Repair paintwork for hybrid/high-voltage vehicles:

Issue: 05/2011

Warning: Danger
High-voltage, hybrid or electric vehicles are fitted with a high-performance lithium-ion battery and also have other lethal high-voltage components such as power electronic components for air condition compressor and high-voltage cables.

- Vehicles must therefore be identified as soon as they are received so that employees in the paintshop can be notified of the potential dangers.
- The FIN (VIN) enquiry in ELSA is a sure way of determining whether the vehicle is a high-voltage vehicle or not.
- You should also take note of specific hybrid labels on the tail, wings, door sill area or on the powermeter in the instrument cluster if no FIN enquiry has been initiated.
- Identify the vehicle as a high-voltage vehicle with the sign (VAS 6649, VAS 6650) intended by the manufacture for it.
- The high-voltage system must only be checked or switched off by a suitably qualified person (high-voltage technician).
- Cutting, deforming, sharp-edged tools or heat sources such as welding, soldering, hot air or thermal bonding are prohibited.

Paint drying:

- This battery type is only fully functional up to 55°C and cell damage can occur at temperature > 70°C.
- So that the battery-critical temperature of 70°C is not exceeded, these vehicles must not spend more than 60 minutes in the paint drier or in a combination booth in the drying plant.
- If repair materials are used that have a forced drying time that exceeds the permitted 60 minutes, they must be dried using alternative drying methods, e.g. infrared or gas dryer radiators.

Note:
All warnings and notes reference high-voltage vehicles are located in the repair manual: Electrical system Repair group 93.