

IONIQ 6 N.

Emergency Response Guide.



Li-ion

Hyundai Premium Roadside Support.
1800 186 306



WARNING

- If severe damage causes high-voltage components to become exposed, emergency responders should take appropriate precautions and wear appropriate insulated personal protective equipment.
- Do not attempt to remove the safety plug while standing in the water.
- Never cut or disconnect the high voltage orange cabling and connectors without first disabling the system by removing the safety plug.
- Exposed cables or wires may be visible inside or outside the vehicle. Never touch the wires, cables, connectors, or any electric components before disabling the system, to prevent injury or death due to electrical shock.

Failure to follow any of these instructions may result in serious injury or death by electrocution.

- Do not cut through any component of the Airbag (SRS) system (Supplementary Restraint System)
- SRS components may remain powered and active for up to 3 minutes after the 12V electrical system is shut off or disabled.

Disconnect the battery negative cable and wait for at least 3 minutes before beginning work.

Failure to follow any of these instructions may result in serious injury or death from accidental deployment of the airbag system.

Overview

Hyundai Motor Group (HMG)'s Emergency Response Guide contains emergency response measures, warnings and precautions for vehicles.

This publication aims to provide information necessary for extrication operations and training for first and second responders – but not for car dealerships, end-users, or any other readers.

This Guide can be constantly updated by the HMG. This Guide only applies to IONIQ 6 N and contains location and description of high-voltage components and information about vehicle extrication. However, it does not cover every emergency scenario that may occur. If you do not follow the recommended emergency response procedure, it may result in severe injuries or death.

Since this Guide contains characteristics of the vehicle or any other information you need to know in case of emergency, we recommend you read it carefully in advance.

WARNING

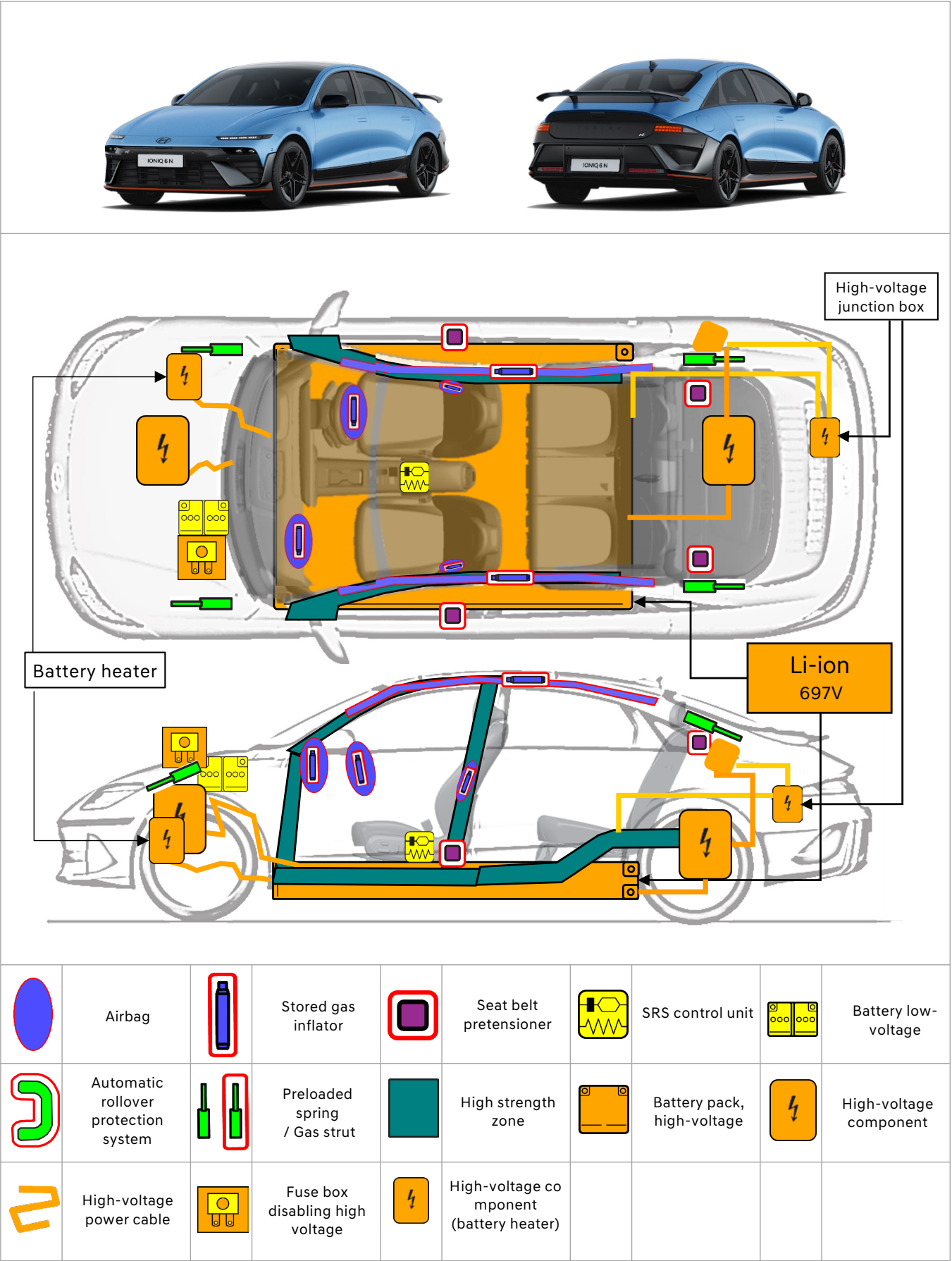


The “Warning” sign indicates that failure to follow instructions under the Warning section may result in severe damage, bodily injury, or death.

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0. Rescue Sheet.



1. Identification/recognition.

Purpose

This Guide is aimed at providing first and second responders with proper measures to deal with IONIQ 6 N at an emergency scene. It contains general overview of the vehicle's major system and a range of different circumstances that emergency responders may encounter. The emergency rescue procedure for this vehicle model is partly similar to the procedure for other existing vehicles, and this Guide also provides additional information about how to deal with the high-voltage system.

Vehicle Description

IONIQ 6 N is an electric vehicle powered by a battery and an electric motor. Unlike conventional vehicles that use an internal combustion engine fuelled by petrol or other fossil fuels, electric vehicles do not require fuel sources since they are powered by the motor that uses electricity stored in the high-voltage battery, and that makes them environment friendly and free from exhaust gas.

The regenerative braking system activates when decelerating or driving on a downhill to charge the high-voltage battery, thereby minimising energy loss and increasing the ready to drive distance. When the battery's remaining charge is low, it can be recharged by using the slow charging, fast charging, or boost charging methods.

1. Identification/recognition.

Overview

When handling IONIQ 6 N, it is safe to assume that the vehicle model is equipped with the high-voltage system. You can identify whether the vehicle is IONIQ 6 N by using the identification information below.

“IONIQ 6 N” stamped on the tailgate



2. Immobilisation/stabilisation/lifting.

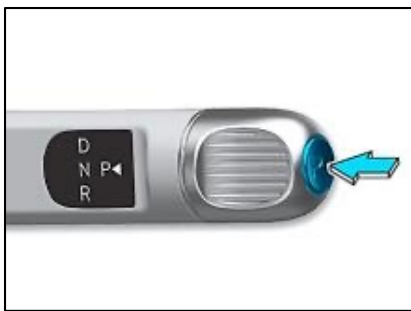
Immobilisation

The next step is to immobilise the vehicle to prevent its accidental movement that may endanger first and second responders and the injured. Since IONIQ 6 N is not equipped with a combustion engine, there may be some occasions where it may seem that the vehicle is turned off due to no engine noise.

When in the “READY” mode, the vehicle can move silently using only the electric motor.

Emergency responders should approach the vehicle from the sides and stay away from its front and rear since they are potential moving paths of the vehicle.

Follow the steps below to immobilise the vehicle:



Press the Park (P)
button.



Engage the parking brake.



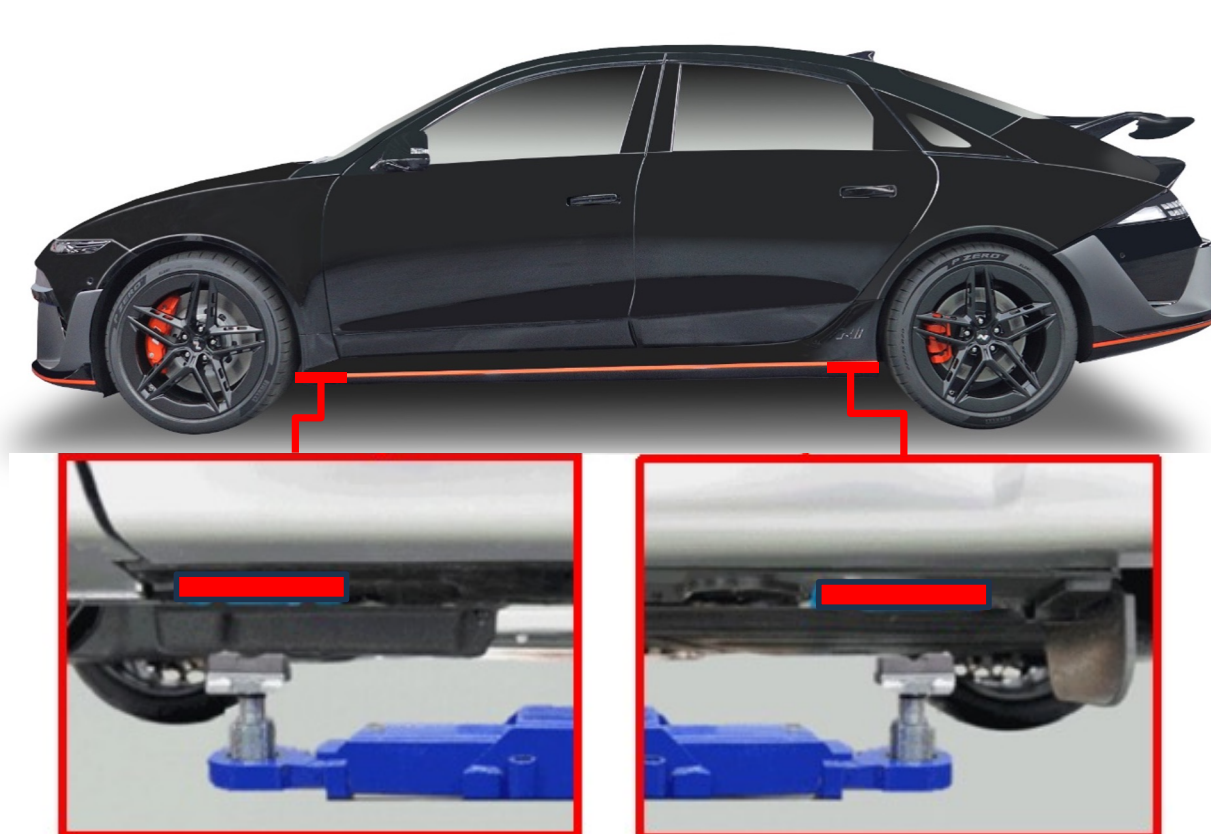
Choke the tyres.

* An actual vehicle may be different from the image above.

2. Immobilisation/stabilisation/lifting.

Extrication

Rescuing occupants from IONIQ 6 N is similar to an extrication operation performed on other vehicles but for a few things. First and second responders should first perform the initial response procedure described on pages 6 to 9 before rescuing occupants from the vehicle.



* An actual vehicle may be different from the image above.

Stabilisation

Use the stabilisation (lifting) points () at the structural member of the vehicle, as shown in the picture above. Avoid placing cribs under high-voltage cables and other areas not normally considered acceptable.

3. Disable direct hazards/safety regulations.

Deactivating (Disabling) the System

The final stage in the initial response process is to disable the vehicle's SRS components and the high-voltage electrical system. You can disable the high-voltage electrical system using the following method.

System Disabling Smart Key System and Power Button

1. Check the status of the Ready to Drive light on the instrument panel. If the light is on, the vehicle is ON.
 - a) If the light is off, the vehicle is OFF.
Do not press the EV START/STOP button as the vehicle may start moving.
 - b) To disable the system, press P (park) on the shift lever and press the EV START/STOP button.



EV START/STOP button

Without depressing the brake pedal

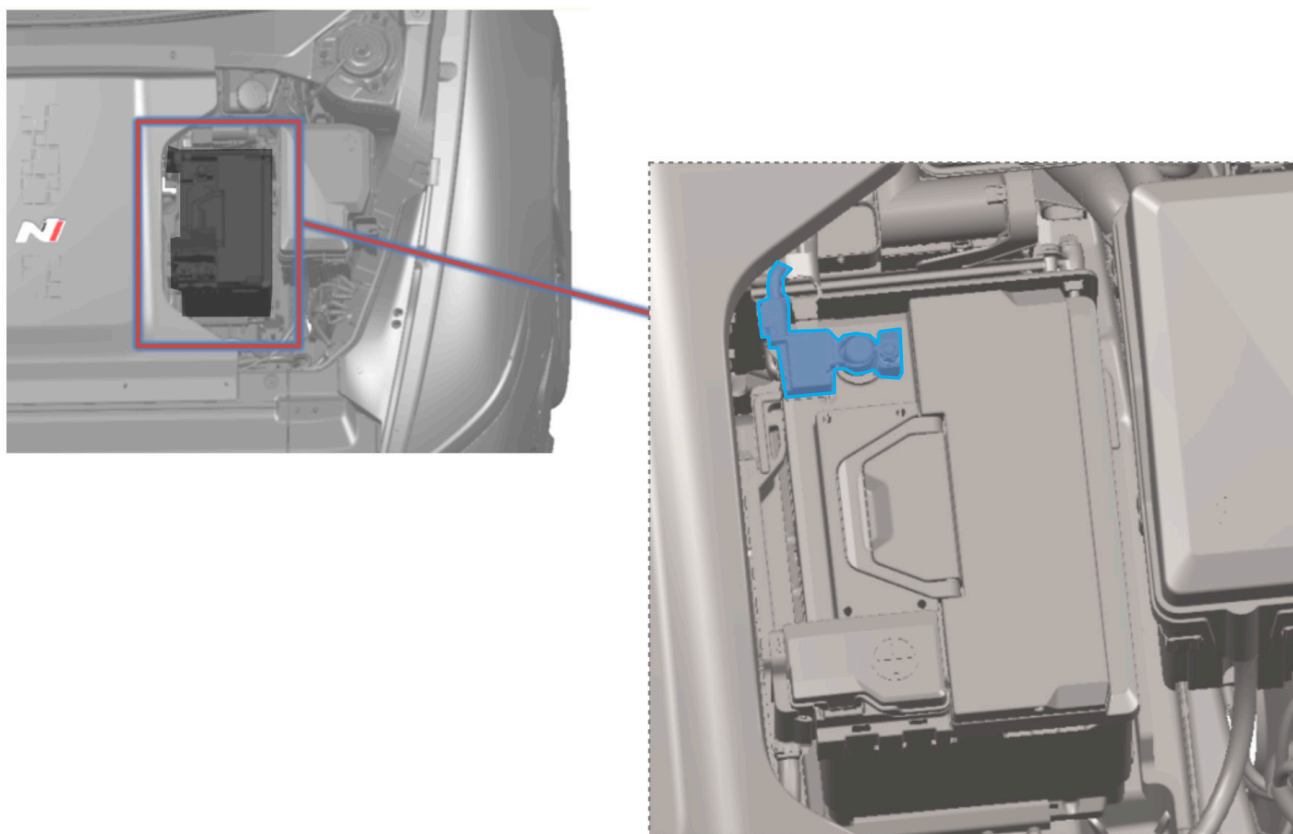
Pressing POWER Button	Button Position	Vehicle Condition
-	OFF	OFF
One time	ACC	Some electrical devices are operational.
Two times	ON	The warning lights can be checked before the vehicle is started.
Three times	OFF	OFF

While depressing the brake pedal and with the shift lever in P position

Pressing POWER Button	Button Position	Vehicle Condition
-	OFF	OFF
One time	-	Ready to drive

3. Disable direct hazards/safety regulations.

2. Place a smart key at least 2 meters away from the vehicle to prevent it from being restarted until the 12 V battery is successfully disconnected.
3. To prevent accidental restart of the vehicle, disconnect the (-) cable of the 12 V battery located in the frunk.

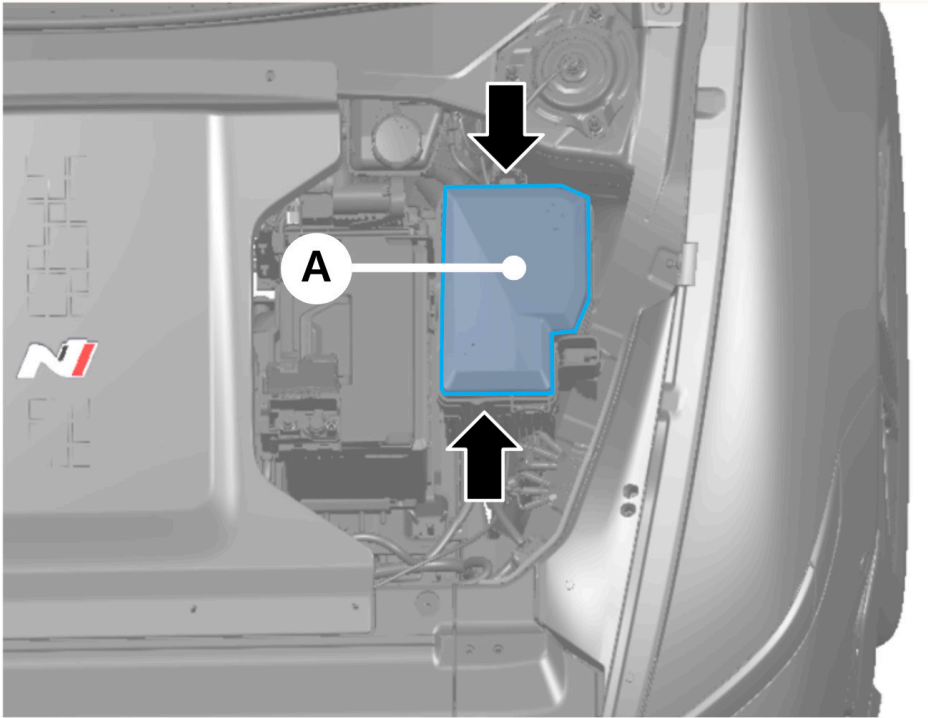


NOTICE

Before disconnecting the 12 V auxiliary battery, open the windows and unlock and open the doors. Once the 12 V auxiliary battery is disconnected, window and door power controls do not operate.

3. Disable direct hazards/safety regulations.

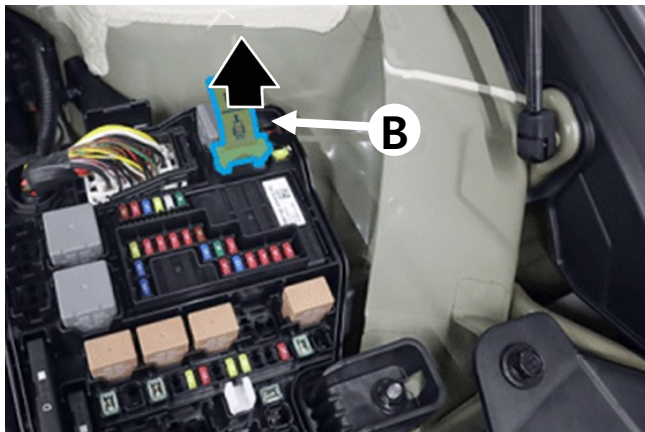
4. Disconnect the high-voltage cut-off switch in the junction block.
a) Remove the junction block cover "A" in the motor compartment.



- b) Disconnect the high-voltage cut-off switch using the following method.

① : Pull the switch label.

⌘ The switch label is not completely removable, which is normal.



B : High voltage cut-off switch

3. Disable direct hazards/safety regulations.

Keep in mind that if the aforementioned method is not properly implemented, there is a likelihood that the SRS system will suddenly activate and the high-voltage system will not shut down.

WARNING



Electrocution Risk !

- Make sure to shut down the high-voltage system before performing any extrication operations. Wait for at least 5-10 minutes after shutting down the system to ensure that the high-voltage capacitor is sufficiently discharged.
- Exposed cables or wires may be visible inside or outside the vehicle. To prevent severe injury or death from electric shock, never touch the cables or wires before disabling the high-voltage system.
- Failure to follow any of these instructions may result in injury or death from electrocution.

WARNING



Explosion Risk !

- The SRS components may be suddenly activated. Do not cut the SRS components.
- SRS components may remain powered or activated even after the 12 V electrical system shuts down or is disabled. Disconnect the (-) cable of the battery and wait for at least 3 minutes before performing any operations.
- Failure to follow any of these instructions may result in injury or death from an explosion.

4. Access to the occupants.

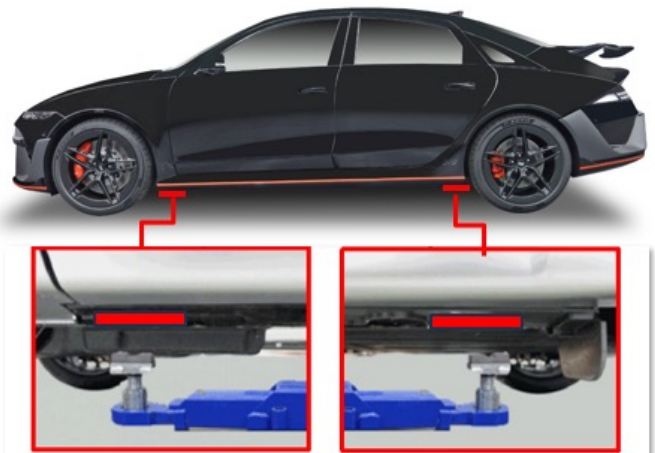
4.1 Extrication Operation

IONIQ 6 N is an electric vehicle utilising high-voltage components, and first and second responders are advised to take extra caution when they extricate occupants from the vehicle. Before performing any extrication operations, they should identify, immobilise and disable/stabilise the vehicle.

4.2 Vehicle Stabilisation

Use standard stabilisation (lifting) points as in the picture. Always be sure to connect to the bottom structural member of the vehicle and avoid placing cribs under high-voltage cables and any other areas not normally considered acceptable.

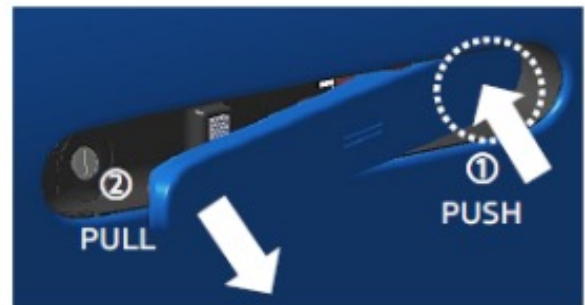
⊗ Standard stabilisation points ()



*An actual vehicle may be different from the image above.

4.3 How to Manually Deploy the Door Handle

1. Push the front part of the handle and the rear part of the handle pops out.
2. Pull on the popped-out handle to open the door.



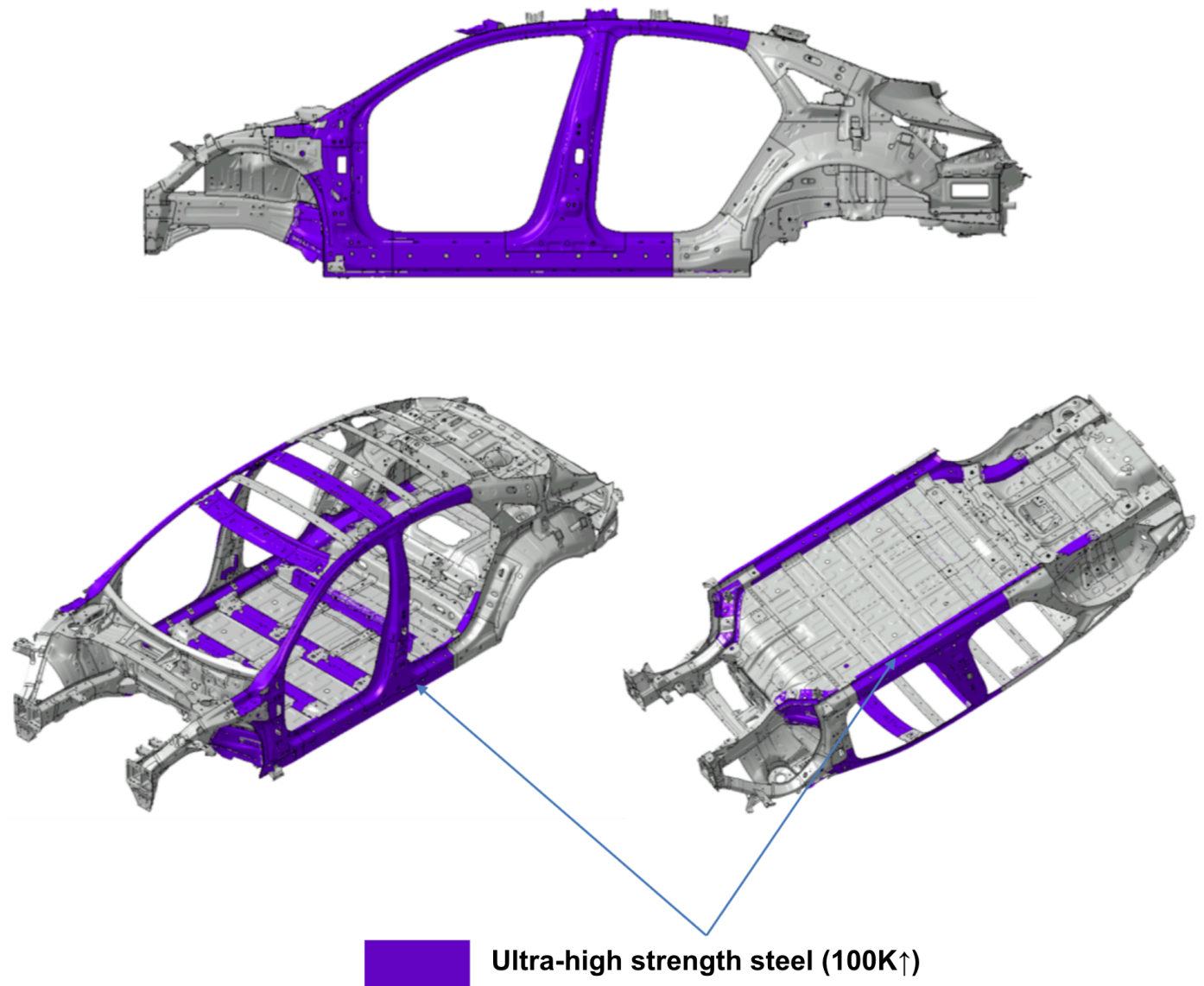
4.4 Extrication Tools and Procedure

We recommend that first and second responders should follow their organisation's standard operation procedure when performing an IONIQ 6 N extrication operation. When cutting the vehicle, emergency responders should take extra caution so that the SRS components, orange-coloured high-voltage cables, or any other high-voltage components having a risk of explosion are not cut or broken.

4. Access to the occupants.

4.5 Precautions for Vehicle Body Cutting

Ultra-high strength steel is in purple as in the image below. The purple-coloured areas can be challenging or extremely difficult to cut with general tools.

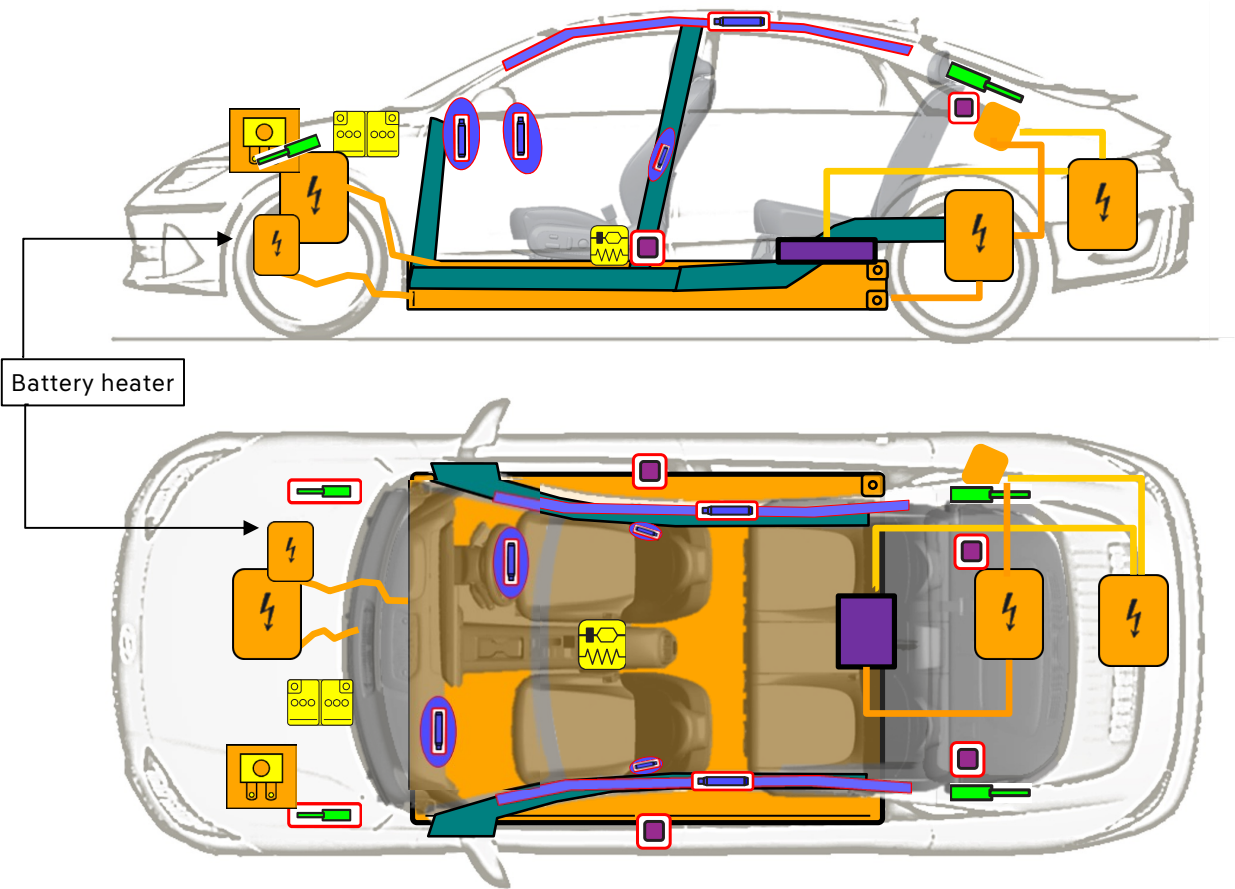


4. Access to the occupants.

4.6 Occupant Rescue Guide

In case of emergency, please refer to the following image. We recommend that first and second responders follow their organisation’s standard operating procedures when performing an extrication operation. When cutting the vehicle, emergency responders should take extra caution so that the purple-coloured SRS () and orange-coloured high-voltage cables are not cut or broken.

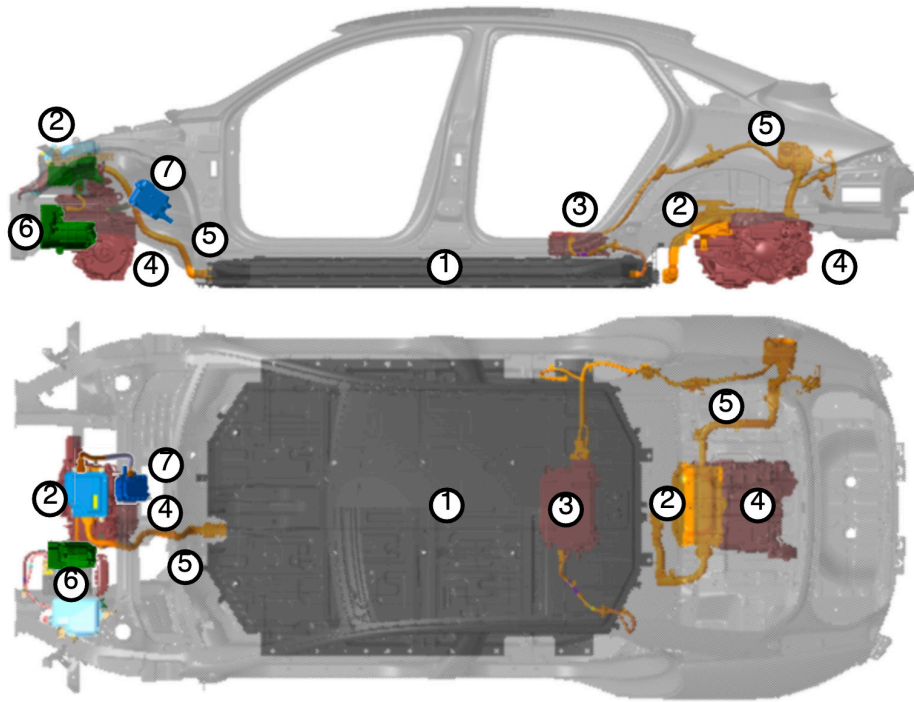
Ultra/hot stamping steel is used in the green-coloured areas, and they can be challenging or extremely difficult to cut with general tools.



	SRS control unit		Airbag		Stored Gas Inflator		Seat belt pretensioner
	Battery low-voltage		OBC (ICCU)		Preloaded spring / Gas strut		High-strength zone
	Fuse box disabling high voltage		Battery pack, high-voltage		High-voltage component		High-voltage power cable
	Hight-voltage component (battery heater)						

5. Stored energy/Liquids/Gases/Solids.

Location of High-Voltage Components



1	High-voltage battery		It supplies electrical current to the motor and stores electricity generated.
2	High-voltage junction box		It routes electricity from the high-voltage battery to components like the inverter, LDC, etc.
3	ICCU (OBC+LDC)		Charging control unit (OBC + LDC) OBC (On-Board Charger) : Slow charging of the high-voltage battery (AC → DC) LDC (Low-voltage DC → DC Converter) : Charges low-voltage batteries by converting high voltage to low voltage
4	Operating system	Motor	When current flows through the coil, it generates a magnetic field, causing the motor to rotate and produce torque.
		EV TM (Reducer)	It increases torque of the electric motor transmitted to the wheels.
		Inverter	DC → AC (inverts high-voltage battery's DC to AC to drive the electric motor) AC → DC (charging through regenerative braking)
5	High-voltage cable		High-voltage cables are orange-coloured as per the Society of Automotive Engineers (SAE) Standards.
6	Air conditioner compressor		It compresses refrigerant for indoor cooling/heating and to cool high-voltage batteries.
7	Battery heater		It uses the high-voltage battery to power the battery heater which heats the battery's coolant.

5. Stored energy/Liquids/Gases/Solids.

5.1 High-voltage System

High-voltage battery

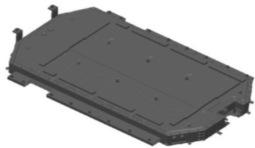
Located under the chassis of IONIQ 6 N, the lithium-ion high-voltage battery stores electrical energy and is supplied to the electric motor.

12 V auxiliary battery

The 12 V auxiliary battery is located to the left of the motor compartment and supplies power to electrical devices, such as radio, headlight, and windows.

Battery heater

Located at the bottom of the motor compartment, the battery heater is powered by the high-voltage battery to heat coolant to raise the temperature of the battery.



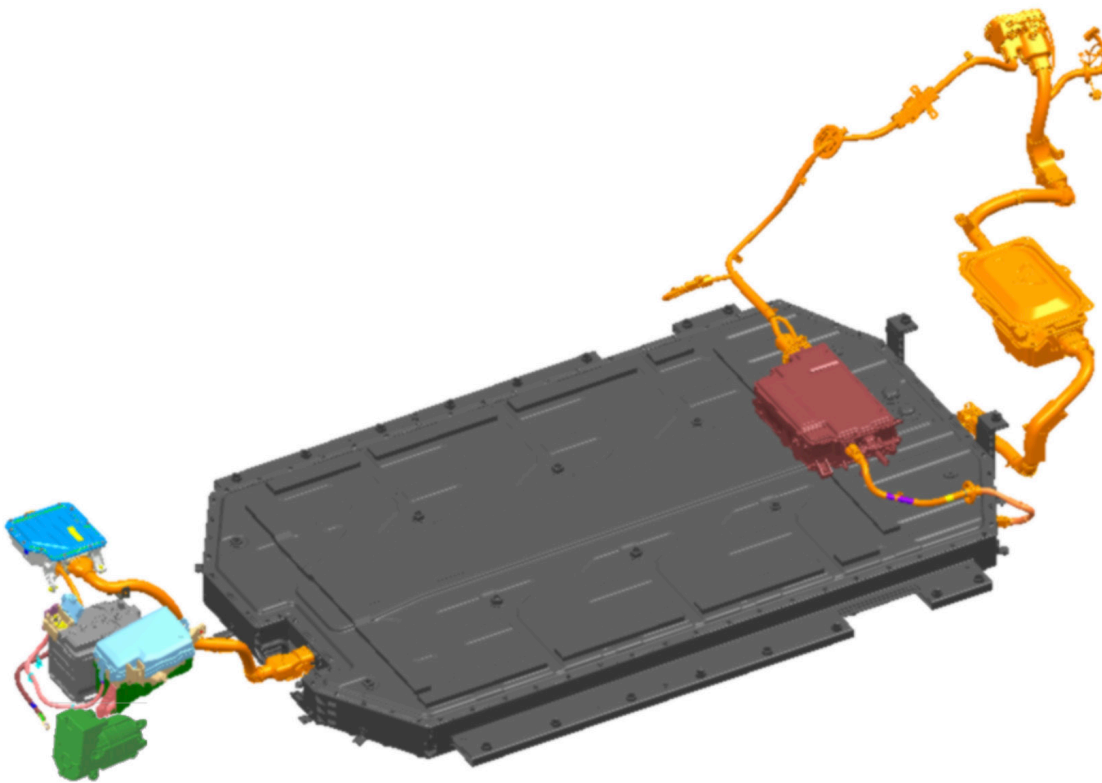
Motor	Type	Permanent Magnet Synchronous Motor (PMSM)
	Maximum output (kW)	Front wheel 175 / Rear wheel 303
ICCU	Maximum output (kW)	OBC 11KW + LDC 2.4KW
High-voltage battery	Type	Lithium-ion
	Rated voltage (V)	697
	Energy (kWh)	84
	Cell/module	384/32
Battery heater	Output (kW)	7 kW (@ 697V)

5. Stored energy/Liquids/Gases/Solids.

5.2 Orange-coloured High-voltage Cable

High-voltage cables are in orange colour as per the SAE Standards. The cables are under the vehicle's underbody to connect high-voltage components such as the high-voltage battery, ICCU, motor, and air conditioner compressor.

Orange-coloured high-voltage cables in the motor compartment and under the vehicle body indicate that the vehicle is equipped with the high-voltage system.



WARNING



Electrocution Risk !

- Never cut or remove the orange-coloured high-voltage cables before removing the high-voltage cut-off switch to shut down the high-voltage system.
- Exposed cables or wires may be visible inside and outside the vehicle. Never touch the cables or wires before disabling the high-voltage system in order to prevent severe injury or death from electrocution.
- Failure to follow the above instructions may result in severe injury or death from electrocution.

6. In case of fire.

6.1 EV Fire Characteristics and Precautions

Since EV fires have characteristics different from internal combustion engine vehicle (ICE) fires, special care is required when extinguishing such fires. The high-voltage battery pack in electric vehicles makes EV fires present a greater risk and there is also a risk of explosion and reignition. Please refer to the following key precautions concerning EV fires.

High-voltage Electricity System

Since electric vehicles use the high-voltage battery system, it is important to make sure that you shut down the high-voltage system power before approaching a fire scene. Locate the high-voltage battery pack, wires and electrical components and wear appropriate Personal Protective Equipment (PPE), such as electrical gloves and boots, to avoid an electrocution risk when approaching the scene.

Risk of Battery Fire

If an electric vehicle catches fire, its lithium-ion batteries may explode and there is a risk that the fire may spread. When lithium-ion batteries are exposed to the temperature of 148 °C or higher for an extended time, electrolytes may decompose, leading to gas emissions. Fire may break out again if the gas is ignited by a flame, spark, or other ignition sources.

Use a Large Volume of Water

When suppressing electric vehicle fires, it is important to lower the temperature of the high-voltage battery cell by using a large volume of water. An amount of water required for suppressing EV fire may be much more than that required for fuel vehicles. Since fire-extinguishing agents other than water (e.g. CO₂ fire extinguisher, powder extinguisher, etc.) have no effect in suppressing EV battery fires, do not use such fire-extinguishing agents.

Setting a Danger Zone

Prohibit the access of persons other than emergency responders to the fire scene and set an area having a possible risk of explosion as a danger zone for proper control of the area. In the event where a fire, submersion, or collision involves high-voltage batteries, always place the vehicle in an open area at least 15 meters away from inflammables.

Prevention of Reignition

Even after the high-voltage battery fire appears to have been extinguished, reignition or delayed ignition may occur. Use a thermal imaging camera to ensure the high-voltage battery is completely cooled before leaving the fire scene.

Advise subsequent emergency responders that there is a risk of battery fire reignition. Even after a fire suppression operation is completed, stand by on the scene for a period of time to monitor the situation.

Caution Against Toxic Gas

A burning battery may release toxic gases, such as hydrogen fluoride, carbon monoxide, and carbon dioxide. Use self-contained breathing apparatus (SCBA) with full protective gear.

Since fire suppression operation can pose serious risks to the respiratory system, be sure to wear the SCBA at all times during the operation.

6. In case of fire.

6.2 Fire Extinguishing Kit

1. Personal Protective Equipment (PPE)

- Chemical / high-temperature protective clothing : Wear gear to protect against chemicals and high temperatures
- Electrical gloves and boots: Wear insulated gloves to avoid a high-voltage electrocution risk
- Safety helmets and goggles : Wear a helmet and goggles to protect against falling objects and from smoke
- Respiratory protective gear (e.g. SCBA, respirator): Wear respiratory protective gear to prevent inhalation of toxic gases and smoke

WARNING



Irritant Materials Caution!



- The high-voltage battery contains stimulants and sensitisers. Wear Personal Protective Equipment (PPE) and Self-Contained Breathing Apparatus (SCBA) to avoid contact with stimulants and sensitisers.
- Electrolyte solution is an eye-irritant substance. If the solution comes into contact with your eyes, rinse them thoroughly.
- Electrolyte solution is a skin-irritant substance. If the solution comes into contact with your skin, wash off the affected area with soap and water.
- Electrolyte liquid or fumes coming into contact with water will create vapours in the air from oxidization. These vapours may irritate skin and eyes. In the event of contact with vapours, rinse the affected area with plenty of water and consult a doctor immediately.
- Inhalation of electrolyte fumes can cause respiratory irritation and acute intoxication. Inhale fresh air and rinse your mouth with water. Consult a doctor immediately.

2. EV Fire Extinguishing Kit

- Fire blanket & portable water tank: To effectively suppress EV fires
- Thermal imaging camera: To monitor the temperature of batteries and the affected area
- Cutting tools (e.g. cutter, circuit breaker): To shut down the power and perform an extrication operation

6. In case of fire.

6.3 EV Fire Suppression

Control the fire scene and set a danger zone to limit the access of persons other than responders. EV battery fire has a risk of reignition. When extinguishing the fire, be sure to keep a safe distance from it. Use a large volume of water to prevent the spread of fire in the initial stage of response, and then use a portable water tank, etc. to put out the fire.

Spraying a Large Volume of Water

It is crucial to use a large volume of water to suppress EV battery fires since such type of fire is highly likely to be reignited. Use a high-pressure hose to spray a large volume of water directly onto the battery pack or especially the area where flames are rising. In this way, you can inject water into the battery pack and effectively lower the heat. Constantly spray water at least for tens of minutes up to a few hours until the battery is completely cooled down. On average, 22,340 – 26,200 litres of water are required for EV fire suppression (The amount of water used for a water tank not included, source: National Fire Agency statistics).

Submerging the Vehicle in Water

Suppressing the fire as part of the initial response, moving the vehicle to a safe place and submerging it in a container full of water or a portable water tank is the most effective way to extinguish fire. Leave the vehicle submerged for more than 72 hours so that the batteries are submerged and cooled. Depending on the type and size of the water tank, the amount of water required may vary from 5,000 to 14,300 litres (water tank size: 500x200x50 - 650x400x55).

6.4 Things to Consider During Fire Suppression

High-voltage Battery Pack Handling Caution

Be careful not to physically access to or impact the battery pack during fire suppression. This may increase the risk of electrocution and explosion. If there is an opening in the battery as a result of collision or damage, spraying directly onto the opening part will effectively extinguish a fire. However, never attempt to forcibly penetrate the battery to inject water into it.

Electrocution Risk

Since spraying onto EV batteries may cause electrocution, fire responders should always wear protective gear and avoid direct contact with the battery.

Refraining from Use of Fire Extinguishing Agents Other Than Water

Non-active fire extinguishing agents, such as CO₂, powder extinguishing agent, or foam extinguishing agent, are not effective in suppressing EV fires, but may worsen the fire. The most effective way to put out such fire is to use water.

6. In case of fire.

6.5 Prevention of Reignition

Unlike other vehicle fires, electric vehicle fires have a higher risk of reignition even after they have been put out due to the characteristics of their high-voltage batteries. Therefore, follow-up measures are required after suppressing the EV fire to confirm whether the fire has been completely put out and to prevent reignition.

Use of Thermal Imaging Camera

A thermal imaging camera can measure the temperature of the battery cell and the surrounding area without physically touching the target area. It is also useful for detecting heat of any internal area where it is difficult to see with the naked eye. Measure the temperature of the entire vehicle and the high-voltage battery pack repeatedly by using the thermal imaging camera to see if the temperature remains stable. If the fire is completely suppressed, the temperature should be even and stable across all areas measured.

Standard for Judging Complete Fire Suppression

Submerge a battery in a water tank for at least 72 hours and use a thermal imaging camera to check the battery temperature. If the temperature remains stable for 1 hour, there is no likelihood of reignition.

In the event where using a thermal imaging camera is difficult, check whether no reignition occurs for a certain amount of time (at least 24 hours) after submersion.

6.6 Post-Suppression Operation

Checking Battery Safety

After putting out a fire, firefighters should confirm whether the fire has been successfully suppressed and thoroughly confirm the stability of the battery pack and battery safety. If necessary, the vehicle should be inspected by a manufacturer or a professional technician.

Moving the Vehicle to a Safe Place

Move the vehicle, whose fire has been successfully extinguished, to a safe place to prevent any further risk.

6. In case of fire.

6.7 What To Do When Exposed to Chemicals

In the event of inhaling electrolyte fumes or skin contact with electrolyte solutions, it is recommended that you consult a doctor even when the symptoms look mild.

1. Skin Contact with Electrolyte Solutions

Immediate Rinsing

In the event of skin contact with electrolyte solutions, immediately rinse with clean water for at least 15 minutes. Prompt rinsing is crucial since chemicals may penetrate the skin and cause a burn.

First Aid and Getting Medical Help

If you have serious skin irritation or a burn on the skin, administer first aid and immediately get medical help.

2. When Getting Electrolyte Solution in Your Eyes

Immediate Rinsing

If an electrolyte solution gets in your eyes, rinse your eyes with clean water for at least 15 minutes. When rinsing, open your eyes to the fullest extent and remove any contact lenses, etc.

First Aid and Getting Medical Help

If you have a severe eye burn or irritation due to chemicals, immediately get medical help.

3. Response Measures for Smoke Inhalation

Inhaling Fresh Air

Inhalation of electrolyte fumes may cause respiratory irritation and acute intoxication. In case of inhaling electrolyte fumes, immediately leave the fire scene, breathe fresh air and rinse your mouth with water and consult a doctor.

When Having Respiratory Symptoms

If you have respiratory symptoms, such as a cough, shortness of breath, or chest pain, immediately seek medical attention.

If oxygen deficiency or serious toxic gas inhalation is suspected, you may need an oxygen mask under the instructions of the medical personnel.

7. In case of submersion.

7.1 Fully or Partially Submerged Vehicle

Some emergency responses can involve a submerged vehicle. Submerged IONIQ 6 N does not have high-voltage components on the vehicle body or framework. It is safe to touch the vehicle body or framework – whether it is under water or on land – unless there is severe damage to the vehicle. In the event where the vehicle is fully or partially submerged, retrieve the vehicle from water before attempting to disable the vehicle. Drain water from the vehicle. Use one of the methods described earlier to disable the vehicle and discharge the high-voltage battery.

WARNING

- If high-voltage components are exposed due to severe damage to the vehicle, responders should handle the high-voltage system in accordance with the precautions and wear appropriate personal protective equipment in order to prevent an accident.
- Failure to follow these instructions can lead to death or serious injury from electrocution.

8. Towing/transportation/storage.

8.1 Towing and Transportation

If emergency towing is necessary, we recommend that you use an authorised HYUNDAI service center or a professional tow-truck service center.

The best way to tow this vehicle is flatbed towing. In the event where flatbed towing is not possible, place front or rear wheels on a jig and use a dolly (1) to tow the vehicle without the remaining wheels not touching the ground.

CAUTION



- When moving a short distance of 10 meters or less for loading the vehicle onto a towing truck or vehicle position adjustment by using a towing hitch, move at a speed of 5 km/h or less. When doing so, put the shift lever to N position and release the parking brake. If that is not possible, move with all wheels not touching the ground by using a dolly or tyre skates.
- Not using the proper towing method can cause damage to the vehicle or additional accidents.
- Do not tow with sling-type equipment. It is not a proper way to tow IONIQ 6 N.
- Always use wheel lifting or flatbed equipment to prevent any damage to the vehicle.
- When towing the vehicle equipped with side airbags, make sure to turn off the vehicle before towing. If the vehicle leans to one side with POWER ON, the system may detect it as rollover, leading to deployment of side airbags.



CAUTION

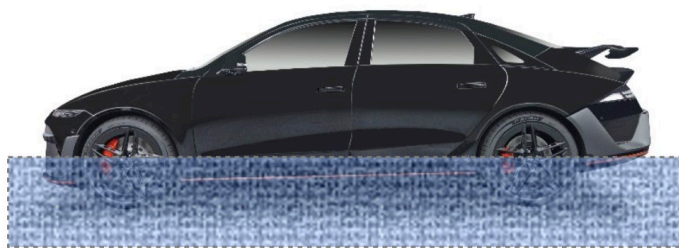


- This vehicle is an all-wheel drive (AWD) vehicle, do not tow it with its front or rear wheels touching the ground. Doing so may damage the vehicle. (It may cause the motor to generate electricity, and this may damage the motor components or cause fire.)

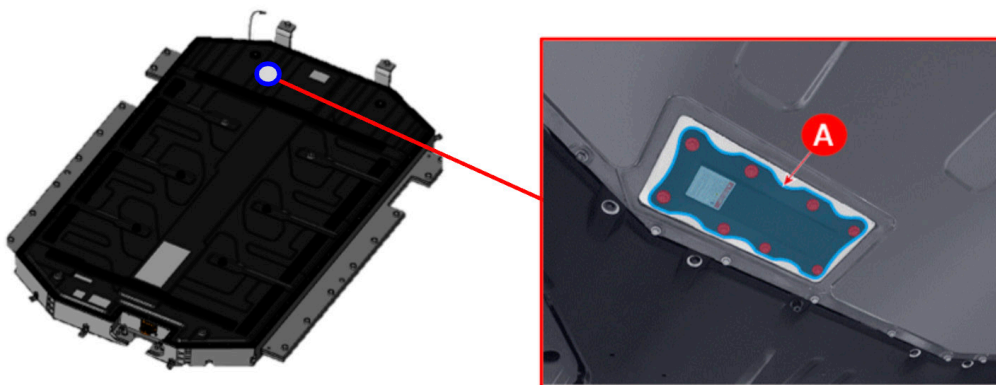
8.1 Towing and Transportation.

8.2 Storage of Damaged Battery

- Drain water from the vehicle and disconnect the (-) connector of the 12 V battery before storing the vehicle.
- Remove water from batteries or inside the vehicle and remove the high-voltage cut-off switch.
- Place the vehicle in an open area away from other structures, vehicles, and buildings.
- Carefully observe until the battery is successfully discharged.
- If it is possible to disconnect the battery by raising the vehicle using a lift, first disconnect and discharge the battery.
- In the event where discharging the battery using the above method is not possible, prepare a water pool and pour water until the battery is submerged.
- Water pool containing 1% of salt
- Maintain the water pool at this level for at least 40 hours.
- Afterwards, remove the BMS service cover (A) under the battery pack to drain water.



Discharging the battery



BMS ECU Service Cover (A)

8.1 Towing and Transportation.

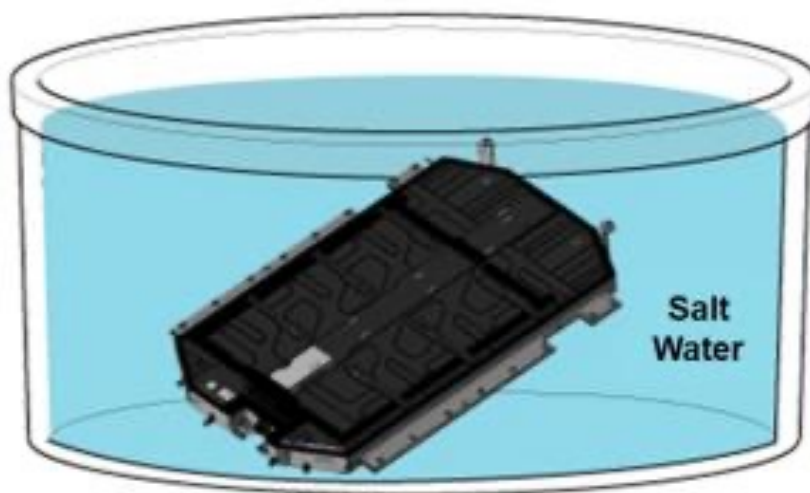
8.3 Battery Storage

- Discharging the battery is a must for safe storage of the damaged battery.
- If disconnecting the battery from the vehicle is possible, use salt water to discharge the battery.
- Fill the water pool with 1% of salt water.
- Leave the battery in salt water for at least 40 hours.
- Take the battery out of the water pool and dry it.

WARNING



- Extinguish all smoke, spark, and flame around the vehicle.
- An electrolyte solution is a skin irritant.
- Do not touch or step on spilled electrolyte.
- In case of electrolyte leakage, wear appropriate chemical-resistant personal protective equipment (PPE) and use soil, sand, or a dry cloth to clean up the spilled electrolyte. Be sure to adequately ventilate the area.



9. Important additional information.

9.1 Emergency Starting – Jump Starting

1. Position the vehicle close enough that the jumper cables can reach, however ensure the cables do not touch the vehicle.
2. Avoid approaching any moving parts in the motor compartment.
3. Turn off all electrical devices such as radio, headlights, air conditioner, etc. before parking the vehicle.



4. Raise the bonnet and locate the 12 V battery.
5. Connect one red clamp of the jumper cable to the positive (+) terminal (1) of the dead battery and the other red clamp to the positive (+) terminal of the working battery. Connect one black clamp to the negative (-) terminal (2) of the working battery and the other clamp to the negative (-) terminal of the dead battery.
6. When connecting to the battery of another vehicle, start the drivable vehicle first and then start the vehicle with the flat battery. Turn both vehicles off after 2-3 minutes.
7. Disconnect the jumper cable connected to the negative (-) terminals first and then disconnect the jumper cable connected to the positive (+) terminals.

✕ If the cause of battery discharge is not clear, have it inspected or repaired by an authorised service center.

CAUTION

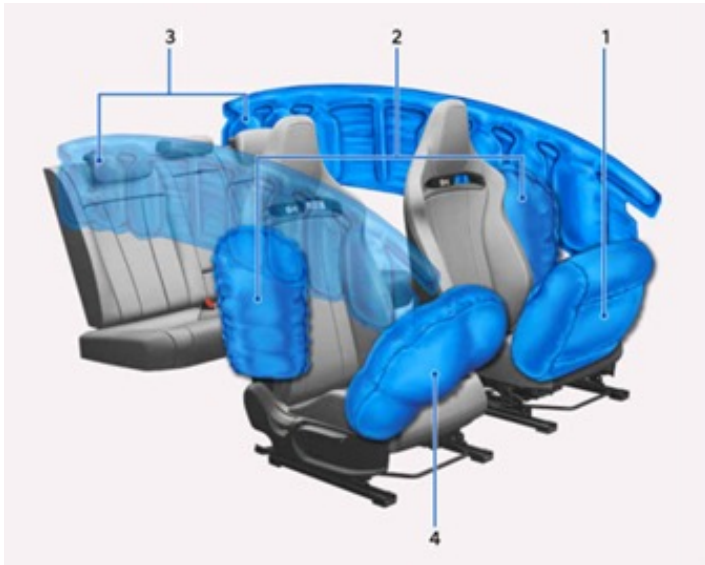


- Never jump start the high-voltage battery.
- Do not connect the cables to or near any part that moves when the vehicle is started.
- Do not allow jumper cables to contact anything other than the correct battery terminals or the correct ground.
- Do not lean over the battery when jumper cable is connected.
- Install the battery cover in the frunk correctly. Otherwise, it may cause noise, or damage to or malfunction of the related parts.

9. Important additional information.

9.2 Airbag System (SRS: Supplemental Restraint System)

The IONIQ 6 N is equipped with 4 airbags as shown in the illustration below. Before performing any emergency rescue operation, make sure that the vehicle is off and the 12 V battery connector is disconnected to prevent deployment of the SRS.



(1) Passenger's side airbag

(2) Side airbags

(3) Curtain airbags

(4) Driver's side airbag

⌘ Actual airbags and seats may be different from the image above.

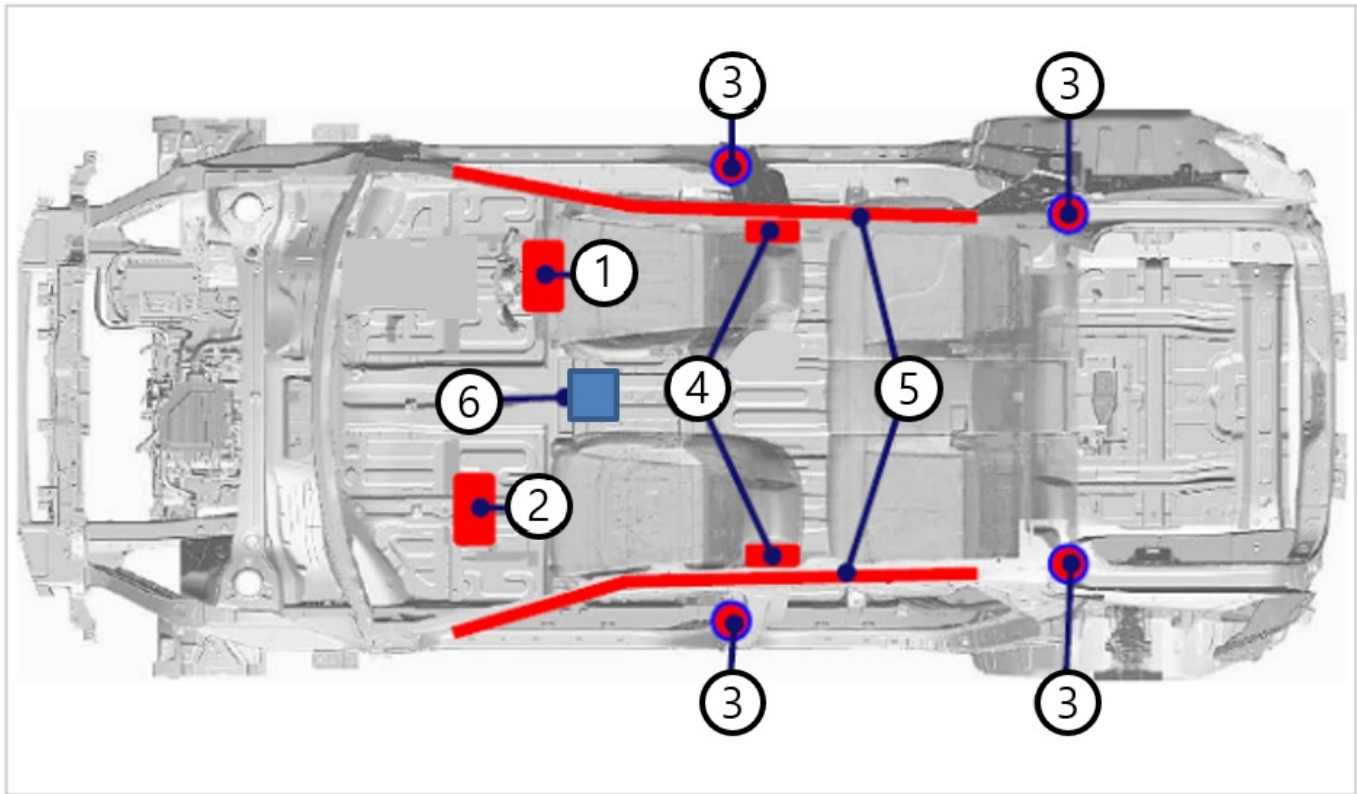
Seatbelt pretensioner

IONIQ 6 N is equipped with pretensioners for the driver's, front passenger's, and rear seating seatbelts.

When the seatbelt pretensioners are activated during a collision, a loud noise may be heard and fine dust, which may seem like smoke, may be visible in the passenger compartment. These are normal operating conditions and are not hazardous. The seatbelt pretensioners may become hot during activation and may need several minutes to cool down after they have been activated.

9. Important additional information.

Airbag System (SRS: Supplemental Restraint System)



- | | |
|----------------------------------|--|
| 1. Driver's side front airbag | 4. Side airbags (driver's side, passenger's side) |
| 2. Passenger's side front airbag | 5. Curtain airbags (driver's side, passenger's side) |
| 3. Seatbelt pretensioner (BPT) | 6. SRS control module (SRSCM) |

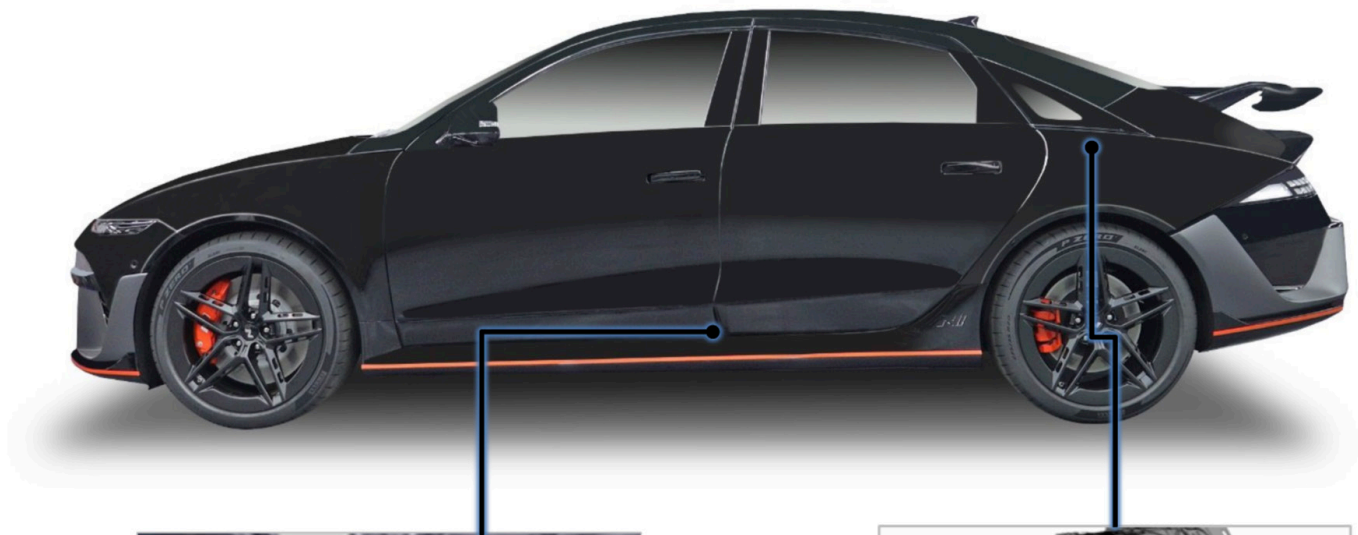
CAUTION



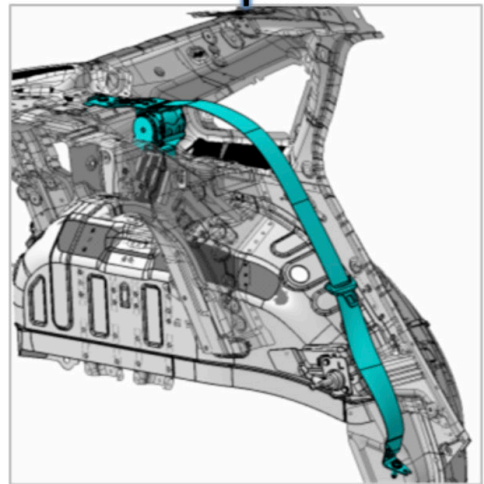
- Do not cut airbag components.
 - Airbag components can remain powered and active for a maximum of 3 minutes even after the 12 V electrical system shuts down or is disconnected. Discharge the negative battery cable and wait 3 minutes or longer before starting any operation.
- ※ Failure to follow any of these instructions may result in serious injury or death from accidental airbag deployment.

9. Important additional information.

Seatbelt System

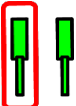


1) Front seatbelt pretensioner



2) Rear seatbelt pretensioner

10. Explanation of pictograms used.

	Airbag		Stored gas inflator		Seat belt pretensioner		SRS control unit
	Battery low voltage		Gas strut / Preloaded spring		High-strength zone		Cable cut
	Battery pack, high-voltage		High-voltage power cable		High-voltage component		Use thermal infrared camera
	High-voltage device that disconnects high voltage		General warning sign		Warning, Electricity		Use water to extinguish the fire
	Flammable		Hazardous to the human health		Environmental hazard		Explosive
	Acute toxicity		Corrosives		Bonnet		Boot
	High-voltage component (battery heater)						

Hyundai Premium Roadside Support.

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