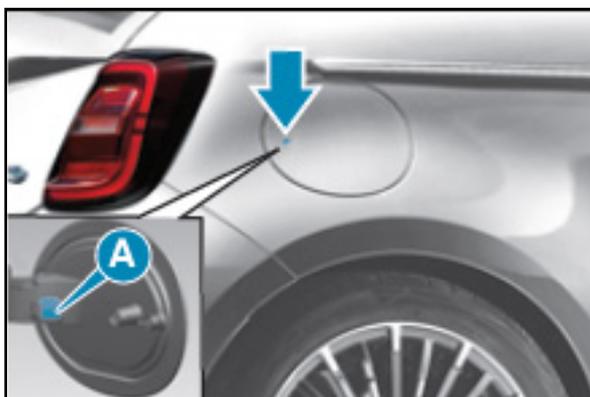


4.2 ACCESSING THE PASSENGER COMPARTMENT (with 12V battery FLAT)

- take the key from the lower side (A) (the one without buttons) and, using the fingertips, move the cover in the direction of the key chain hole until the teeth are released (motion 1);
- gently remove the lower cover by pulling it upwards (motion 2);
- pull up the edge of the metal key (B) until the release and pull it out;
- The emergency key (B) can be housed in the charging compartment.



- Open the charging compartment flap and remove the holder (A). Insert the key into the holder from the grip side and refit the holder on the flap.

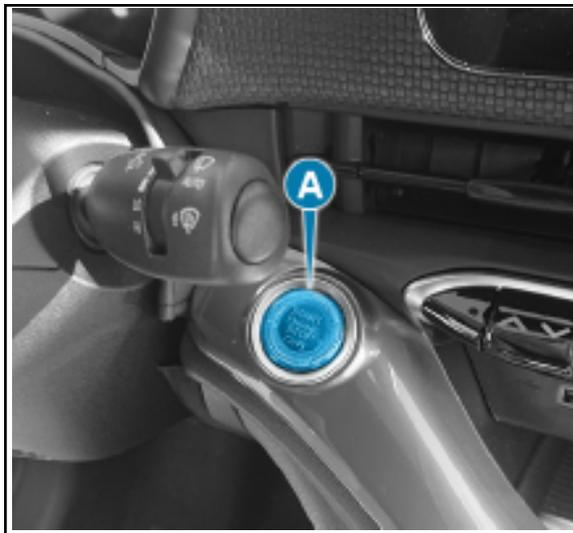


4.3 Immobilisation

- With the car stationary, press the brake pedal.
- Set the selector (A) to position "P".



- Release the brake pedal.
- Fully press the START-ENGINE-STOP (A) button and turn off the motor.



- Engage the electric parking brake (B).



IMPORTANT

Remove the smart key or the wearable key from the inside of the car and take it to a distance of about 1.5 m to avoid any unintentional activation.

4.4 Stabilisation

To stabilise the vehicle, support it at all four points under the front and centre pillars, using wooden blocks or equivalent objects.

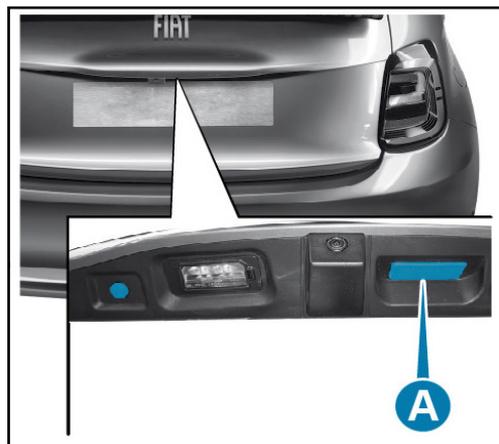


4.5 Making a vehicle safe after an accident

ATTENTION

IMPORTANT INFORMATION FOR DEACTIVATING THE HIGH-VOLTAGE SYSTEM

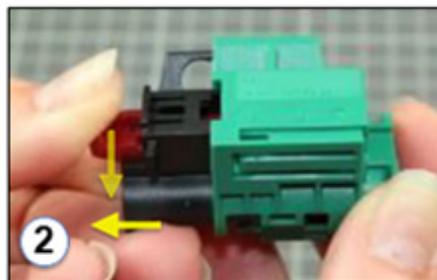
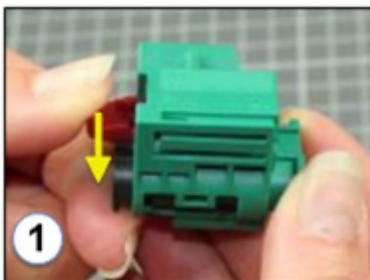
- Use personal protective equipment (see Chap. 3)
 - DO NOT CUT OR DAMAGE THE ORANGE CABLES AND CONNECTORS UNDER ANY CIRCUMSTANCES
 - The orange cables and the components connected to them are part of the high-voltage system and could be energised.
 - The energy is still present in the high-voltage battery.
 - THE HIGH VOLTAGE MAY REMAIN ACTIVE IN THE KEY-ON CONDITION WITH THE POSITIVE AND NEGATIVE TERMINALS OF THE 12V SERVICE BATTERY DISCONNECTED
 - THE HIGH VOLTAGE COULD REACTIVATE IN THE KEY-OFF CONDITION WITH THE 12V SERVICE BATTERY CONNECTED
- Open the tailgate using the opening control (A).



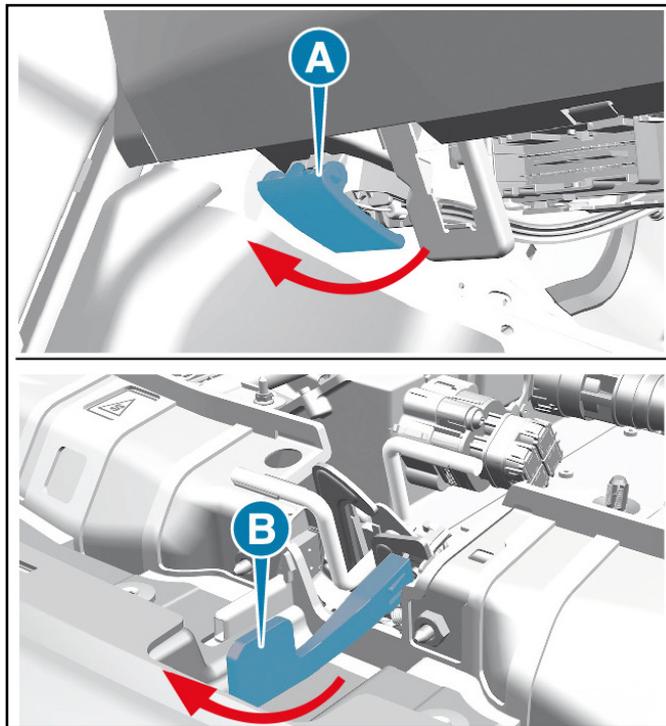
- Perform a Key-OFF (see 4.1)
- Remove the cover (B).
- Access the black-green connector (C) (HVIL port).



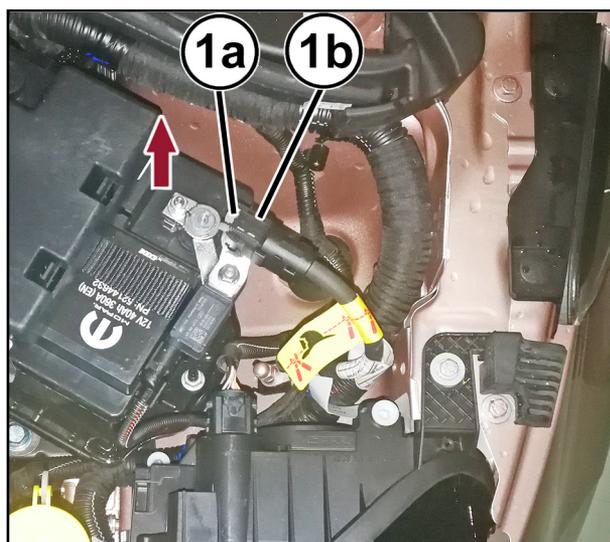
- Open the HVIL port as follows:
 1. Press the red release tab downwards
 2. Slide the internal body to the end of its travel while holding down the red release tab.
 3. At the end of its travel, the device is locked in the open position (HVIL open).



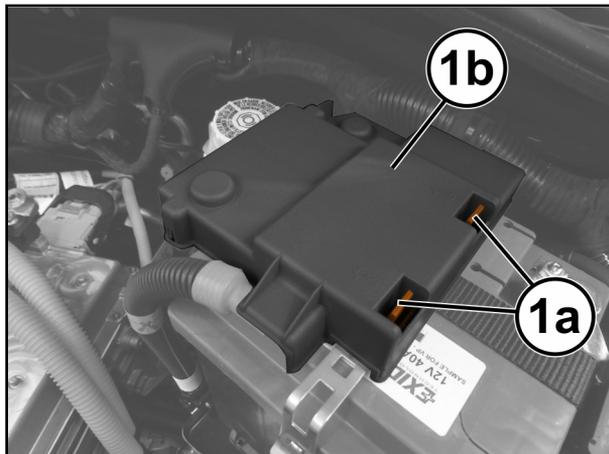
- Open the bonnet using the lever in the passenger compartment (A).
- Release the lever (B), lift the bonnet and hold it in the open position with the prop rod.



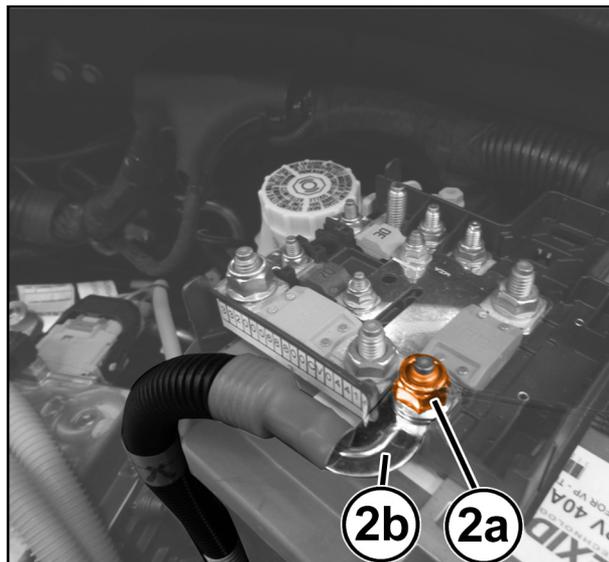
- Press the retainer (1a) and disconnect the terminal (1b) from the "negative dummy pole" of the battery.



- Check that there is no 12V power by operating the acoustic warning devices (horn on the steering wheel), which must not sound.
- If the acoustic warning devices do sound, proceed as follows:
 - press the retainers (1a) and lift the protective cover (1b) on the positive pole of the battery.



- Undo the nut (2a) and disconnect the cable (2b) from the junction box on the positive pole of the battery.



ATTENTION

If the acoustic warning devices are still working, immediately call the fire department because there is high-voltage system failure.

IMPORTANT

Before starting the emergency rescue procedures, make sure the vehicle is de-energised and wait 5 minutes for the high-voltage system capacitor to discharge to avoid electrocution.

4.6 Making the vehicle safe after an accident if the airbags were NOT deployed

ATTENTION

IMPORTANT INFORMATION FOR DEACTIVATING THE HIGH-VOLTAGE SYSTEM

- Use personal protective equipment (see Chap. 3)
- DO NOT CUT OR DAMAGE THE ORANGE CABLES AND CONNECTORS UNDER ANY CIRCUMSTANCES
The orange cables and the components connected to them are part of the high-voltage system and could be energised.
- The energy is still present in the high-voltage battery.
- THE HIGH VOLTAGE MAY REMAIN ACTIVE IN THE KEY-ON CONDITION WITH THE POSITIVE AND NEGATIVE TERMINALS OF THE 12V SERVICE BATTERY DISCONNECTED
- THE HIGH VOLTAGE COULD REACTIVATE IN THE KEY-OFF CONDITION WITH THE 12V SERVICE BATTERY CONNECTED

If the vehicle has had a light accident and the airbags have not deployed, proceed as in point 4.3 above.

4.7 Making the vehicle safe after an accident if the airbags were deployed

ATTENTION

IMPORTANT INFORMATION FOR DEACTIVATING THE HIGH-VOLTAGE SYSTEM

- Use personal protective equipment (see Chap. 3)
- DO NOT CUT OR TAMPER WITH ORANGE CABLES AND CONNECTORS
- The orange cables and components connected to these cables are part of the high-voltage system and may be energised.
- The energy is still present in the high-voltage battery.

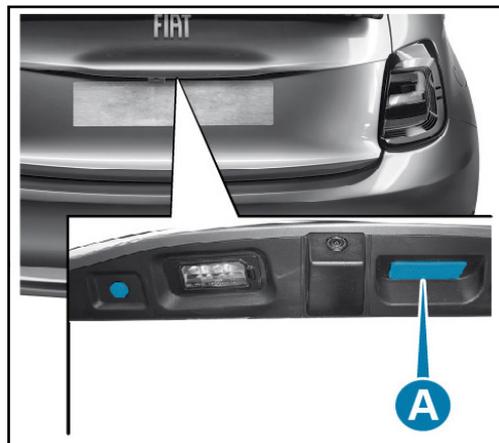
The high-voltage system is automatically deactivated after an accident in which the airbags were deployed.

Proceed as follows if the vehicle was damaged in an accident making it impossible to access the motor compartment or the boot:

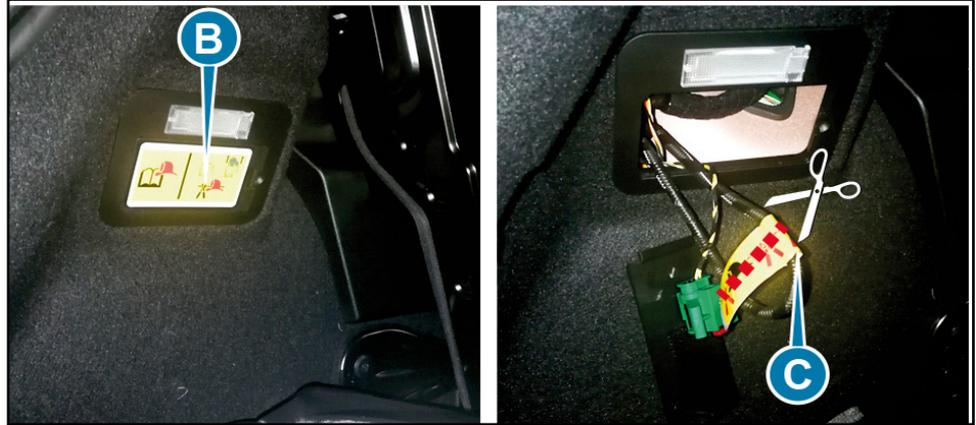


No access to the motor compartment

- Open the tailgate (A)



- Perform a the key-OFF (see 4.1)
- Remove the cover (B)
- Cut the low-voltage cable (C) from the high-voltage disconnection device (black-green SERVICE connector). CUT THE CABLE ALONG THE YELLOW LABEL ONLY, OR IN ANY CASE AT THE OUTPUT OF THE BLACK-GREEN SERVICE CONNECTOR.



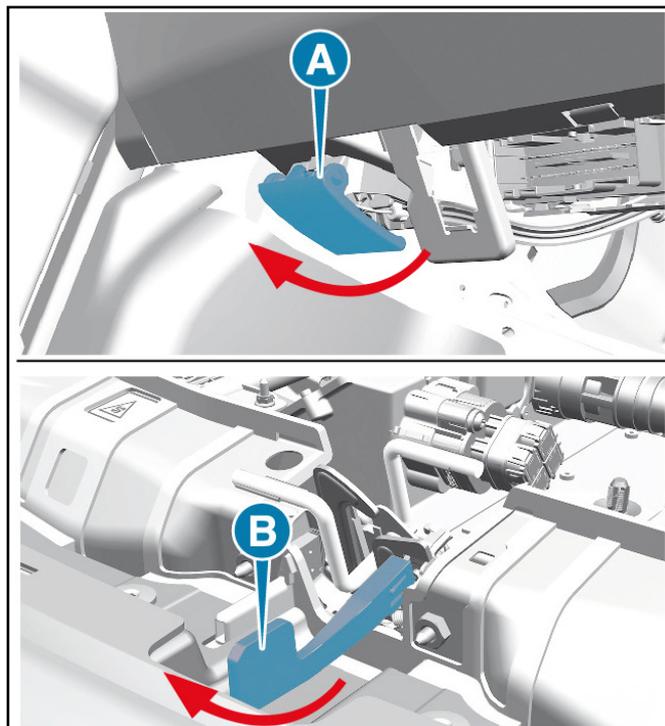
IMPORTANT

Before starting the emergency rescue procedures, make sure the vehicle is de-energised and wait 5 minutes for the high-voltage system capacitor to discharge to avoid electrocution.

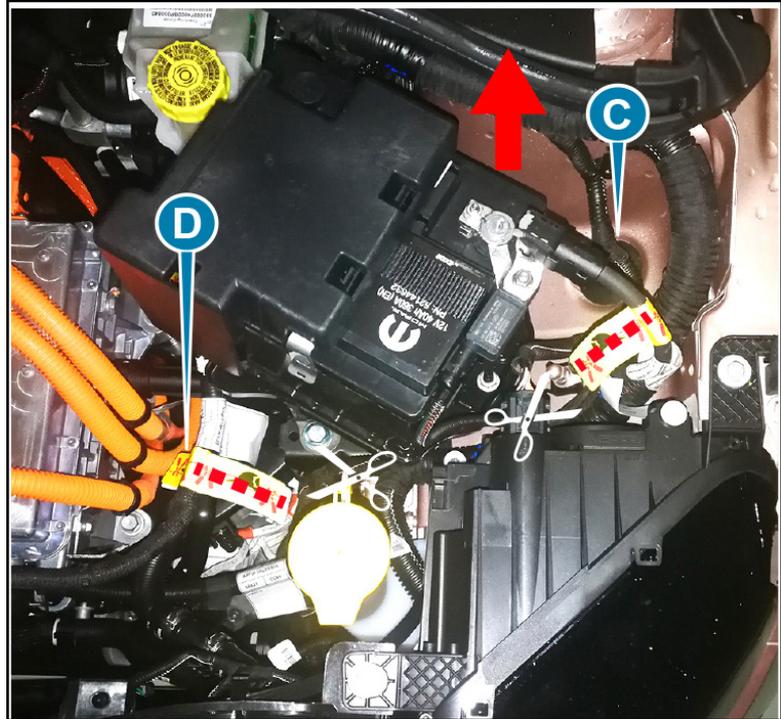


No access to the luggage compartment

- Open the bonnet using the lever in the passenger compartment (A).
- Release the lever (B), lift the bonnet and hold it in the open position with the prop rod..



- Disconnect (or cut) the 12V battery earth cable (C).
- To deactivate the high voltage, cut the low-voltage cable (D) marked with the yellow label.



IMPORTANT

Before starting the emergency rescue procedures, make sure the vehicle is de-energised and wait 5 minutes for the high-voltage system capacitor to discharge to avoid electrocution.

4.8 Intervention in case of submersion of the car

ATTENTION:

All the high-voltage connections of the car are watertight and immersion (partial or total) is not a risk if the recommendations below are followed.

ATTENTION:

Securing is not possible until the vehicle has been taken out of the water. It is essential to follow the following recommendations if the need arises to work in a wet environment.

If the vehicle is submerged in water

The electrical energy is referenced by the negative terminal of the traction battery. The risk of electrocution exists only when a person comes into contact with the two electrical terminals of a circuit powered by the traction battery. Therefore, there is no danger in touching the water or the bodywork of the submerged vehicle. Accident victims can be rescued even when the vehicle is still in contact with water.

ATTENTION

As a precaution, when working on a fully or partially submerged vehicle, and generally in a wet environment, do not touch the orange cables, the high-voltage components or the traction battery directly.

RISK OF SERIOUS INJURY OR ELECTRIC SHOCK THAT COULD CAUSE DEATH.

Securing the vehicle after extraction from the water

ATTENTION

After removing the vehicle from the water, it must be secured from an electrical point of view to prevent the risk of accidents during transfer (repair, storage).

Some electrically powered equipment may still be operational and significant electrical arcs may occur when the 12V battery is disconnected. Be very careful during this kind of operation.

Let all the water that may have entered the passenger compartment drain out.

Protective gloves and visor must be worn.

Operate as shown in step 4.3.

ATTENTION

- Avoid any skin contact with the water coming out of the traction battery.
- RISK OF SERIOUS INJURY OR ELECTRIC SHOCK THAT COULD CAUSE DEATH.

4.9 Intervention in case of fire of the car

ATTENTION

The procedures illustrated in this chapter must be adopted in case of a burning vehicle.

A vehicle whose traction battery emits smoke can catch fire quickly. In this case, call the fire brigade immediately, reporting that it is an electrical vehicle with traction battery and step away from the vehicle while waiting for rescue services.

Risks and protective equipment

The vehicle may still present an electrocution risk following a fire.

ATTENTION

DO NOT touch damaged orange cables, or damaged high-voltage components with your bare hands.

RISK OF SERIOUS INJURY OR ELECTRIC SHOCK THAT COULD CAUSE DEATH.

If there is a need to touch the orange cables or high-voltage components, wearing electrical protective gloves and visor is mandatory.

ATTENTION

- The use of self-contained breathing apparatus is recommended in case of fire or presence of smoke/gas from the battery.
- Use plenty of water.
- If it is not possible to apply large amounts of water to the high-voltage battery, it is advisable to allow the battery to burn itself out.

5. Emergency procedures

5.1 Charging cable emergency unlock

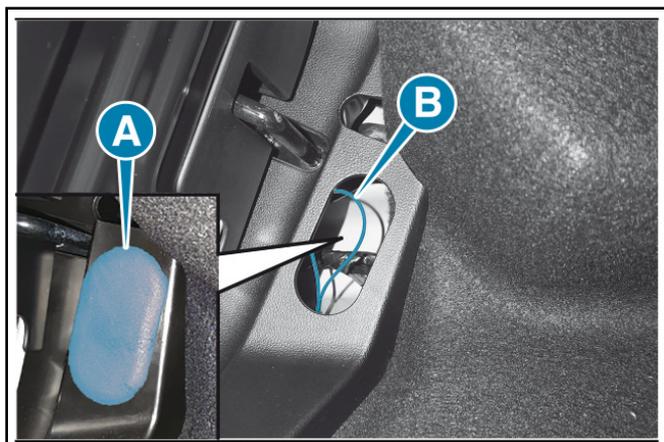
If the charging cable does not unlock at the end of the charging procedure, you can unlock it manually.

If, after closing and opening the doors by pressing the relevant buttons  /  on the key, it is still not possible to remove the charging cable from the port on the vehicle, it is possible to act manually by operating a special emergency unlocking device located on the left side of the boot and performing the operations described below:

- acting inside the boot, remove the cap (A);
- pull the release cord (B) to manually unlock the actuator of the charging port;
- disconnect the charging cable;
- check that the release cord is correctly repositioned inside its housing, then reinsert the (A) cap.

NOTE

To restore the correct operation of the system, contact the Fiat Dealership.



5.2 Jump starting - Low-voltage battery (12V) flat

EMERGENCY STARTING

If the 12V battery is flat, a jump starting can be performed using the 12V battery and the cables of another car, or using an auxiliary 12V battery. In all cases, the battery used must have a capability equal to or a little higher than the flat one.

Jump starting may be dangerous if carried out incorrectly: carefully follow the procedures described below.

IMPORTANT NOTES

Wait for at least one minute before disconnecting the 12V battery and then reconnecting the electrical supply to the battery after turning the ignition device key to STOP and closing the driver's door.

Do not use an auxiliary battery or any other source of external power supply with a voltage above 12V. The battery and the electrical system of the car could be damaged.

Do not attempt jump starting if the 12V battery is frozen.

The battery could break and explode!

STARTER WITH FLAT HIGH-VOLTAGE BATTERY AND 12V BATTERY

Emergency starting is not possible with a discharged high-voltage battery.

Proceed as follows:

- charge the 12V battery;
- transport the car with a tow truck to a public or private charging point and charge the high-voltage battery.

FLAT HIGH-VOLTAGE BATTERY AND 12V BATTERY

In this condition it is possible to move the car for a few metres, positioning the ignition device on ENGINE and putting the transmission in position N.

BUMP STARTING

Never bump start the motor by pushing, towing or driving downhill.

IMPORTANT

Remember that the brake servo and electric power steering system (where provided) are not active until the ignition device is in the ENGINE position. A much greater effort will therefore be required to use the brake pedal or turn the steering wheel.

RECHARGING THE 12V BATTERY

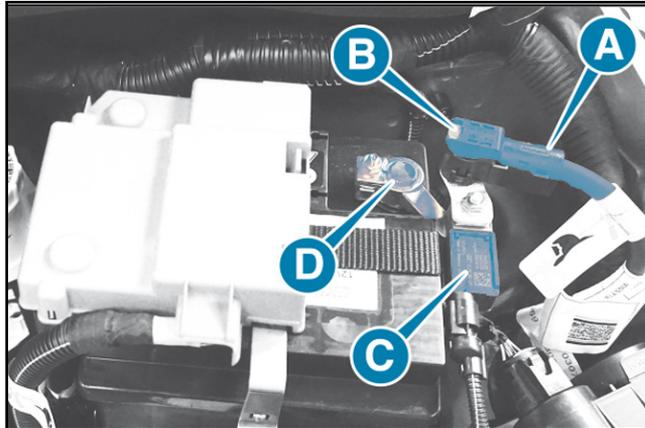
IMPORTANT

Wait for at least one minute before disconnecting and then reconnecting the electrical supply to the battery after turning the ignition device key to STOP and closing the driver's door.

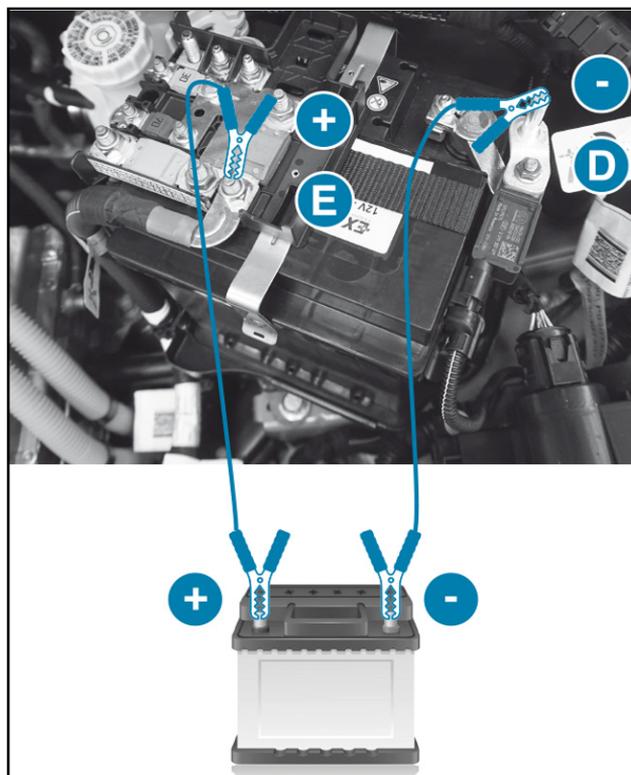
Charging should be slow at a low ampere rating for approximately 24 hours.

To charge, proceed as follows:

- disconnect the connector (A) (pressing the button B) from the sensor (C) monitoring the state of charge of the battery, on the negative pole (D) of the battery;



- connect the positive cable of the battery charger to the positive battery pole (E) and the negative cable to the terminal of sensor (D);



- turn on the battery charger. At the end of the charging process, switch the battery charger off;
- after having disconnected the charging device, reconnect the connector (A) to the sensor (C).

ATTENTION

- Battery fluid is poisonous and corrosive. Avoid contact with the skin and eyes. Keep open flames away from the battery and do not use objects that might create sparks: risk of explosion and fire.
- Always wear appropriate goggles to protect your eyes when working on or near the battery.
- Do not attempt to recharge a frozen battery: first it must be thawed, otherwise there is a risk of explosion.
If freezing has occurred, the battery should be checked by specialised technicians to make sure that the internal elements are not damaged and that the body is not cracked, with the risk of leaking poisonous and corrosive acid.

IMPORTANT

Batteries contain substances which are very harmful for the environment.

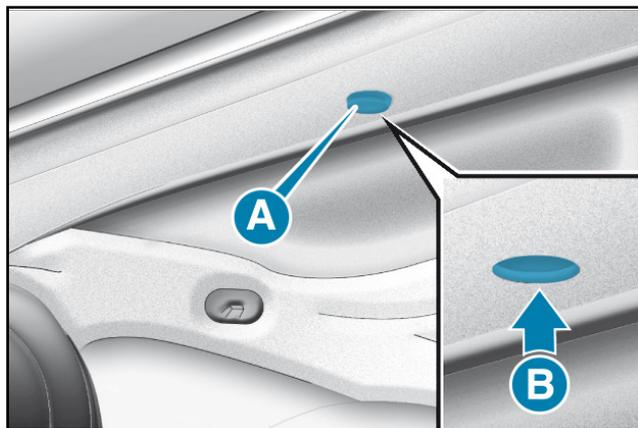
Operate in accordance with local legislation for disposing the batteries.

6. Flat battery operations

6.1 Electric sunroof emergency closing

If the electrical device for moving the roof fails, the sunroof can be moved manually proceeding as described below:

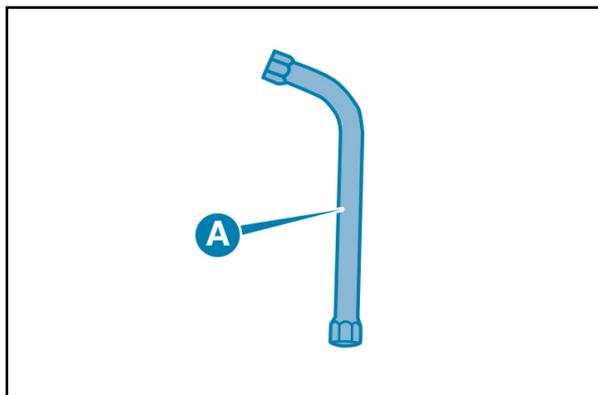
- for manual activation remove the protective cap (A) from its housing which is located on the internal covering behind the sunshade
- take the hex wrench provided from the tool bag in the boot
- insert the key provided into housing (B) and turn it clockwise to open the roof or anticlockwise to close the roof.



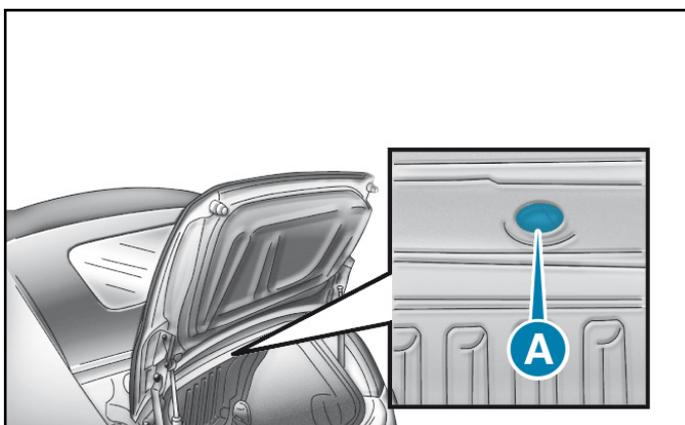
6.2 Electric soft top emergency closure

If the buttons fail, the soft top can be moved manually proceeding as described below:

- take the key (A) provided, which is located in the boot together with the tool box or the Fix&Go kit;



- fit the key provided into the specific housing inside the boot beneath the parcel shelf in the point shown;
- turn: clockwise to open the soft top; anticlockwise to close it.



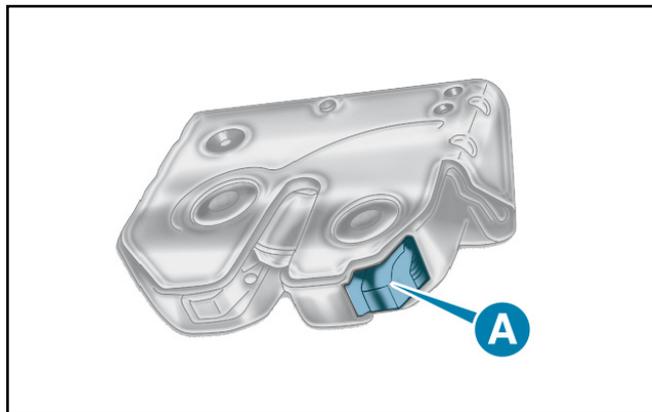
If the tailgate of the luggage compartment cannot be opened because the 12V battery is flat, or as a result of a failure of the tailgate electric lock, open the boot using the emergency procedure, as described in the following paragraph.

6.3 Tailgate emergency opening

To open the tailgate from the inside if the 12V battery in the car is flat or the electric lock on the tailgate is faulty, proceed as follows:

- take out the rear head restraints;
- tilt the backrests;
- to unlock

the tailgate mechanically, working from the inside of the boot, remove the protective yellow cap and then use lever (A).



7. Towing the car

IMPORTANT

Protective equipment (specific PPE) must be worn whenever an electric vehicle is involved in an accident.

The car cannot be towed.

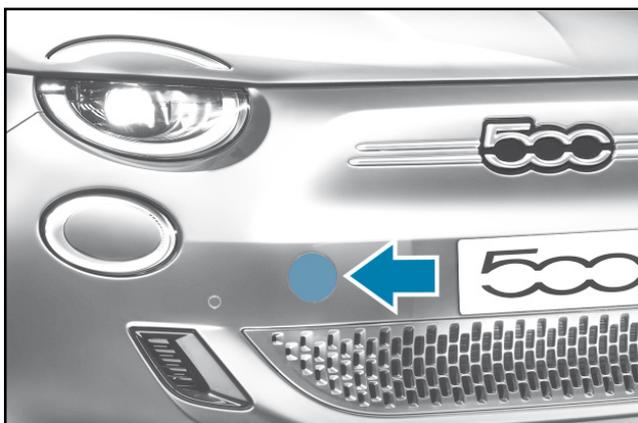
Only transporting on a tow truck is permitted.

7.1 Tow ring

The tow ring provided with the car is housed in the tool bag under the boot mat.

Couple the front tow ring as follows:

- release the cap;
- take the tow ring out of its housing in the tool support;
- fully tighten it on the threaded pin.



Clean the threaded housing thoroughly before fastening the ring. Make sure that the ring is fully fastened in the housing.

ATTENTION

NEVER tow the car with two or four wheels on the road.

Risk of damaging the motor and fire hazard.

It is imperative that the car is towed by a tow truck.

It is permitted to tow for short distances at a speed not exceeding 5 km/h using a specific device conforming to the highway code (rigid bar) and ONLY for preparation for transport by tow truck keeping the

broken-down vehicle aligned on the same centreline as the tow truck.

The tow **MUST NOT** be used to tow the vehicle off the road or where there are obstacles and/or for towing operations using cables or other non-rigid devices.

7.2 Towing a broken-down car

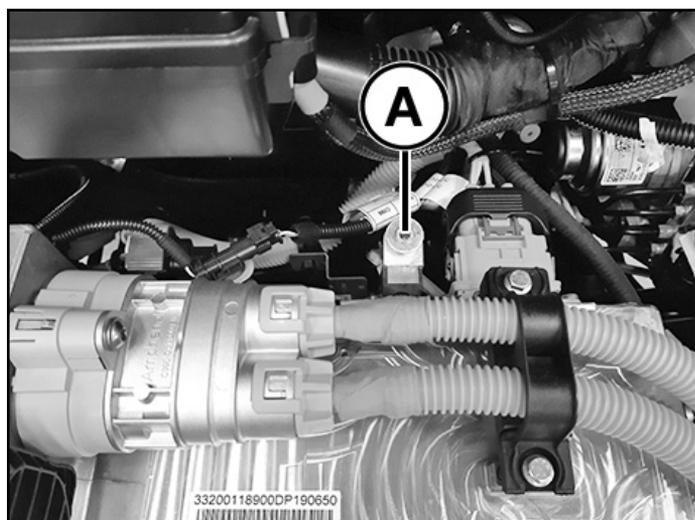
Release the parking lock to move the vehicle and put it on the tow truck. Before performing this procedure, lock the wheels with appropriate wedges.

ATTENTION:

If the car is on a gradient, make sure that the wedges are correctly positioned because, if the unlocking manoeuvre is carried out, the car could move causing damage to people/things nearby.

Proceed as follows:

- open the bonnet;
- insert 6-mm hexagonal key into the terminal (A);
- using the key, press the terminal to end of travel stroke and at the same time turn clockwise for 10-12 full turns;
- at the end of the operation make sure to return the terminal to the initial axial, raised position.



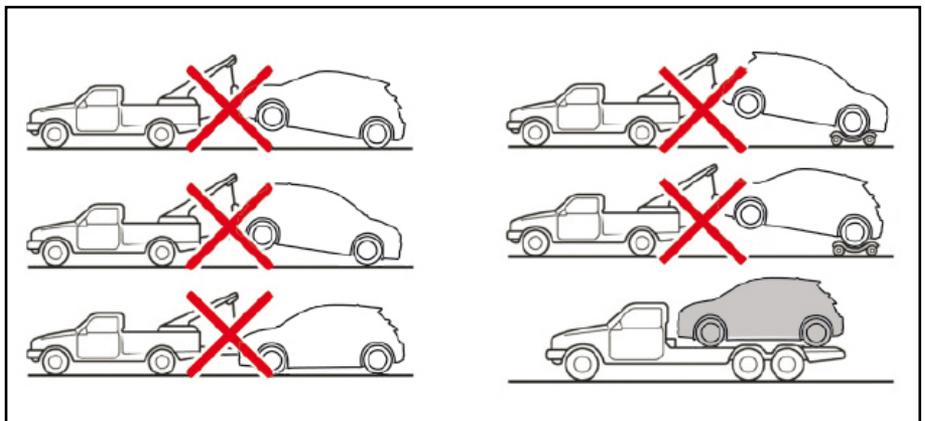
IMPORTANT

Do not tow using lifting harnesses.

When securing the vehicle to a flatbed truck, do not attach to front or rear suspension components. Damage to your vehicle may result from improper towing.

Towing method

It is recommended to tow the car with all the four wheels LIFTED from the ground. It is therefore possible to tow the car only on the flatbed of a rescue vehicle.



IMPORTANT

If a car is towed without complying with the above requirements, the car might be seriously damaged.

8. Car storage

8.1 Delimitation of the storage area

The storage of the car must comply with certain safety rules.

- An isolation period of 48 hours must be observed in the case of an accident.
- Park the car at a safe distance (15 metres) from other vehicles.
- Delimit the storage area with cones and chains with visible signs.

8.2 Safety information

Place the respective warning signs for vehicles with a high-voltage system enabled and activated visibly on the windscreen and rear window of the car.



