# Porsche Model Overview

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<td><strong>911 GT3 RS</strong></td>
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<td>Boxster/S/GTS from 2012</td>
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<td>918 Spyder from 2014</td>
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<td>Boxster/S from 2016</td>
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<td></td>
<td>Cayman/S from 2016</td>
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Date: 09/2017
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Porsche AG, Cayenne/S/GTS/Turbo/Turbo S/Diesel
(9PA) SUV
Model Year 2006 to Model Year 2010

Airbag
Gas generator
Seat belt pretensioner
Gas strut
Body reinforcement
Fuel tank
Control unit
Battery
Porsche AG, Cayenne/S/GTS/Turbo/Diesel/S Diesel/ Turbo S (92A) SUV from Model Year 2011
Porsche AG, Cayenne S Hybrid (92A)
SUV
from Model Year 2011
### Vehicle identification and marking

#### Cayenne S Hybrid identification features

- **“Hybrid” logo on the engine cover**

- **“Hybrid” logo on the left and right fenders**

- **On the instrument cluster**
  - A = E-Power meter,
  - B = READY indicator,
  - C = energy flow in the multifunction display

#### Marking of the hybrid components

- All high-voltage components are clearly marked with warning labels.

- Warning on the lockable plastic cover in the engine compartment.

- All high-voltage cables have orange insulation.
Safety information about the hybrid system

Undamaged plugs, cables and sockets in the on-board high-voltage system are safe to touch.

⚠️ DANGER ⚠️ Risk of serious or fatal injury from electric shock if handled incorrectly!

If high-voltage components are not handled correctly, there is a risk of fatal injury.

➔ Do not touch high-voltage components that are in operation.
➔ Do not damage the orange high-voltage cables in the on-board high-voltage system.
➔ There may still be voltage in the high-voltage battery even after the on-board high-voltage system has been switched off. The high-voltage battery must not be damaged or opened.

Switching off the passive safety system and high-voltage system

⚠️ WARNING ⚠️ The electric motor is silent when stationary!

You cannot always tell from the operating noise whether the car is ready to start because the electric motor is silent when stationary.

➔ The vehicle may be ready to start even when no engine noises can be heard.
➔ The combustion engine may start automatically when the transmission is in “P” or “N” depending on the level of charge of the high-voltage battery.

NOTE In the event of an accident where the airbags and seat belt pre-tensioners are activated

The high-voltage system switches off automatically in accidents where the airbags and seat belt pre-tensioners are activated.

NOTE In the event of an accident where the airbags and seat belt pre-tensioners are not activated

The following steps should be taken to make sure that the engine and safety systems are switched off:

1. Switch ignition key to “OFF”.

2. Disconnect the 12-volt battery beneath the driver’s seat.

If neither the ignition nor the 12-volt battery is accessible:

1. Unplug the 12-volt connector in the luggage compartment.

Other deactivation methods as described in the manual (e.g. pulling out the service plug) may only be performed by appropriately qualified personnel.
Switching off the ignition

The method of switching off the high-voltage system described below applies to both vehicles with a conventional key and those with Porsche Entry & Drive.

1. Turn the ignition key to “OFF” (0 position).

➤ There is no voltage in the high-voltage system once it has been switched off.
➤ The passive safety systems, such as airbags and seat belt pre-tensioners, are still supplied with voltage from the on-board 12-volt battery.

Disconnecting the 12-volt battery

1. If possible, move the driver’s seat back to the furthest position (-1-).
2. Remove the section of carpet (-2-).
3. Disconnect the 12-volt battery’s ground cable from the screw terminal (-3-).

➤ The passive safety systems (airbags and belt tensioners) are deactivated.
No access to the ignition or 12-volt battery

Unplugging the 12-volt connector in the luggage compartment

1. Open the luggage compartment cover. The 12-volt connector to be unplugged is on the left-hand side of the high-voltage battery.
2. Unplug the 12-volt connector.

➜ There is no voltage in the high-voltage system once it has been switched off.
➜ The passive safety systems (airbags and seat belt pre-tensioners) are still supplied with voltage from the on-board 12-volt battery.

Other accident situations

Vehicle in water
There is no risk that the car body will be live. Once the vehicle has been recovered:
1. Allow the water to run out of the interior.
2. Begin switching off the high-voltage system.

Vehicle fire

| Suitable extinguishing agent: | water (H₂O) |

Battery fire

| Suitable extinguishing agent for a battery fire: | dry sand, carbon dioxide (CO₂) |

⚠️ WARNING ⚠️ Battery modules explode when hot!

Battery modules might explode if the high-voltage battery becomes too hot.

➜ Keep to the required safety distances when fighting the fire.
Vehicle identification and marking

<table>
<thead>
<tr>
<th>Cayenne S E-Hybrid identification features – standard equipment</th>
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<td><strong>“e-hybrid” logo on the engine cover</strong></td>
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<td><strong>“e-hybrid” logo on the right- and left-hand doors</strong></td>
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<td><strong>On the instrument cluster</strong></td>
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<tr>
<td>A = battery charge state,</td>
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<td>B = E-Power meter indicator,</td>
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<td>C = “e-hybrid” logo</td>
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<td><strong>E-POWER and E-CHARGE buttons on the center console</strong></td>
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<td><strong>Vehicle charging connection</strong> behind the charging-socket lid</td>
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<td>on rear left side of the vehicle</td>
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</table>
Marking of the hybrid components

All high-voltage components are clearly marked with warning labels.

Orange insulation is used on all high-voltage lines.

Safety information about the hybrid system

Undamaged plugs, connectors, cables and sockets in the high-voltage vehicle electrical system are safe to touch.

⚠️ DANGER ⚠️ Risk of serious or fatal injury from electric shock if handled incorrectly!

If high-voltage components are not handled correctly, there is a risk of fatal injury from high voltage and the possible flow of current through the human body.

➔ Do not touch high-voltage components that are in operation.

➔ Do not damage the orange high-voltage lines in the high-voltage vehicle electrical system.

➔ There may still be voltage in the high-voltage battery even after the high-voltage vehicle electrical system has been deactivated. The high-voltage battery must not be damaged or opened.
Switching off the passive safety system and high-voltage system

**WARNING** The electric motor is silent when stationary!

You cannot always tell from the operating noise whether the vehicle is ready to start because the electric motor is silent when stationary.

- The vehicle may be ready to start even when no engine noises can be heard.
- If the ignition is switched on, the combustion engine may start automatically depending on the state of charge of the high-voltage battery.

**NOTE** Deactivating the HV system

The high-voltage system switches off automatically in the event of accidents where the airbags or seat-belt pre-tensioners are triggered.

To make sure that the **high-voltage system** is deactivated, it is recommended – depending on accessibility – to use the **primary or secondary emergency disconnection point as the deactivation method:**

1. Primary emergency disconnection point: Switch ignition key to “OFF” and unplug the 12-volt service plug (marked with a flag) on the rear right side of the luggage compartment.

2. Secondary emergency disconnection point: Switch ignition key to “OFF” and pull out fuse number 40 (marked with a flag) in the front left fuse box.

Other deactivation methods as described in the Workshop Manuals may only be performed by appropriately qualified personnel.

**NOTE** Deactivating the passive safety systems

The following steps should be taken to make sure that the **passive safety systems** (airbags and seat belt pre-tensioners) are switched off:

1. Disconnect the 12-volt battery in the driver’s footwell. The waiting time after disconnection of the 12-volt battery is 1 minute.

2. Switch off the high-voltage system via the primary or secondary emergency disconnection point to ensure there is no voltage in the on-board 12-volt battery network.
Deactivating the high-voltage system

<table>
<thead>
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<th>Switching off the ignition</th>
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<td>The method of switching off the high-voltage system described below applies to both vehicles with a conventional key and those with Porsche Entry &amp; Drive (keyless entry system). In either case, the ignition key must be turned to “OFF” position first.</td>
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1. Turn the ignition key to “OFF” (position -0-).

<table>
<thead>
<tr>
<th>Primary emergency disconnection point: unplugging the 12-volt service plug on the rear right side of the luggage compartment</th>
</tr>
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</table>
| 1. Unplug the 12-volt service plug.  
2. Unplug -a- and open -A- the service plug (marked with a flag -B-). |

➜ There is no voltage in the high-voltage system approx. 20 seconds after it has been switched off.  
➜ The passive safety systems, such as airbags and seat-belt pretensioners, are still supplied with voltage from the on-board 12-volt battery.

<table>
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<tr>
<th>Secondary emergency disconnection point: removing fuse number 40 from the fuse box on the left-hand side of the dashboard</th>
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</thead>
</table>
| 1. Open the lid of the fuse box on the left-hand side of the dashboard.  
2. Unplug fuse number 40 (marked with a flag A). |

➜ There is no voltage in the high-voltage system approx. 20 seconds after it has been switched off.  
➜ The passive safety systems, such as airbags and seat-belt pretensioners, are still supplied with voltage from the on-board 12-volt battery.
## Deactivating the passive safety systems

<table>
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<th>Disconnecting the 12-volt battery</th>
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<td><img src="image1.png" alt="Image" /></td>
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<tr>
<td>Make sure that no jumper cables are connected to the vehicle.</td>
</tr>
<tr>
<td>1. If possible, move the driver's seat back to the furthest position (-1-).</td>
</tr>
<tr>
<td>2. Remove the carpet section (-2-) in the front left footwell.</td>
</tr>
<tr>
<td>3. Detach the negative cable of the 12-volt battery at the threaded connection (-3-) and secure it against unintentional contact (-4-).</td>
</tr>
</tbody>
</table>

→ Additionally deactivate the HV system at an emergency disconnection point.
→ The passive safety systems (airbags and seat belt pre-tensioners) are deactivated. The waiting time after disconnection of the 12-volt battery is 1 minute.

## Other accident situations

### Vehicle in water

There is no risk that the vehicle body will be live. Once the vehicle has been recovered:
1. Allow the water to run out of the interior and
2. Start deactivating the high-voltage system.

### Vehicle/battery fire

| Suitable extinguishing agent: | water (H₂O), larger quantities to cool the lithium ion battery |

### Battery fire

| Suitable extinguishing agent for a battery fire: | dry sand, carbon dioxide (CO₂) |

⚠️ **WARNING** **Battery cells explode when hot!**

Battery modules might explode if the high-voltage battery becomes too hot.
→ Keep to the required safety distances when fighting the fire.
from Model Year 2012
from Model Year 2012
Porsche AG, 911 Carrera/S/4/4S/GTS/4 GTS/
Speedster (997) Cabriolet
from Model Year 2005
Porsche AG, 911 Targa 4/4S
(997) Coupé
from Model Year 2007

- Airbag
- Gas generator
- Seat belt pretensioner
- Gas strut
- Body reinforcement
- Fuel tank
- Control unit
- Battery
Porsche AG, 911 Turbo/S (997) Coupé from Model Year 2007

- Airbag
- Seat belt pretensioner
- Body reinforcement
- Control unit
- Gas generator
- Gas strut
- Fuel tank
- Battery
Porsche AG, 911 GT2 RS (997)
Coupé
from Model Year 2011
Porsche AG, Panamera/S/4/4S/GTS/Turbo/Diesel/
Turbo S (970) Coupé (incl. Executive models)
from Model Year 2010
## Vehicle identification and marking

### Panamera S Hybrid identification features

<table>
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<th>Image</th>
<th>Description</th>
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<tr>
<td><img src="image1.png" alt="Image" /></td>
<td>“Hybrid” logo on the engine cover</td>
</tr>
<tr>
<td><img src="image2.png" alt="Image" /></td>
<td>“Hybrid” logo on the right- and left-hand doors</td>
</tr>
<tr>
<td><img src="image3.png" alt="Image" /></td>
<td>On the instrument cluster</td>
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</tbody>
</table>

- A = E-Power meter,
- B = READY indicator,
- C = energy flow in the multifunction display

### Marking of the hybrid components

<table>
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<th>Image</th>
<th>Description</th>
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<td><img src="image4.png" alt="Image" /></td>
<td>All high-voltage components are clearly marked with warning labels.</td>
</tr>
<tr>
<td><img src="image5.png" alt="Image" /></td>
<td>Warning on the lockable plastic cover in the engine compartment.</td>
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</tbody>
</table>

All high-voltage cables have orange insulation.
Safety information about the hybrid system

Undamaged plugs, cables and sockets in the on-board high-voltage system are safe to touch.

⚠️ DANGER  Risk of serious or fatal injury from electric shock if handled incorrectly!

If high-voltage components are not handled correctly, there is a risk of fatal injury.

➜ Do not touch high-voltage components that are in operation.

➜ Do not damage the orange high-voltage cables in the on-board high-voltage system.

➜ There may still be voltage in the high-voltage battery even after the on-board high-voltage system has been switched off. The high-voltage battery must not be damaged or opened.

Switching off the passive safety system and high-voltage system

⚠️ WARNING  The electric motor is silent when stationary!

You cannot always tell from the operating noise whether the car is ready to start because the electric motor is silent when stationary.

➜ The vehicle may be ready to start even when no engine noises can be heard.

➜ The combustion engine may start automatically when the transmission is in “P” or “N” depending on the level of charge of the high-voltage battery.
**NOTE**

In the event of an accident where the airbags and seat belt pre-tensioners are activated

The high-voltage system switches off automatically in accidents where the airbags and seat belt pre-tensioners are activated.

**NOTE**

In the event of an accident where the airbags and seat belt pre-tensioners are not activated

The following steps should be taken to make sure that the **high-voltage system** is switched off. Depending on accessibility, the **deactivation method** should be **selected in the order stated below**:

1. Switch ignition key to “OFF”.
   
   or:

2. Remove fuse number 46 from the fuse box on the front left-hand side.
   
   or:

3. Disconnect (negative terminal) the 12-volt battery in the luggage compartment. With this method, ensure that no jumper cables are connected to the vehicle.

Other deactivation methods as described in the manual (e.g. pulling out the service plug) may only be performed by appropriately qualified personnel.

To ensure that the **passive safety systems** (airbags and seat belt pre-tensioners) are deactivated, the 12-volt battery in the luggage compartment should be disconnected.

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**Switching off the ignition**

The method of switching off the high-voltage system described below applies to both vehicles with a conventional key and those with Porsche Entry & Drive.

1. Turn the ignition key to “OFF” (0 position).

→ There is no voltage in the high-voltage system approx. 20 seconds after it has been switched off.

→ The passive safety systems, such as airbags and seat belt pre-tensioners, are still supplied with voltage from the on-board 12-volt battery.
Removing fuse number 46 from the fuse box on the left-hand side of the dashboard

1. Open the lid of the fuse box on the left-hand side of the dashboard.
2. Pull out fuse number 46.

→ There is no voltage in the high-voltage system approx. 20 seconds after it has been switched off.
→ The passive safety systems, such as airbags and seat belt pre-tensioners, are still supplied with voltage from the on-board 12-volt battery.

Disconnecting the 12-volt battery

1. Ensure that no jumper cables are connected to the vehicle.
2. Remove the cover of the 12-volt battery on the rear left-hand side of the luggage compartment.
3. Disconnect the negative cable of the 12-volt battery and secure it to prevent accidental contact.

→ There is no voltage in the high-voltage system approx. 20 seconds after it has been switched off.
→ The passive safety systems (airbags and seat belt pre-tensioners) are deactivated.
**Other accident situations**

<table>
<thead>
<tr>
<th>Vehicle in water</th>
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<tbody>
<tr>
<td>There is no risk that the car body will be live. Once the vehicle has been recovered:</td>
</tr>
<tr>
<td>1. Allow the water to run out of the interior.</td>
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<tr>
<td>2. Begin switching off the high-voltage system.</td>
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<table>
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<tr>
<th>Vehicle fire</th>
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<tr>
<td>Suitable extinguishing agent: water (H₂O)</td>
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<tr>
<th>Battery fire</th>
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</thead>
<tbody>
<tr>
<td>Suitable extinguishing agent for a battery fire: dry sand, carbon dioxide (CO₂)</td>
</tr>
</tbody>
</table>

**WARNING** Battery modules explode when hot!

The battery modules might explode if the high-voltage battery becomes too hot.

→ Keep to the required safety distances when fighting the fire.
### Panamera S Hybrid identification features – standard equipment

| “e-hybrid” logo on the engine cover |
| “e-hybrid” logo on the right- and left-hand doors |
| On the instrument cluster |
| E-POWER and E-CHARGE buttons on the center console |

- **A** = battery charge state,
- **B** = E-Power meter indicator,
- **C** = “e-hybrid” logo
Vehicle charging connection behind the charging-socket lid on rear left side of the vehicle

Marking of the hybrid components

All high-voltage components are clearly marked with warning labels.

All high-voltage cables have orange insulation.
Safety information about the hybrid system

Undamaged plugs, cables and sockets in the on-board high-voltage system are safe to touch.

⚠️ DANGER Risk of serious or fatal injury from electric shock if handled incorrectly!

If high-voltage components are not handled correctly, there is a risk of fatal injury.

➔ Do not touch high-voltage components that are in operation.

➔ Do not damage the orange high-voltage cables in the on-board high-voltage system.

➔ There may still be voltage in the high-voltage battery even after the on-board high-voltage system has been switched off. The high-voltage battery must not be damaged or opened.
### Switching off the passive safety system and high-voltage system

**WARNING** The electric motor is silent when stationary!

You cannot always tell from the operating noise whether the car is ready to start because the electric motor is silent when stationary.

- The vehicle may be ready to start even when no engine noises can be heard.
- If the ignition is switched on, the combustion engine may start automatically depending on the level of charge of the high-voltage battery.

### Deactivating the HV system

The high-voltage system switches off automatically in accidents where the airbags or seat belt pretensioners are activated.

To make sure that the high-voltage system is deactivated, it is recommended – depending on accessibility – to use the primary or secondary emergency disconnection point as the deactivation method:

1. Primary emergency disconnection point: Switch ignition key to “OFF” and unplug the 12-volt service plug in the rear luggage compartment.
2. Secondary emergency disconnection point: Switch ignition key to “OFF” and pull out fuse number 46 in the front left fuse box.

Other deactivation methods as described in the manual may only be performed by appropriately qualified personnel.

### Deactivating the passive safety systems

The following steps should be taken to make sure that the passive safety systems (airbags and seat belt pretensioners) are switched off:

1. Disconnect the 12-volt battery in the driver’s footwell. The waiting time after disconnection of the 12-volt battery is 1 minute.
2. Switch off the high-voltage system via the primary or secondary emergency disconnection point to ensure there is no voltage in the on-board 12-volt battery network.
## Deactivating the high-voltage system

### Switching off the ignition

The method of switching off the high-voltage system described below applies to both vehicles with a conventional key and those with Porsche Entry & Drive (keyless entry system).

1. Turn the ignition key to “OFF” (0 position).

### Primary emergency disconnection point: unplugging the 12-volt service plug in the rear luggage compartment

1. Unplug the 12-volt service plug.

- There is no voltage in the high-voltage system approx. 20 seconds after it has been switched off.
- The passive safety systems, such as airbags and seat belt pre-tensioners, are still supplied with voltage from the on-board 12-volt battery.

### Secondary emergency disconnection point: removing fuse number 46 from the fuse box on the left-hand side of the dashboard

1. Open the lid of the fuse box on the left-hand side of the dashboard.
2. Pull out fuse number 46.

- There is no voltage in the high-voltage system approx. 20 seconds after it has been switched off.
- The passive safety systems, such as airbags and seat belt pre-tensioners, are still supplied with voltage from the on-board 12-volt battery.
### Deactivating the passive safety systems

**Disconnecting the 12-volt battery**

1. Ensure that no jumper cables are connected to the vehicle.
2. Remove the cover of the 12-volt battery on the rear left-hand side of the luggage compartment.
3. Disconnect the negative cable of the 12-volt battery and secure it to prevent accidental contact.

> Additionally deactivate the HV system at an emergency disconnection point.

> The passive safety systems (airbags and seat belt pre-tensioners) are deactivated. The waiting time after disconnection of the 12-volt battery is 1 minute.
### Other accident situations

#### Vehicle in water

There is no risk that the car body will be live. Once the vehicle has been recovered:

1. Allow the water to run out of the interior.
2. Begin switching off the high-voltage system.

#### Vehicle/battery fire

| Suitable extinguishing agent: | water (H₂O), larger quantities to cool the lithium ion battery |

#### Battery fire

| Suitable extinguishing agent for a battery fire: | dry sand, carbon dioxide (CO₂) |

⚠️ **WARNING**  
**Battery cells explode when hot!**

**Battery modules might explode if the high-voltage battery becomes too hot.**

→ Keep to the required safety distances when fighting the fire.
Porsche AG, Cayman/S/GTS/GT4 (981) Coupé from Model Year 2014
→ The complete body is made of carbon fiber-reinforced plastic (CFRP).
→ No conventional body reinforcements are used.

Vehicle identification and marking

Identifying features of the 918 Spyder - standard equipment

The 918 Spyder is manufactured and supplied exclusively as a plug-in hybrid.

“e-hybrid” logo on the fender at the left and right.

Vehicle charge port with “E-POWER” logo behind the charge port door on the rear right of the vehicle.

Marking of the hybrid components

All high-voltage components are clearly marked with warning stickers.

Orange insulation is used on all high-voltage lines.
Safety information about the hybrid system

Undamaged plugs, connectors, cables and sockets in the high-voltage vehicle electrical system are safe to touch.

⚠️ DANGER ⚠️ Risk of serious or fatal injury from electric shock if handled incorrectly!

If high-voltage components are not handled correctly, there is a risk of fatal injury from high voltage and the possible flow of current through the human body.

➜ Do not touch high-voltage components that are in operation.
➜ Do not damage the orange high-voltage lines in the high-voltage vehicle electrical system.
➜ There may still be voltage in the high-voltage battery even after the high-voltage vehicle electrical system has been deactivated. The high-voltage battery must not be damaged or opened.
Deactivating the high-voltage system and passive safety system

⚠️ WARNING ⚠️ The electric motor is silent when stationary!

You cannot always tell from the operating noise whether the vehicle is ready to start because the electric motor is silent when stationary.

→ The vehicle may be ready to start even when no engine noises can be heard.

→ If the ignition is switched on, the combustion engine may start automatically depending on the state of charge of the high-voltage battery.

NOTE Deactivating the HV system

The high-voltage system switches off automatically in the event of accidents where the airbags or seat-belt pretensioners are triggered.

To make sure that the high-voltage system is deactivated, it is recommended – depending on accessibility – to use the primary or secondary emergency disconnection point as the deactivation method:

1. Primary emergency disconnection point: Turn ignition key to “OFF” and unplug the 12-volt service plug at the right in the passenger’s footwell.

2. Secondary emergency disconnection point: Turn ignition key to “OFF” and remove fuse number B-6 (7.5 A) “Terminal 30 – HV battery control unit” from the fuse box at the left in the driver’s footwell.

Other deactivation methods as described in the Workshop Manuals may only be performed by appropriately qualified personnel.

NOTE Deactivating the passive safety systems

The probability of incorrect triggering of the passive safety systems (airbag and seat-belt pretensioner) is reduced by removing fuse C-4 from the fuse box in the passenger’s footwell (fuse for airbag control unit). The waiting time after removing fuse C-4 is 1 minute.

To make sure that the passive safety systems (airbag and seat-belt pretensioner) are completely deactivated, the 12-volt battery in the vehicle tunnel must be disconnected. The waiting time after disconnection of the 12-volt battery is 1 minute.
Deactivating the high-voltage system

### Switching off the ignition

1. Turn the ignition key to “OFF” (position -0-).

### Primary emergency disconnection point: Unplugging the 12-volt service plug at the right in the passenger’s footwell

1. Open the cover on the 12-volt service plug at the right in the passenger’s footwell.
2. Release service plug “1”.
   Press the release hook back slightly and unlock the service plug “2”.

→ There is no voltage in the high-voltage system approx. 20 seconds after it has been deactivated.
→ The passive safety systems, such as airbags and seat-belt pretensioners, are still supplied with voltage from the on-board 12-volt battery.

### Secondary emergency disconnection point: Removing fuse B-6 from the fuse box at the left in the driver’s footwell

1. Open the cover on the fuse box at the left in the driver’s footwell.
2. Pull out fuse number **B-6**.

→ There is no voltage in the high-voltage system approx. 20 seconds after it has been deactivated.
→ The passive safety systems, such as airbags and seat-belt pretensioners, are still supplied with voltage from the on-board 12-volt battery.
Deactivating the passive safety systems

Removing fuse C-4 from the fuse box in the passenger's footwell

1. Loosen plastic clip “1” and open the cover on the fuse box in the passenger's footwell.
2. Pull out fuse number C-4.

Disconnecting the 12-volt battery

1. Make sure that no jumper cables are connected to the vehicle.
2. Remove underbody paneling and the cover of the 12-volt battery in the vehicle tunnel.
3. Disconnect the negative cable of the 12-volt battery and secure it to prevent accidental contact.

➜ There is no voltage in the high-voltage system approx. 20 seconds after it has been deactivated.
➜ The passive safety systems, such as airbags and seat-belt pretensioners, are still supplied with voltage from the on-board 12-volt battery.
Other accident situations

Vehicle in water

There is no risk that the vehicle body will be live. Once the vehicle has been recovered:

1. Allow the water to run out of the interior.
2. Start deactivating the high-voltage system.

Vehicle fire

| Suitable extinguishing agent: | water (H₂O), larger quantities for cooling lithium ion batteries. |

Battery fire

| Alternative extinguishing agents for a battery fire: | dry sand, carbon dioxide (CO₂) |

⚠️ WARNING Battery modules explode when hot!

Battery modules might explode if the high-voltage battery becomes too hot.

→ Observe the required safety distances when fighting the fire.
Porsche AG, Cayman/S (718)
Coupé
from Model Year 2016

- Airbag
- Gas generator
- Seat belt pretensioner
- Body reinforcement
- Control unit
- Gas strut
- Fuel tank
- Battery
Porsche AG, Panamera (971) all derivatives (excl. E-Hybrid), Sedan from Model Year 2016

Caution 48 V (optional)
Turn off the ignition!
Caution 48 V (optional)
Turn off the ignition!

Airbag
Gas generator
Seat belt pretensioner
Pedestrian protection system
Body reinforcement
Fuel tank
Gas strut
Control unit
12-volt battery
Fuse box
Condenser
High-voltage battery
High-voltage cable/component
High-voltage cut-off

Porsche AG, Panamera (971) S/Turbo S E-Hybrid
Sedan
from Model Year 2016
**Vehicle identification and marking**

<table>
<thead>
<tr>
<th>Panamera S E-Hybrid identification features – standard equipment</th>
</tr>
</thead>
<tbody>
<tr>
<td>![Image of engine cover with &quot;e-hybrid&quot; logo]</td>
</tr>
<tr>
<td>![Image of &quot;e-hybrid&quot; logo on right- and left-hand doors]</td>
</tr>
</tbody>
</table>
| ![Image of instrument cluster with "ZERO EMISSION" and "CHARGE"] | On the **instrument cluster**  
B = “ZERO EMISSION”  
A = “CHARGE” |
| ![Image of "H" labeling on the knob] | A = “H” labeling on the knob |
| ![Image of vehicle charging connection] | **Vehicle charging connection** behind the charging-socket lid  
on rear left side of the vehicle |
Marking of the hybrid components

All high-voltage components and high-voltage disconnection points are clearly marked with warning/information stickers.

All high-voltage cables have orange insulation.

Safety information about the hybrid system

Undamaged plugs, cables and sockets in the on-board high-voltage system are safe to touch.

⚠️ DANGER ⚠️ Risk of serious or fatal injury from electric shock if handled incorrectly!

If high-voltage components are not handled correctly, there is a risk of fatal injury.

➤ Do not touch high-voltage components that are in operation.

➤ Do not damage the orange high-voltage cables in the on-board high-voltage system.

➤ There may still be voltage in the high-voltage battery even after the on-board high-voltage system has been switched off. The high-voltage battery must not be damaged or opened.
Switching off the passive safety system and high-voltage system

⚠️ WARNING The electric motor is silent when stationary!

You cannot always tell from the operating noise whether the car is ready to start because the electric motor is silent when stationary.

- The vehicle may be ready to start even when no engine noises can be heard.
- If the ignition is switched on, the combustion engine may start automatically depending on the level of charge of the high-voltage battery.

NOTE Deactivating the HV system

The high-voltage system switches off automatically in accidents where the airbags or seat belt pre-tensioners are activated.

To make sure that the high-voltage system is deactivated, it is recommended – depending on accessibility – to use the primary or secondary emergency disconnection point as the deactivation method:

1. Primary emergency disconnection point: Switch ignition to “OFF” and unplug the 12-volt service plug (marked with a flag) on the front left side in the engine compartment.

2. Secondary emergency disconnection point: Switch ignition to “OFF” and pull out fuse number 4 (marked with a flag) in the front right fuse box located in the front passenger footwell.

Other deactivation methods as described in the manual may only be performed by appropriately qualified personnel.

NOTE Deactivating the passive safety systems

To make sure that the passive safety systems (airbags and seat belt pre-tensioners) are deactivated,

1. the 12-volt battery in the luggage compartment should be disconnected. The waiting time after disconnection of the 12-volt battery is 1 minute.

2. the high-voltage system should be deactivated via the primary or secondary emergency disconnection point to ensure there is no voltage in the on-board 12-volt battery.
Deactivating the high-voltage system

Switching off the ignition

The method of switching off the high-voltage system described below applies to both vehicles with a conventional key and those with Porsche Entry & Drive (keyless entry system). In both cases, the ignition must be turned to “OFF” first.

1. Turn the ignition to “OFF” (0 position).

Primary emergency disconnection point: unplugging the 12-volt service plug in the engine compartment at the front left

1. Remove the cover.
2. Unplug the 12-volt service plug.
3. Unlock -A- and unplug -a- the service plug (marked with a flag -B-).

➜ There is no voltage in the high-voltage system approx. 20 seconds after it has been switched off.
➜ The passive safety systems, such as airbags and seat belt pre-tensioners, are still supplied with voltage from the on-board 12-volt battery.

Secondary emergency disconnection point: removing the fuse from the fuse box of the front passenger footwell on the right

1. Open the lid of the fuse box in the front passenger footwell on the right.
2. Remove the retaining frame (B) from the fuse block.
3. Unplug fuse number 4 (marked with a flag A).

➜ There is no voltage in the high-voltage system approx. 20 seconds after it has been switched off.
➜ The passive safety systems, such as airbags and seat belt pre-tensioners, are still supplied with voltage from the on-board 12-volt battery.
Deactivating the passive safety systems

**Disconnecting the 12-volt battery**

1. Ensure that no jumper cables are connected to the vehicle.
2. Remove the cover of the 12-volt battery on the rear right-hand side of the luggage compartment.
3. Disconnect the negative cable of the 12-volt battery and secure it to prevent accidental contact.

→ There is no voltage in the high-voltage system approx. 20 seconds after it has been switched off.

→ The passive safety systems (airbags and seat belt pre-tensioners) are deactivated. The waiting time after disconnection of the 12-volt battery is 1 minute.

Other accident situations

**Vehicle in water**

There is no risk that the car body will be live. Once the vehicle has been recovered:

1. Allow the water to run out of the interior.
2. Begin switching off the high-voltage system.

**Vehicle/battery fire**

Suitable extinguishing agent: water (H₂O), larger quantities to cool the lithium ion battery

**Battery fire**

Suitable extinguishing agents for a battery fire: dry sand, carbon dioxide (CO₂)

⚠️ WARNING ⚠️ Battery cells explode when hot!

**Battery modules might explode if the high-voltage battery becomes too hot.**

→ Keep to the required safety distances when fighting the fire.
Porsche AG, Panamera Sport Turismo (974)
all derivatives (excl. E-Hybrid), Sport Turismo
from Model Year 2017

Caution 48 V (optional)
Turn off the ignition!
### Panamera Sport Turismo E-Hybrid identification features – standard equipment

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>‘e-hybrid’ logo</td>
<td>on the engine cover</td>
</tr>
<tr>
<td>‘e-hybrid’ logo</td>
<td>on the right- and left-hand doors</td>
</tr>
<tr>
<td>On the instrument cluster</td>
<td></td>
</tr>
<tr>
<td>B = ‘ZERO EMISSION’</td>
<td></td>
</tr>
<tr>
<td>A = ‘CHARGE’</td>
<td></td>
</tr>
<tr>
<td>A = ‘H’ labelling</td>
<td>on the knob</td>
</tr>
<tr>
<td>Vehicle charging connection</td>
<td>behind the charging-socket lid on rear left side of the vehicle</td>
</tr>
</tbody>
</table>
Marking of the hybrid components

All high-voltage components and high-voltage disconnection points are clearly marked with warning/information stickers.

All high-voltage cables have orange insulation.

Safety information about the hybrid system

Undamaged plugs, connectors, cables and sockets in the on-board high-voltage system are safe to touch.

⚠️ DANGER Risk of serious or fatal injury from electric shock if handled incorrectly!

If high-voltage components are not handled correctly, there is a risk of fatal injury.

➤ Do not touch high-voltage components that are in operation.

➤ Do not damage the orange high-voltage cables in the on-board high-voltage system.

➤ There may still be voltage in the high-voltage battery even after the on-board high-voltage system has been switched off. The high-voltage battery must not be damaged or opened.
Switching off the passive safety system and high-voltage system

**WARNING**

The electric motor is silent when stationary!

You cannot always tell from the operating noise whether the car is ready to start because the electric motor is silent when stationary.

→ The vehicle may be ready to start even when no engine noises can be heard.
→ If the ignition is switched on, the combustion engine may start automatically depending on the level of charge of the high-voltage battery.

**NOTE**

Deactivating the HV system

The high-voltage system switches off automatically in accidents where the airbags or seat belt pre-tensioners are activated.

To make sure that the high-voltage system is deactivated, it is recommended – depending on accessibility – to use the primary or secondary emergency disconnection point as the deactivation method:

1. Primary emergency disconnection point: Switch ignition to ‘OFF’ and unplug the 12-volt service plug (marked with a flag) on the front left side in the engine compartment.
2. Secondary emergency disconnection point: Switch ignition to ‘OFF’ and pull out fuse number 4 (marked with a flag) in the front right fuse box located in the front passenger footwell.

Other deactivation methods as described in the manual may only be performed by appropriately qualified personnel.

**NOTE**

Deactivating the passive safety systems

To make sure that the passive safety systems (airbags and seat belt pre-tensioners) are deactivated,

1. the 12-volt battery in the luggage compartment should be disconnected. The waiting time after disconnection of the 12-volt battery is 1 minute.
2. the high-voltage system should be deactivated via the primary or secondary emergency disconnection point to ensure there is no voltage in the on-board 12-volt battery.
### Deactivating the high-voltage system

#### Switching off the ignition

The method of switching off the high-voltage system described below applies to both vehicles with a conventional key and those with Porsche Entry & Drive (keyless entry system). In both cases, the ignition must be turned to ‘OFF’ first.

1. Turn the ignition to ‘OFF’ (O position).

#### Primary emergency disconnection point: unplugging the 12-volt service plug in the engine compartment at the front left

1. Remove the cover.
2. Unplug the 12-volt service plug.
3. Unlock -A- and unplug -a- the service plug (marked with a flag -B-).

→ There is no voltage in the high-voltage system approx. 20 seconds after it has been switched off.

→ The passive safety systems, such as airbags and seat belt pre-tensioners, are still supplied with voltage from the on-board 12-volt battery.

#### Secondary emergency disconnection point: removing the fuse from the fuse box of the front passenger footwell on the right

1. Open the lid of the fuse box in the front passenger footwell on the right.
2. Remove the retaining frame (B) from the fuse block.
3. Unplug fuse number 4 (marked with a flag A).

→ There is no voltage in the high-voltage system approx. 20 seconds after it has been switched off.

→ The passive safety systems, such as airbags and seat belt pre-tensioners, are still supplied with voltage from the on-board 12-volt battery.
Deactivating the passive safety systems

Disconnecting the 12-volt battery

1. Ensure that no jump leads are connected to the vehicle.
2. Remove the cover of the 12-volt battery on the rear right-hand side of the luggage compartment.
3. Disconnect the negative cable of the 12-volt battery and secure it to prevent accidental contact.

→ There is no voltage in the high-voltage system approx. 20 seconds after it has been switched off.
→ The passive safety systems (airbags and seat belt pre-tensioners) are deactivated.
   The waiting time after disconnection of the 12-volt battery is 1 minute.

Other accident situations

Vehicle in water

There is no risk that the car body will be live. Once the vehicle has been recovered:
1. Allow the water to run out of the interior.
2. Begin switching off the high-voltage system.

Vehicle/battery fire

Suitable extinguishing agent:
water (H₂O), larger quantities to cool the lithium ion battery

Battery fire

Suitable extinguishing agents for a battery fire:
dry sand, carbon dioxide (CO₂)

⚠️ WARNING  Battery cells explode when hot!

Battery modules might explode if the high-voltage battery becomes too hot.
→ Keep to the required safety distances when fighting the fire.