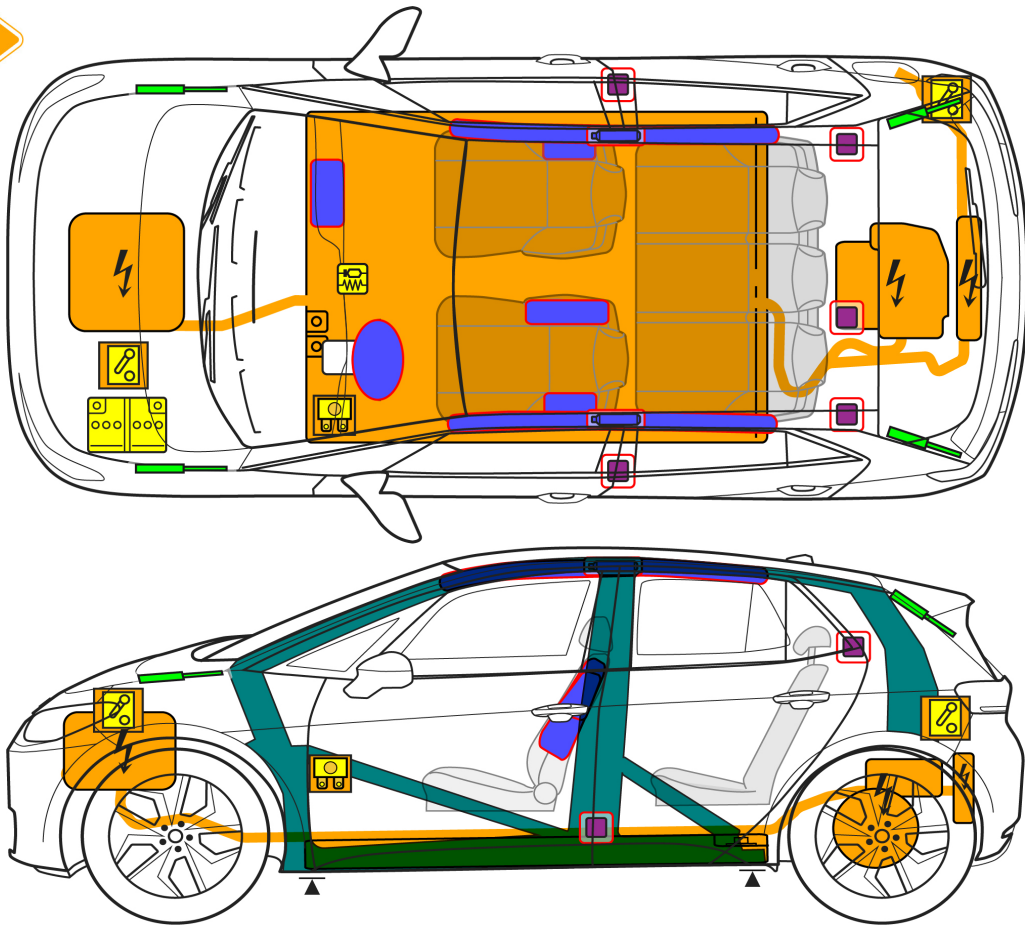




# ID.3

5-door, as of 2019



	Airbag		Stored gas inflator		Seat belt pretensioner		SRS control unit		Pedestrian protection active system
	Automatic roll-over protection system		Gas strut / preloaded spring		High-strength zones		Special attention		
	Battery pack, low-voltage		Ultra-capacitor, low-voltage		Fuel tank content (petrol or diesel)		Gas tank		Safety valve
	Battery pack, high-voltage		High-voltage power cable		High-voltage disconnect		Fuse box, disabling high-voltage system		Ultra-capacitor, high-voltage

**Additional information**

German

**Document number**

rds\_www\_310\_001\_en

**Version**

2019-08

**Page**

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### 1. Identification / recognition



The ID.3 can be recognised by characteristic design features on the front end:  
- Illuminated headlight frame

### 2. Immobilisation / stabilisation / lifting



1. Locate the electric parking brake.
2. Set the electric parking brake.

**Note**

This vehicle does not have a selector lever. The P operating position is activated automatically if the start-stop button is pressed or the driver's belt buckle is opened.



Press the start-stop button on the steering column. The "READY" display goes out.



**The passive safety systems such as airbags and belt tensioners are deactivated once the airbag control unit has discharged (approx 4 seconds) after pressing the start-stop button.**

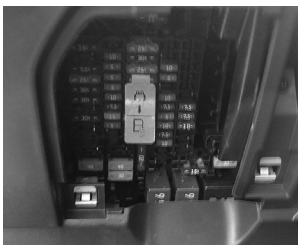


The electric motor is silent. The indicator on the left of the instrument cluster (power meter) indicates whether the electric drive is switched "OFF" or "READY" for operation.



If possible, lift up the vehicle at the marked lifting points.

### 3. Disable direct hazards / safety regulations



**Option 1: Deactivating the high-voltage system from the passenger compartment if other access points are blocked.**

Remove the cover of the fuse carrier on the left of the dash panel.

Pull out the marked fuse. (yellow flag).



		<p><b>Option 2: Deactivating the high-voltage system from the engine compartment if other access points are blocked.</b></p>
		<p>1. Disconnect the 12-V onboard supply battery in the engine compartment from the onboard supply using a suitable tool. First disconnect the negative terminal (-) and then the positive terminal (+). 2. You can locate the emergency cut-out connection by the yellow label (flag) Remove the cover. 3. Open the emergency cut-out connection. The procedure is described on the label (flag).</p>

In the event of an accident in which the airbags are deployed, the high-voltage system will be automatically deactivated. The high-voltage system is de-energised approx. 20 seconds after deactivation.

		<p><b>Option 3: Deactivating the high-voltage system from the luggage compartment if other access points are blocked.</b></p>
		<p>1. Remove the right side trim. 2. You can locate the loop of the emergency cut-out connection by the yellow label (flag) 3. Sever the emergency cut-out connection at the loop. The procedure is described on the label (flag).</p>

		<p><b>Disconnecting the vehicle from the charging station</b></p>
		<p><b>Option 1: vehicle key available</b> 1. Unlock the vehicle with the key or unlock button. 2. Pull out the charging connector.</p>

	<p><b>Option 2: manual release mechanism of the charging connector if key is not available</b> 1. Remove the right side trim. 2. Locate the loop (1) of the manual release mechanism (without yellow flag). 3. Pull the loop. This unlocks the charging connector and it can then be pulled out of the charging socket. <b>Caution!</b> The charging socket may carry a voltage.</p>
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**4. Access to the occupants**

Note bodywork reinforcements on page 1.

**5. Stored energy / liquids / gases / solids**

		<p>The ID.3 is equipped with a lithium-ion high-voltage battery and a voltage converter that generates high voltage. <b>Caution!</b> Never touch high-voltage components and orange high-voltage cables or damaged high-voltage components and cables. Never use violent force to open high-voltage batteries. <b>Danger of death</b></p>
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**6. In case of fire**



**High-voltage battery fire:**

In case of a fire involving a high-voltage battery, extinguish it with water and cool it down, allow as much water as possible to penetrate the high-voltage battery.

**High-voltage battery not affected:**

In the case of a fire in which the high-voltage battery is not affected, extinguish the fire in the conventional manner (e.g. with foam).

In this case, avoid water penetrating the high-voltage battery.

**Caution!**

High-voltage batteries can self-ignite.

High-voltage batteries can catch fire again after fire-fighting measures.

**7. In case of submersion**

After the vehicle has been recovered from water, allow water in the vehicle to drain out. There is no increased risk of electric shock in water due to the high-voltage system.

**8. Towing / transport / storage**



**Caution!**

High-voltage batteries can self-ignite.

High-voltage batteries can catch fire again after fire-fighting measures.













Do not tow the vehicle on its drive axle (rear axle). Instead transport on the platform of a towing truck or tow with the drive axle raised.

Park the vehicle at a safe distance of at least 5 m from buildings and other vehicles (quarantine area).

**9. Important additional information**

The ID.3 does not have a towing eye at the rear of the vehicle.

**10. Explanation of the pictograms used**

 Flammable	 Toxic	 Caustic, skin irritant	 Hazardous to health	 Environmental hazard	 High-voltage	 High-voltage warning	 Caution, danger
 Use lots of water to extinguish the fire	 Lithium-ion high-voltage battery	 Dangerous voltage	 Jacking point				