RIGHT HERE, RIGHT CARE

IONIQ hybrid

Emergency Response Guide

NEW THINKING.
NEW POSSIBILITIES.

HYUNDAI

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Introduction

Document Purpose

The purpose of this document is to familiarize emergency responders and the towing/roadside assistance industry with the proper methods to handle the Hyundai IONIQ Hybrid in an emergency situation. This guide offers a basic overview of key vehicle systems and provides instructions for dealing with the different types of situations encountered by emergency responders. The emergency response procedures for this vehicle are somewhat similar to a conventional vehicle with additional information provided on dealing with the high-voltage electrical system.

Vehicle Description

As with other Hybrids, the Hyundai IONIQ Hybrid uses a conventional gasoline powered internal combustion engine paired with a high-voltage electric motor to propel the vehicle. The high-voltage electrical system is completely self-contained and does not need to be recharged by an external power source such as a charging station through charging port. The high-voltage battery is recharged while the vehicle is being driven. This is accomplished through the use of a generator that produces electricity during driving and braking.

General Vehicle Description

The Hyundai IONIQ five-door hatchback using a chassis developed for eco-friendly vehicles has hybrid and EV models. The Hyundai IONIQ hybrid looks very similar to the EV model with a few notable exceptions. The safest method is to assume that any IONIQ you respond to is equipped the high voltage system because the IONIQ is exclusive model for eco-friendly vehicle. Using the information provided in this section, responders will be able to differentiate between the two.

Identifying a Hyundai hybrid vehicle

Hybrid badge on Trunk and Blue Drive badge on side of Vehicle

The Hyundai IONIQ hybrid can be easily identified by the 'hybrid' and the 'IONIQ' badge located on the trunk lid and the 'BLUE-DRIVE' badge on the left side of the vehicle.

⚠ DANGER **Electrocution Risk**

Badging can become hidden after a crash due to damage to the vehicle. Always be sure to utilize additional methods if identification before determining there is no badge present.

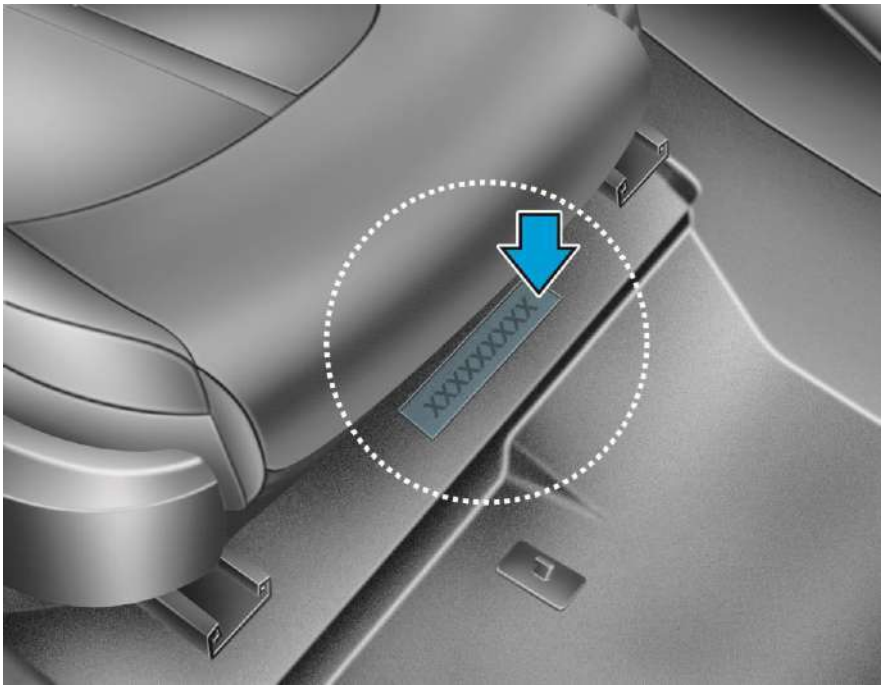
VIN number

The Vehicle Identification Number (VIN) identifies the Hybrid Vehicle with a “C” displayed in the 8th position, as shown in the below drawing.

The VIN is punched on the floor under the passenger seat. The letter C in the 8th character of the VIN indicates that it is a hybrid with 1.6 gasoline engine.

XXXXXXXCXXXXXXX

8th digit



Engine Compartment

The IONIQ Hybrid has a plastic air cleaner assembly with “HYBRID” clearly shown on it.

Additionally, there are orange colored high-voltage electrical cables in the engine compartment.

Vehicle Underside

An orange colored cable covered by the under cover is also visible on the underside of the vehicle. This cable runs along the driver side from the rear of the vehicle to the engine compartment.

Hybrid Vehicle Cluster Instrument Panel

The Hybrid Vehicle Instrument Cluster Panel displays the hybrid vehicle specific features that identify the IONIQ as a hybrid vehicle.

1

: Regeneration brake /ECO/power gauge

3

: This indicator illuminates when the vehicle is driven by the electric motor.

2

: SOC(high voltage battery) Indicator indicates the charge state of the high voltage battery.

4

: The "**Ready**" Light indicates the vehicle is ready for driving.

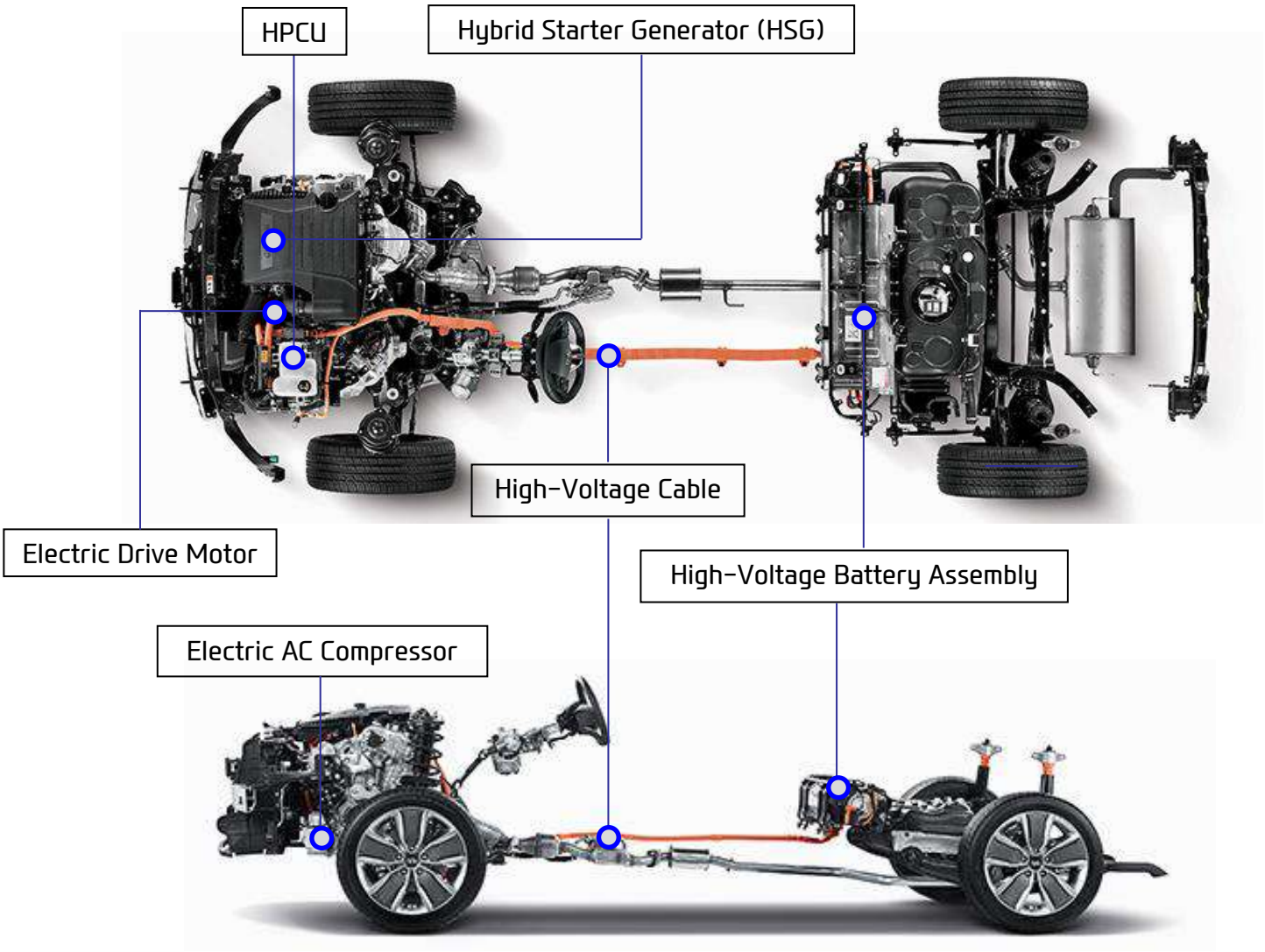
Type A

Type B

Key Specifications

Item		Specification
Engine	Displacement	1.6L GDI Hybrid Engine
Transmission	Type	6speed DCT
Fuel Tank	Capacity (U.S.gal / ℓ)	11.9 / 45
Motor	Type	Permanent Magnet Synchronous Motor
	Max. Output (kW)	35
	Max Torque (Nm)	170
Inverter	Input Voltage (V)	200 ~ 310V
High Voltage Battery	Type	Lithium-ion polymer
	Rated Voltage (V)	240
	Capacity (Ah) / Energy (kwh)	6.5 / 1.56
	Number for Packs (Cell / Module)	64CELL / 4MODULE

Vehicle Components Location

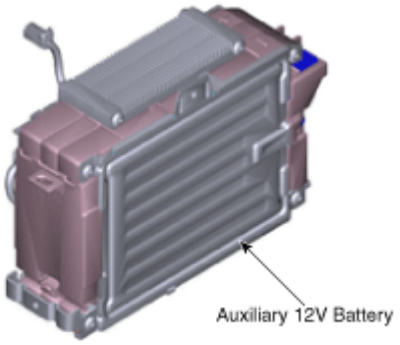


HPCU	Hybrid Power Control Unit (Inverter + LDC + HCU)
LDC	Low Power DC-DC Converter : Charge 12V supplementary battery
Inverter	DC → AC (from battery to traction motor) AC → DC (charge using regenerative braking)
Motor	When current flows through the coil. It generates a rotating magnetic field and generates motor torque.
High voltage battery	Supplies electric energy to traction motor and stores generated electric energy .

Vehicle Components

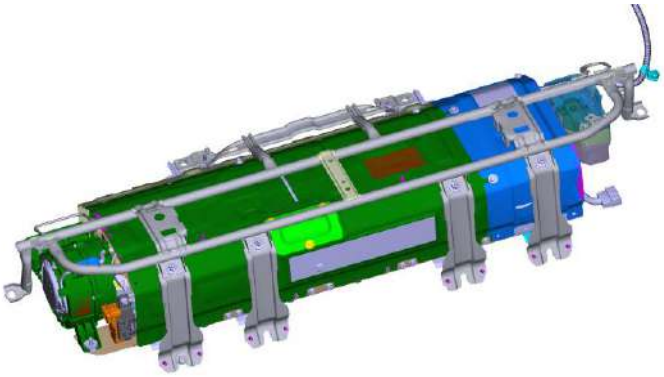
12V Auxiliary Battery

This vehicle does not have a regular 12V battery that needs periodic replacement. It is lithium ion polymer type integrated into the HEV high voltage battery. The vehicle has a 12V battery protection system that cuts 12V battery from vehicle draw to prevent full discharge. This battery powers all of the standard electronics like radio, air conditioner, etc. It also supplies current to the high-voltage system relays, which control the flow of high-voltage current.



High-Voltage (HV) Battery

The Lithium-ion Polymer HV battery contains a gel electrolyte and is made up of 64 – 3.75V cells wired in series for a nominal voltage of 240V with 6.5 Ah of capacity. The battery is located below the rear seat.

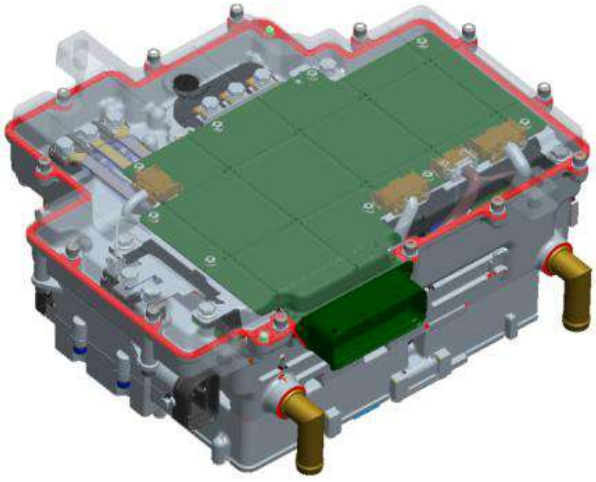


Air Conditioning Compressor

The Air Conditioning Compressor is mounted to the engine directly below the HSG. It is also powered by the high-voltage system, so its electrical connection via an orange HV cable is easily noticeable as well.

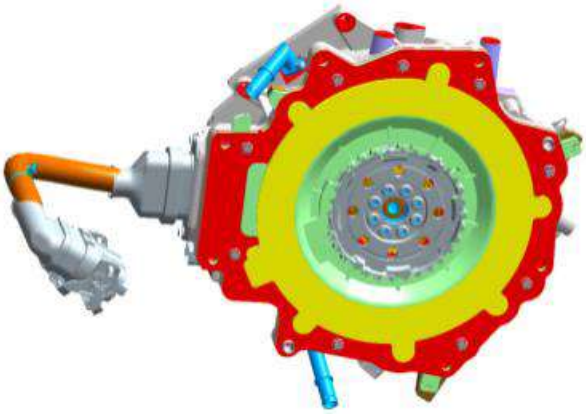
Hybrid Power Control Unit

The Hybrid Power Control Unit (HPCU) assembly consists of three components : a Hybrid Control Unit (HCU), an Inverter (Motor Control Unit (MCU)) as well as a Low-voltage DC-DC Converter (LDC). The HPCU assembly contains capacitors which take about 5-10 minutes to discharge after the high-voltage system is shut down.



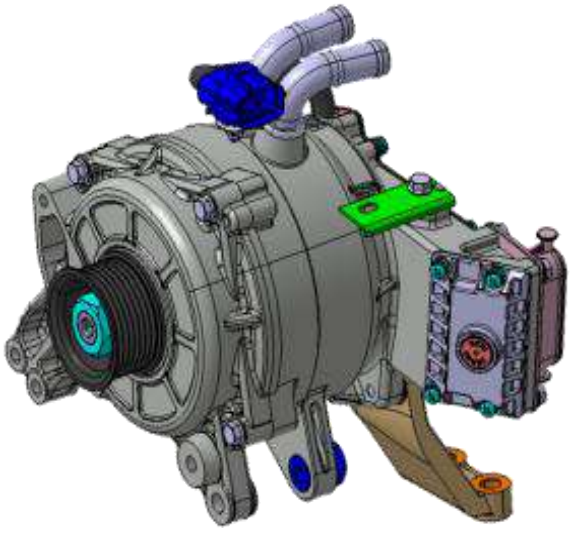
Electric Drive Motor

Mounted between the engine and transmission, the Electric Drive Motor is used for vehicle propulsion. During deceleration or braking, it acts as an alternator and charges the HV battery by converting the vehicle's kinetic energy into electrical energy.



Hybrid Starter Generator (HSG)

The HSG is mounted to the front of the engine near the intake manifold. It cranks the engine or starting and acts as a generator when the HV battery needs charging. As this is one of the major components of the HV system, its electrical connection is clearly visible via an orange HV cable.



High-Voltage Cabling

The high-voltage cabling in the IONIQ Hybrid is orange per the SAE standard. These cables run along the driver side from the rear of the vehicle where they connect to the HV battery up to the front of the vehicle where they connect to the Electric Drive Motor and other HV components.

⚠WARNING **Electrocution Risk!**

- Never cut or disconnect the high voltage orange cabling and connectors without first disabling the system by removing the Service Disconnect Plug .
- Exposed cables or wires may be visible inside or outside the vehicle. Never touch the wires, cables, connecters, or any electric components before disabling the system, to prevent injury or death due to electrical shock.

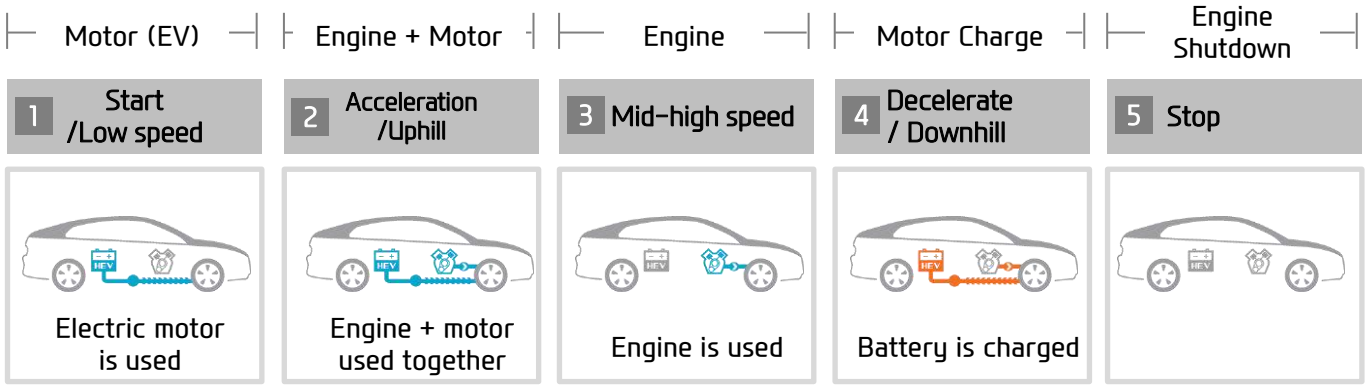
Failure to follow these instructions can lead to death by electrical shock.

Hybrid System Operation

Operating Parameters

The IONIQ Hybrid can be propelled by either the gasoline engine or the Electric Drive Motor, or a combination of both.

Charging is accomplished through regenerative braking during deceleration or by obtaining power from the HSG.

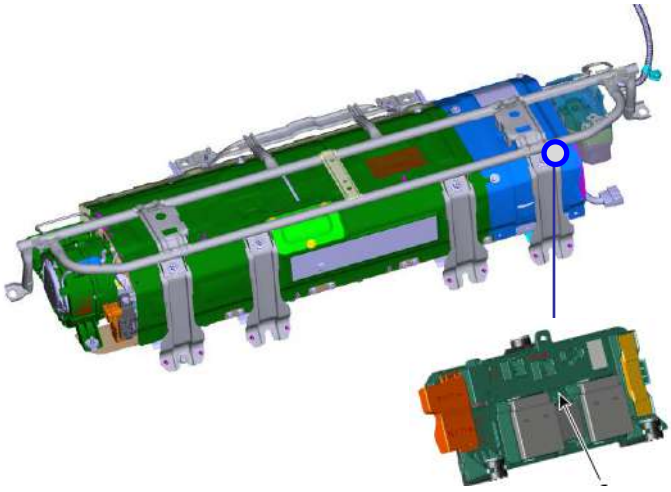


High-Voltage Electrical Isolation

Unlike the 12V electrical system that is grounded to the vehicle's chassis, the IONIQ Hybrid's high-voltage electrical system is designed to be isolated from the vehicle.

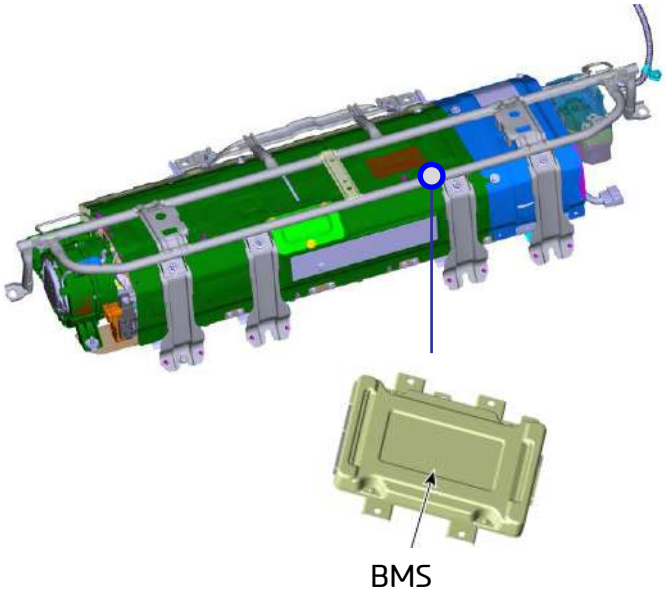
Regulation of High-Voltage Electrical Current

Current from the High-Voltage Battery is controlled by the Power Relay Assembly (PRA), which consists of Positive and Negative Main Relays, a Pre-charge Relay, Pre-charge Resistor, and the Battery Current Sensor. The PRA is located inside the High-Voltage Battery Pack Assembly and controls the high-voltage power circuit between the High-Voltage Battery and the Hybrid Power Control Unit.



High-Voltage Safety System

There are multiple safety systems incorporated into the IONIQ Hybrid. The system that protects the High-Voltage Electrical System is called the Battery Management System (BMS). The BMS is located inside the High-Voltage Battery assembly and measures several parameters to maintain the optimal performance of the High-Voltage Battery. It controls the battery cooling fan to ensure proper battery operation. In addition, if a system fault occurs, the BMS turns off the PRA to protect the system.



Airbag system (SRS : Supplemental Restraint System)

Airbag

Seven airbags are installed in the IONIQ Hybrid as shown below. Before starting any emergency procedure, make sure the vehicle ignition is turned off, disconnect the negative cable from the 12V auxiliary battery to prevent accidental deployment of airbags.

*** The actual air bags and seats in the vehicle may differ from the illustration**

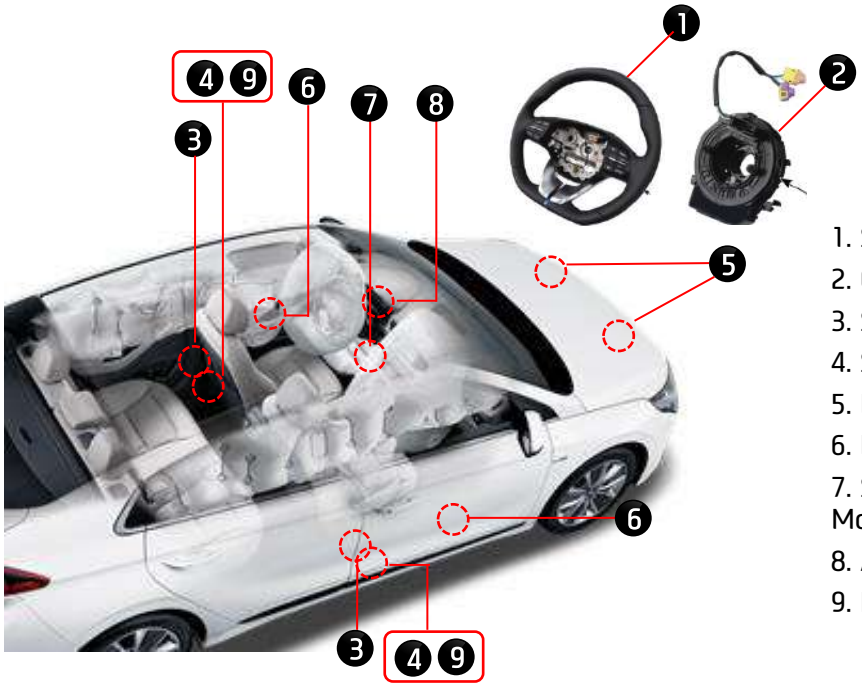
Number	Name	Location
1	Driver's front airbag	Driver side
2	Passenger's front airbag	Passenger side
3, 4	Side airbag	Driver / Passenger side
5, 6	Curtain airbag	Driver / Passenger side
7	Knee airbag	Driver side

Seat Belt Pretensioners

The IONIQ Hybrid is equipped with driver's and front passenger's seat belts with pretensioners. When the seat belt pretensioners are activated in a collision, a loud noise may be heard and fine dust, which may appear to be smoke, may be visible in the passenger compartment. These are normal operating conditions and are not hazardous. The seat belt pretensioner assembly mechanisms may become hot during activation, and may need several minutes to cool after they have been activated.

Sensors and Control Module

The airbags and pretensioners are managed by the SRS Control Module, or SRSCM, which is located below the front of the center console. In addition, there are four side impact sensors : two conventional accelerometer sensors in the B-pillars, and two pressure sensing sensors inside of the front door modules. Their locations are illustrated in the image below.



1. Steering Wheel
2. Clock Spring
3. Seat Belt Pretensioner (BPT)
4. Side Impact Sensor (SIS)
5. Front Impact Sensor (FIS)
6. Pressure Side Impact Sensor (PSIS)
7. Supplemental Restraint System Control Module (SRSCM)
8. Airbag Warning Lamp
9. Emergency Fastening Device (EFD)

⚠ WARNING

- Do not cut through any component.
- 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.

Initial Response:

The following procedures should be used whenever you are dealing with a IONIQ Hybrid at an emergency scene. All other operations should be consistent with your department's standard operating procedures or guides. Hybrid vehicles damaged by a crash may have compromised high voltage safety systems and present a potential high voltage electrical shock hazard. Exercise caution and wear appropriate personal protective equipment (PPE) safety gear, including high voltage safety gloves and boots. Remove all metallic jewelry, including watches and rings.

Identify

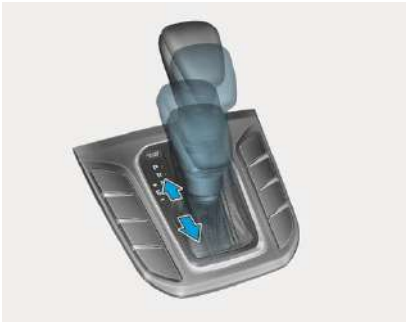
When dealing with a IONIQ at the scene of an accident, emergency responders should always assume that it is a hybrid model until it can be proven otherwise using the identification features outlined in this ERG. External badging will usually be the first clue but it can often be hidden by damage caused in a crash. Always be sure to inspect multiple sides of the vehicle as well as using the clues found under the hood and in the interior of the vehicle.

Immobilize

The next step is to immobilize the vehicle to prevent any accidental movement that can endanger the emergency response personnel and any crash victims. Since the IONIQ Hybrid has the ability to shut down the gasoline engine when it is not needed, there will be instances where the vehicle appears to be off because of the absence of engine noise. When in its “ready” mode, the vehicle can move almost silently using the electric motor alone. Responders should approach the vehicle from the sides and stay away from the front or rear as they are both potential paths of travel. Instructions for immobilizing the vehicle are shown below.

Chock the Wheels

Engage Parking Brake



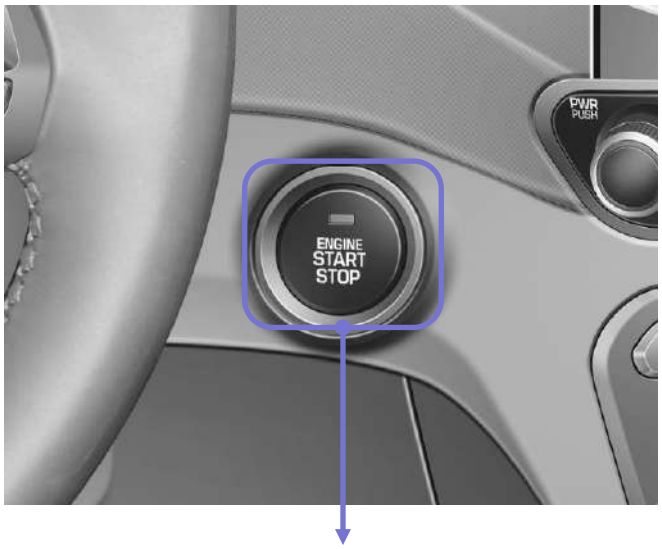
Position the shift lever in park (P)

Disable

The final step in the initial response process, conducted after the vehicle is secured to prevent movement, is to disable the vehicle, its SRS components and the high voltage electrical system. To prevent current flow through the system, use one of the following procedures to disable the vehicle.

I . Disabling the system – Smart Key System and "POWER" START/STOP BUTTON

1. Check the status of the READY light on the instrument panel. If the READY light is illuminated, the vehicle is on.
   (Refer to page 5)
   a) If the READY light is NOT illuminated, the vehicle is off, Do not push the "POWER" START/STOP button because the vehicle may restart.



"POWER" START/STOP Button

   b) To turn off the system, put the shift lever in the P (Park) position and press the POWER button beside a shift lever.

Without depressing the brake pedal

Pressing POWER button	Button Position	Vehicle condition
	OFF	Off
One time	ACC	Electrical accessories are operational.
Two times	ON	The warning lights can be checked before the vehicle is started.
Three times	OFF	Off

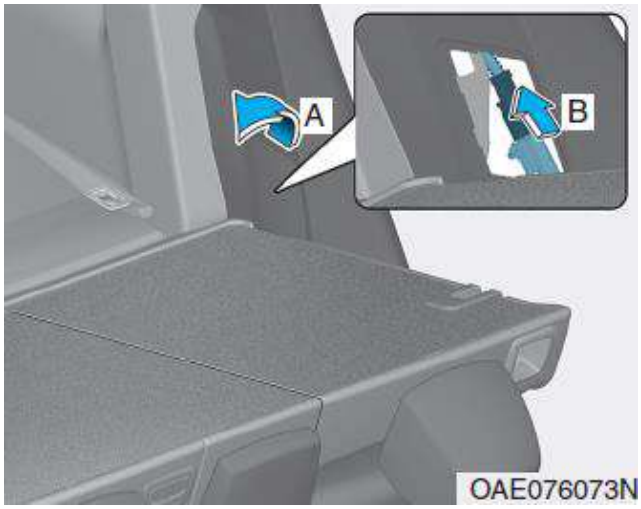
Depressing the brake pedal while a shift lever is in the P (Park) position

Pressing POWER button	Button Position	Vehicle condition
	OFF	Off
One time	-	Ready to drive

2. Before disconnecting the 12V battery, move the smart key at least 2 meters away from the vehicle to prevent accidental restart.

Smart Key

3. Separate the negative (−) 12V battery cable (B), located behind A/S cover (A) in rear wheel house trim, to further prevent the risk of accidental restart.



NOTICE

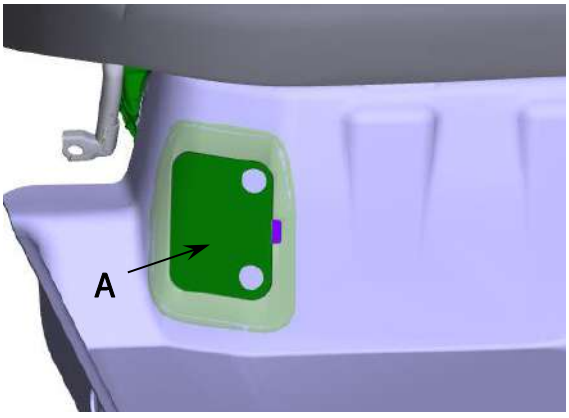
If necessary, lower the windows, unlock the doors and open the trunk as required, before disconnecting the 12V battery. Once the 12V battery is disconnected, power controls will not operate.

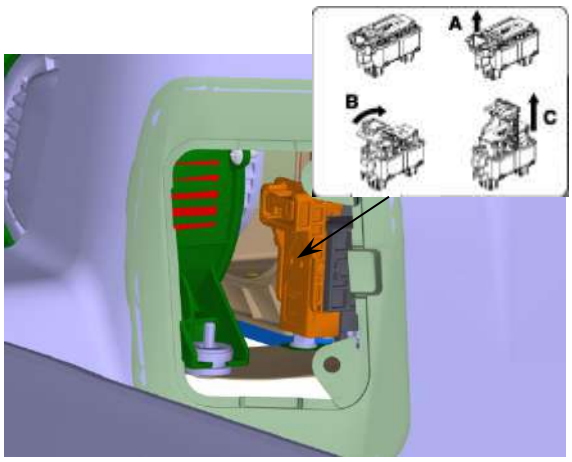
4. Use the following procedure to remove the Service Disconnect Plug and disable the high voltage battery:

a) Remove the Service Disconnect Plug cover (A) located under the rear right seat.

b) Remove the Service Disconnect Plug using the following procedure :

A: Unlock → B: Release → C: Remove

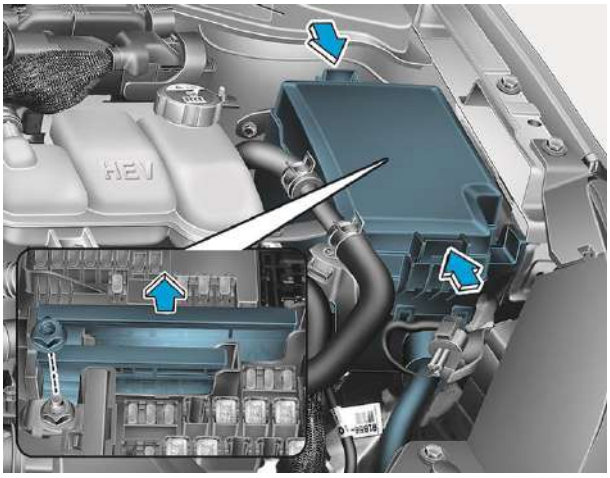




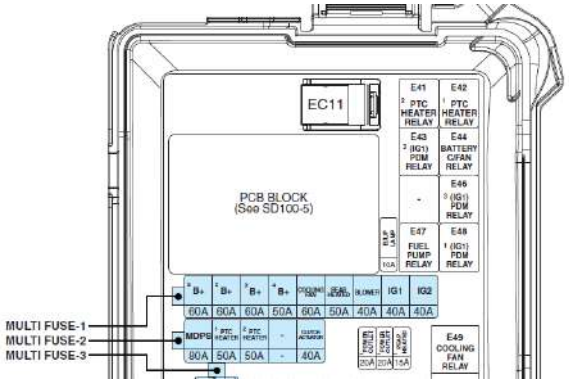
II. Disabling the system – IG Relay Removal (Alternate Method)

1. Open the hood.

2. Remove the motor compartment fuse box cover.

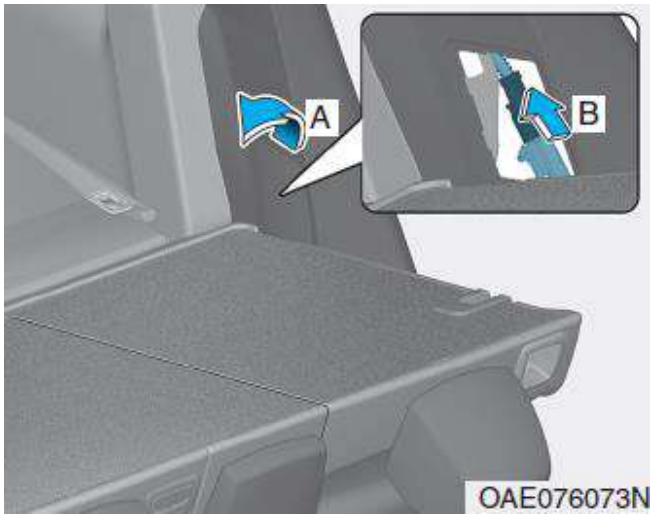


3. In the event the vehicle cannot be disabled using the “Power” START/STOP Button, pull the IG1, IG2 fuses or relays from the engine compartment room fuse box. If the IG fuses cannot be located, pull out all the fuses and relays in the fuse box.



Engine compartment fuse box

4. Separate the negative (–) 12V battery cable (B), located behind A/S cover (A) in rear wheel house trim, to further prevent the risk of accidental restart.



NOTICE

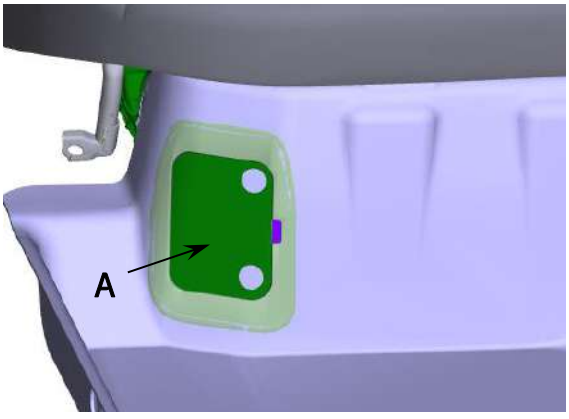
If necessary, lower the windows, unlock the doors and open the trunk as required, before disconnecting the 12V battery. Once the 12V battery is disconnected, power controls will not operate.

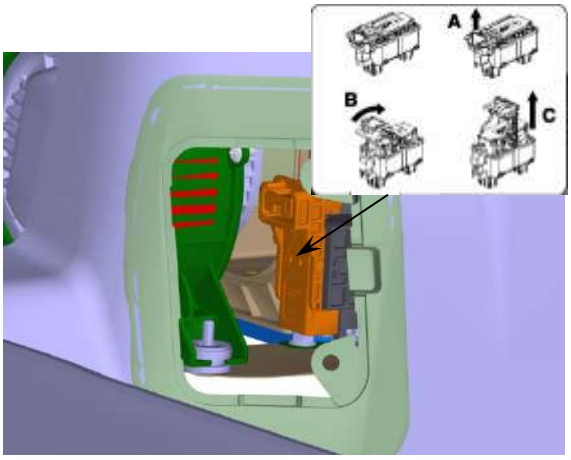
5. Use the following procedure to remove the Service Disconnect Plug and disable the high voltage battery:

a) Remove the Service Disconnect Plug cover (A) located under the rear right seat.

b) Remove the Service Disconnect Plug using the following procedure :

A: Unlock → B: Release → C: Remove





If both methods of disabling system are unsuccessful, the vehicle is not secured from accidental deployment of airbags and electric shock from high-voltage components.

⚠WARNING **Electrocution Risk!**

- Before engaging in emergency response procedures, ensure the vehicle is disabled and wait for more than 5 minutes to allow the capacitor in the high voltage system to discharge to avoid electrocution.
- Exposed cables or wires may be visible inside or outside the vehicle. To prevent injury or death due to electrical shock, never touch the wires or cables 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.

⚠WARNING **Explosive Risk!**

- Do not cut through any component.
- 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.

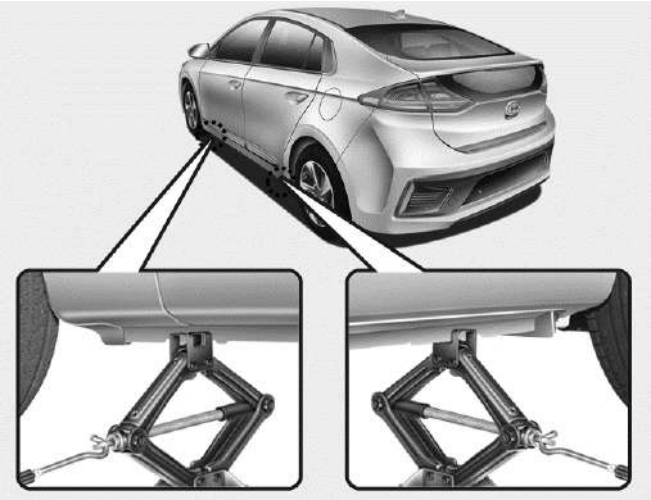
Failure to follow any of these instructions may result in serious injury or death from accidental deployment of the airbag system.

Extrication Operations

The extrication operations for the IONIQ Hybrid are similar to the conventional vehicle. However, the first responder should pay special attention when they extract occupants in the vehicle. Before extrication operations, the first responders should carry out “Initial Response: Identify, Immobilize and Disable” procedure section in page 17 to 21.

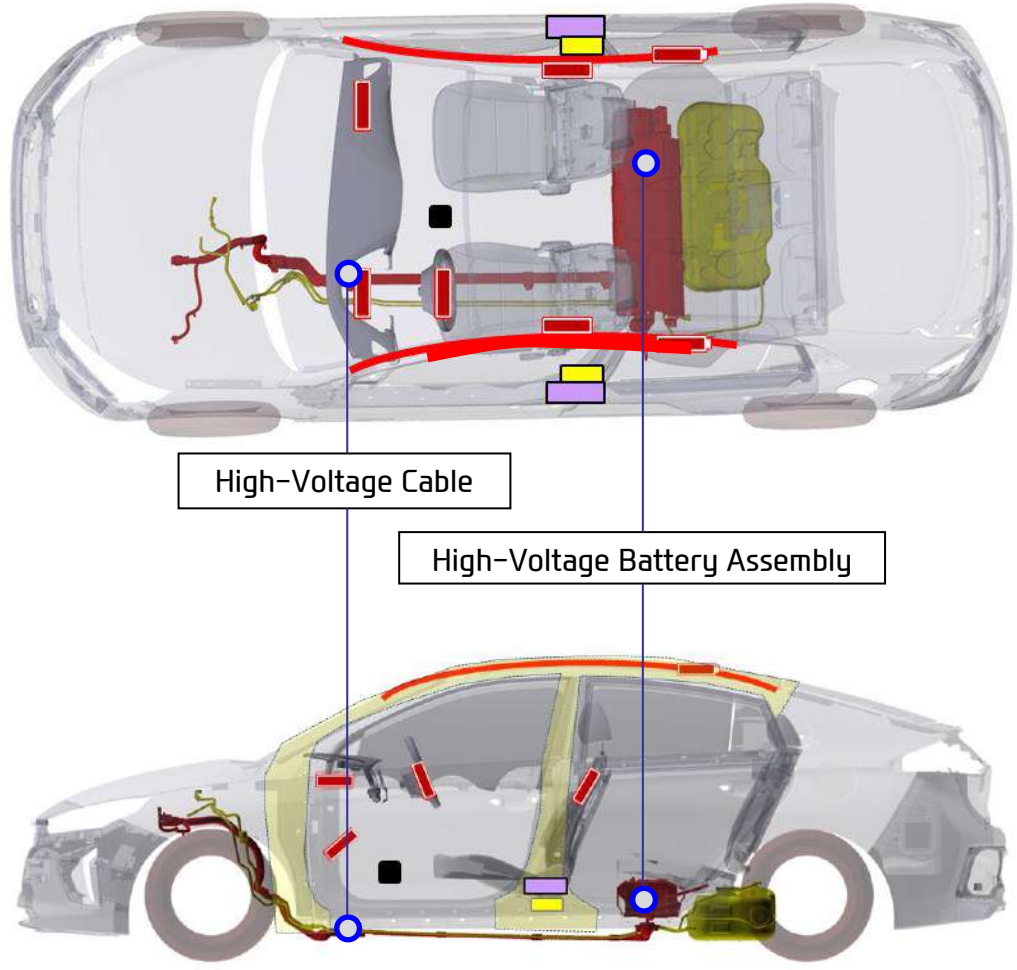
Vehicle Stabilization

Use standard stabilization (cribbing) points, as shown. Always be sure to connect to a structural member of the vehicle and avoid placing cribbing under high voltage cables, fuel lines and other areas not normally considered acceptable.



Extrication tools and procedure

When responding to an incident involving a IONIQ Hybrid, we recommend that the first responders follow their organization's standard operating procedures for assessing and dealing with vehicle emergencies. When the first responders cut the vehicle, they should always pay special attention to airbag system, orange colored high voltage cables and other high voltage components to avoid damage to parts which may increase the risks of explosion.



- Airbag & Gas inflator
- Airbag
- Gas inflator
- Belt pre-tensioner
- EFD (Emergency Fastening Device)
- Airbag module
- Ultra (hot stamping) steel
- Fuel system

Submersion

Some emergency responses can involve a submerged vehicle. A IONIQ Hybrid that is submerged does not have high-voltage component on the vehicle's body or framework. It is safe to touch the vehicle's body or framework if there is no severe damage to the vehicle, whether it is in water or on land.

In the event the vehicle is submerged or partially submerged, remove the vehicle from the water before attempting to disable the vehicle. Drain the water from the vehicle. Use one of the methods described in sections of page 17 to 21 to disable the vehicle.

⚠ WARNING

- If severe damage causes high-voltage components to become exposed, responders should take appropriate precautions and wear appropriate insulated personal protective equipment.
- Do not attempt to remove a Service Disconnect Plug while in the water

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

Vehicle Fire

After Initial Emergency Response Procedures have been applied, Firefighting Procedures may begin. Hyundai recommends that each response team follow their own department's standard operating procedures for fighting vehicle fires in combination with the IONIQ Hybrid specific details that are covered in this section.

Firefighting Operations

If the high-voltage battery pack is either involved in or at risk of being involved in a fire in a IONIQ Hybrid, strict cautions must be taken while conducting firefighting operations due to following reasons:

- Lithium-ion Polymer batteries contain gel electrolyte that can vent, ignite, and produce sparks when subjected to temperatures above 300°F.
- May burn rapidly with a flare-burning effect.
- Even after the high-voltage battery fire appears to have been extinguished, renewed or delayed fire can occur.
  - Use a thermal imaging camera to ensure the high voltage battery is completely cooled before leaving the incident.
  - Always advise second responders that there is a risk of the battery re-igniting.
  - Fire, submersion or a collision that has compromised the high voltage battery, always store it in an open area with no exposures within 50 feet.
- A burning battery could release hydrogen fluoride, carbon monoxide, and carbon dioxide gasses. Use NIOSH/MSHA approved full-face self-contained breathing apparatus (SCBA) with full protective gear.

Even if the high-voltage battery pack is not directly involved in a vehicle fire, approach the vehicle very carefully.

Extinguishers

- Small fires that high voltage battery is not involved : Extinguish fires using a ABC extinguisher for an electric fire.
- Fires that the high voltage battery is involved or the high voltage battery is heating : Extinguish fires using large and sustained amount of water to cool the high voltage battery. Do not extinguish fire with a small amount of water. Firefighters should not hesitate to pour large amounts of water on the vehicle.

High-Voltage / Auxiliary Battery Damage and Fluid Leaks

The HV Battery assembly is enclosed in a sturdy metal case that is rigidly mounted to structural components of the vehicle. This construction helps prevent damage to the HV Battery assembly even in severe crashes. This section provides emergency responders with information regarding how to mitigate the severity of a damaged HV Battery assembly or gel electrolyte spill, however unlikely that might be.

- Cease all smoke, spark, flame activity around the vehicle.
- Electrolyte solution is a skin irritant.
- Do not touch or step on the spilled electrolyte.
- If electrolyte leak occurs, wear appropriate solvent resistant PPE and use oil, sand, or a dry cloth to clean up the spilled electrolyte. Be sure to adequately ventilate the area.

⚠WARNING **Irritant Substance Risk!**

- Internal components of HV Batteries are irritants and sensitizers.
- To avoid contact with these irritants and sensitizers wear positive pressure self- contained breathing apparatus (SCBA) and other personal protective equipment (PPE) designed for use with these types of hazards.

Failure to wear proper SCBA and PPE can result in serious injury or death

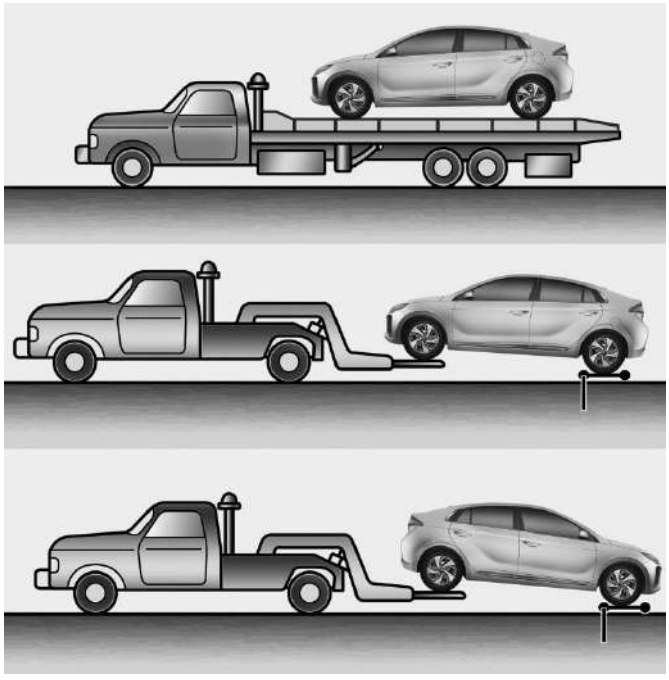
- Electrolyte solution is an eye irritant – If contact with eyes, rinse with plenty of water for 15 minutes.
- Electrolyte solution is a skin irritant. Therefore, if there is contact with skin, wash off with soap.
- Electrolyte liquid or fumes that have come into contact with water vapors in the air will create an oxidized substance. This substance may irritate skin and eyes. In these cases, rinse with plenty of water and see a doctor immediately.
- Electrolyte fumes (when inhaled) can cause respiratory irritation and acute intoxication

Move to a well ventilated location for fresh air and wash mouth with water. See a doctor immediately.

Towing

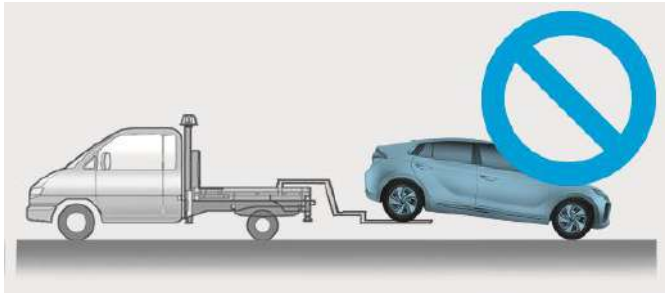
When towing IONIQ Hybrid vehicle, all wheels should be off the ground and not in contact with the road.

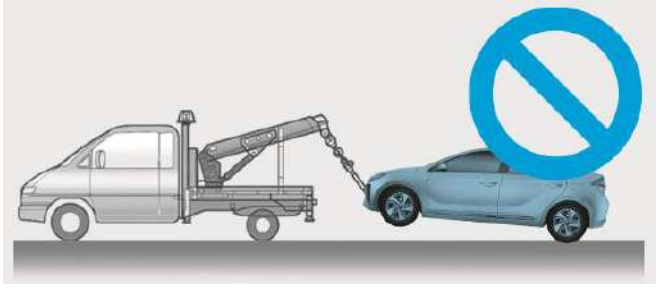
If emergency towing is necessary, we recommend having it done by an authorized Hyundai dealer or a commercial tow-truck service. The use of wheel dollies or flatbed is recommended.



⚠ CAUTION

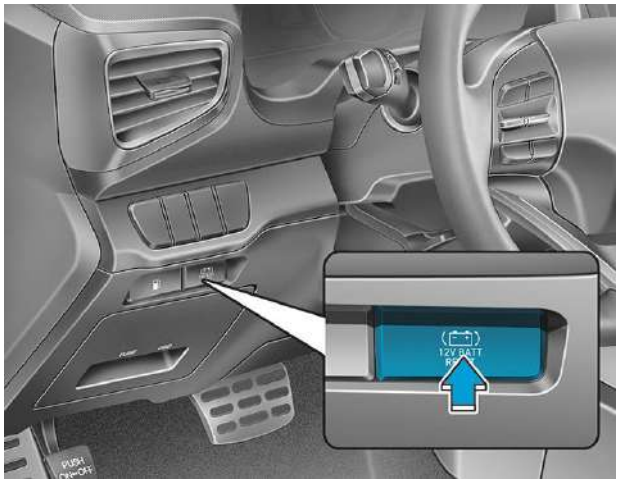
- Do not tow the vehicle backwards with the front wheels on the ground as this may cause damage to the vehicle.
- Do not tow with sling-type equipment. Use wheel lift or flatbed equipment.
- Never tow the vehicle with the front wheels on the ground (forward or backward), as this may cause damage to the vehicle.





To Jump Start the Car

Before Jump Starting



1. Press the 12V Battery Reset switch to reconnect the 12V battery.

2. Start the vehicle within 15 seconds of pressing the 12V Battery Reset switch.

3. After starting vehicle (READY indicator on), operate the vehicle safely outdoors in ready mode stopped and/or drive it for 30 minutes total to charge the 12V battery fully.

NOTICE

If you do not start the vehicle immediately after pressing the 12V Battery Reset switch, the power of 12V battery is automatically disconnected after few seconds to save the 12V battery from additional discharge. If the 12V battery is disconnected prior to starting the vehicle, press the 12V Battery Reset switch again and then immediately start the vehicle as explained above.

Jump Starting

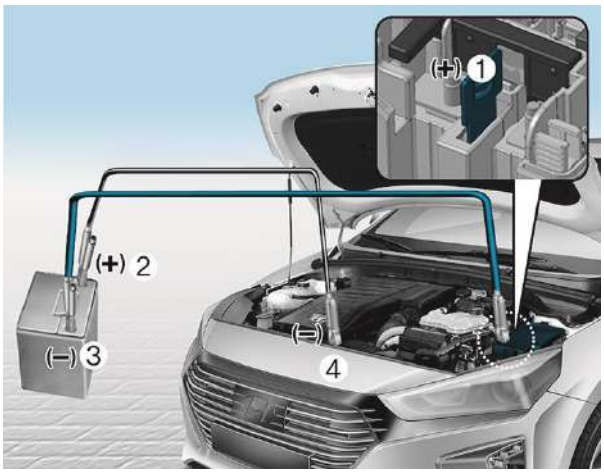
If the 12V battery is over discharged to a point that the reset does not work, try to jump-start the vehicle.

1. Position the vehicles close enough that the jumper cables will reach, but do not allow the vehicles to touch.

2. Avoid fans or any moving parts in the engine compartment at all times, even when the vehicles are turned off.

3. Turn off all electrical devices such as radios, lights, air conditioning, etc. Put the vehicles in P (Park) and set the parking brakes. Turn both vehicles OFF.

4. Connect the jumper cables in the exact sequence shown in the illustration. First connect one jumper cable to the red, positive (+) jumper terminal of your vehicle (1).

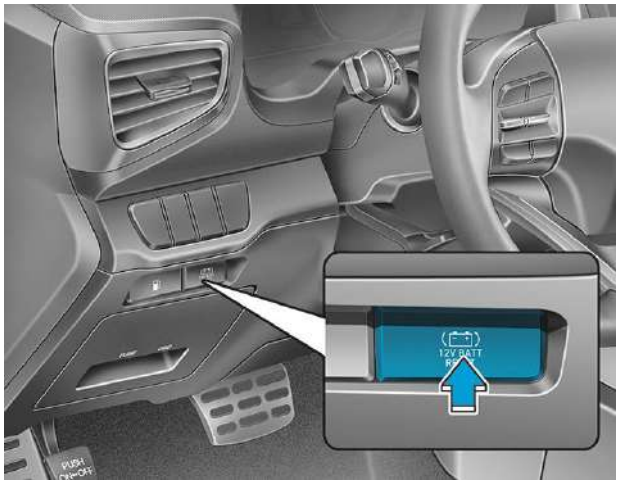


5. Connect the other end of the jumper cable to the red, positive (+) battery/jumper terminal of the assisting vehicle (2).After a few minutes, turn off both of the vehicles.

6. Connect the second jumper cable to the black, negative (−) battery/chassis ground of the assisting vehicle (3).

7. Connect the other end of the second jumper cable to the black, negative (−) chassis ground of your vehicle (4). Do not allow the jumper cables to contact anything except the correct battery or jumper terminals or the correct ground. Do not lean over the battery when making connections.

8. Press the 12V Battery Reset switch.



9. Start the engine of the assisting vehicle and let it run for a few minutes.

10. Start your vehicle as soon as possible. After starting vehicle (READY indicator on), operate the vehicle safely outdoors in ready mode stopped and/or drive it for 30 minutes total to charge the 12V battery fully. If the cause of your battery discharging is not apparent, we recommend that the system be checked.

⚠ CAUTION

- Do not connect the cables to or near any part that moves when the vehicle is started.
- Do not allow the jumper cables to contact anything except the correct battery terminals or the correct ground.
- Do not lean over the battery when making connections.

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