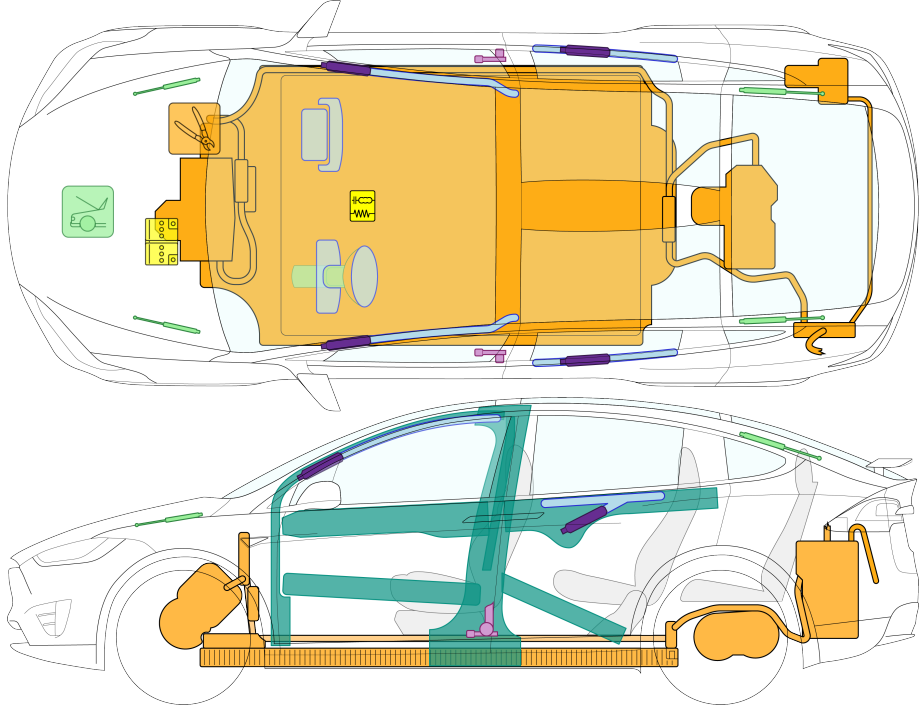













Model X Emergency Response Sheet



Note: The Rescue Sheet depicts a LHD vehicle (as allowed under the ISO 17840-1). All components (other than steering wheel and passenger airbag) are located in the same position in the Aust/NZ RHD model.



		
12V battery	Emergency disconnect	SRS control unit
		
Gas cylinder	Airbags (knee airbags N.A. only)	Seat belt pre-tensioners
		
Gas inflator	High voltage components	Reinforcements



Firefighting

USE WATER TO FIGHT A HIGH VOLTAGE BATTERY FIRE. If the battery catches fire, is exposed to high heat, or is generating heat or gases, use large amounts of water to cool the battery. It can take approximately 3,000 gallons (11356 liters) of water (applied directly to the battery); establish sufficient water supply.

Extinguish small fires not involving the battery using typical vehicle firefighting procedures.

Always use insulated tools for overhaul.

Heat and flames can compromise some components, resulting in an unexpected explosion. Perform an adequate knock down before entering a hot zone.

There must not be fire, smoke, or heating present in the battery for at least one hour (consider using a thermal imaging camera to measure the temperature) and the battery must be completely cooled before the vehicle can be released to second responders. Always advise second responders that there is a risk of battery re-ignition.

Warnings and Notes

- Warning:** Always assume Model X is powered and high voltage (HV) components are energized.
- Warning:** Always wear full PPE, including a self-contained breathing apparatus.
- Warning:** Never touch, cut, or open any orange HV cable or component.
- Warning:** Double cut the first responder loop to remove an entire section. This prevents the wires from reconnecting.
- Warning:** Do not use the HV battery to lift or stabilize Model X.
- Warning:** After deactivation, the HV circuit requires 2 minutes to deplete.
- Warning:** The SRS control unit has a backup power supply with a discharge time of approximately 10 seconds.
- Warning:** NEVER TRANSPORT THE VEHICLE WITH THE WHEELS ON THE GROUND. THIS CAN LEAD TO OVERHEATING, WHICH MAY CAUSE SOME COMPONENTS TO IGNITE.

Note: Treat a submerged Model X like any other submerged car.

Note: Refer to the relevant Emergency Response Guide for additional information.

Stabilize the Vehicle

1. Chock the wheels.
2. Set the parking brake.



Disable the HV System

1. Open the hood:
 - Touch CONTROLS > DOORS > FRONT TRUNK on the touchscreen.
 - Double-click the front key button.
 - Pull the release cables located in the tow attachment on the front bumper. You need to release the tow hook cover first to expose the straps, and then pull the straps, labeled A and B, in alphabetical order to open the primary and secondary latches.
2. Remove the access panel by pulling it up to release the clips securing it.



3. Double cut the first responder loop to remove an entire section.

