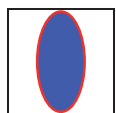
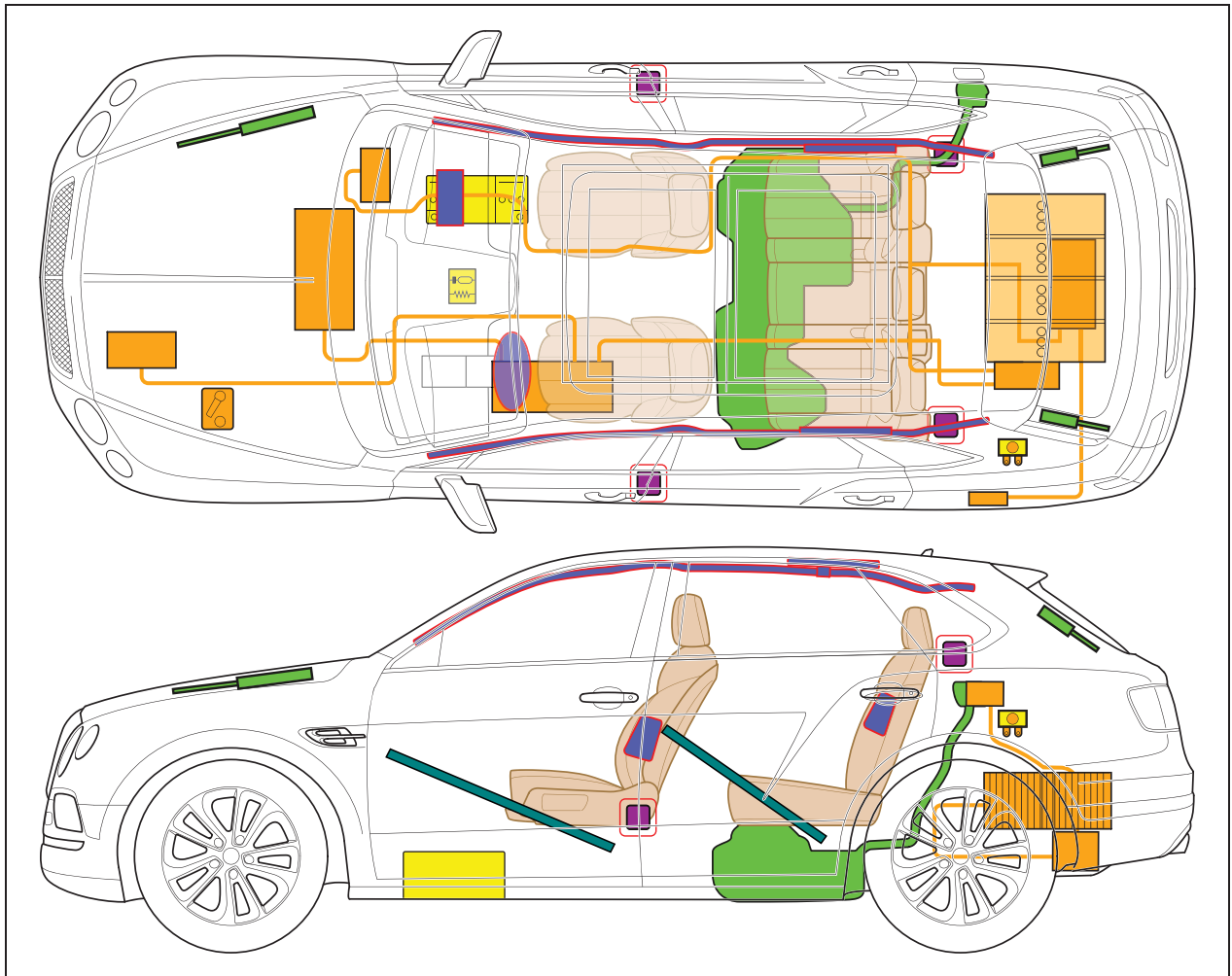


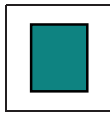


BENTLEY

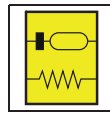
Bentley Motors Limited
Bentayga Hybrid
SUV
2020 -



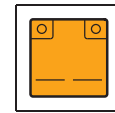
Airbag



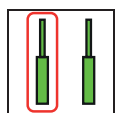
High strength zone



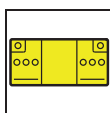
SRS control unit



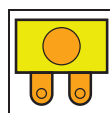
High-Voltage battery pack



Gas strut /
Preloaded
spring



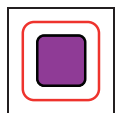
Battery low
voltage



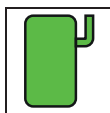
Fuse box
disabling
High-Voltage
system



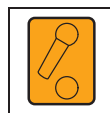
High-Voltage
power cable /
component



Seat belt
pretensioner



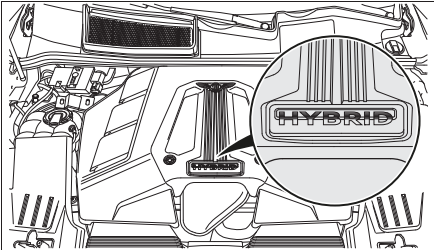
Fuel Tank



High-Voltage
disconnect

Vehicle Identification

Bentayga Hybrid identification features - standard equipment



"HYBRID" badging on the engine cover



"HYBRID" badging on both front doors



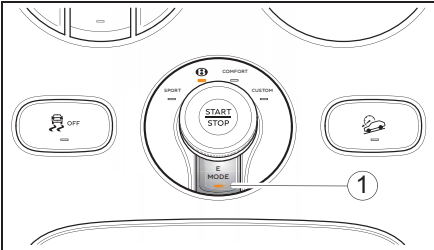
"HYBRID" badging on tailgate



"HYBRID" badging on all treadplates



"EV DRIVE" (1) and High-Voltage battery gauge (2) on the instrument cluster



"EV" mode indicator light (1) adjacent to Engine Start/Stop button



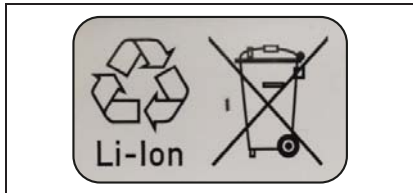
Vehicle charging connection behind the charging socket lid on the left hand rear of the vehicle

Labelling of hybrid components

All High-Voltage components and High-Voltage disconnection points are clearly marked with warning/information stickers.



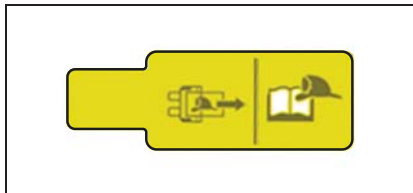
On High-Voltage components



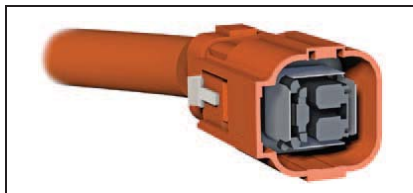
On the High-Voltage battery



On the service disconnect



On the fuse



All High-Voltage cables have orange insulation

Safety information for 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 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 level of charge of the High-Voltage battery.

Deactivating the High-Voltage 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:

- Primary emergency disconnection point: Switch ignition to 'OFF' and unplug the 12-volt service plug (marked with a sticker) on the front left side in the engine compartment.
- Secondary emergency disconnection point: Switch ignition to 'OFF' and pull out fuse number 4 (marked with a sticker) in the fuse box located on the left-hand side of the boot.

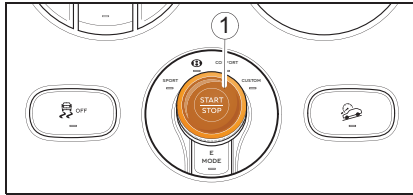
Deactivating the passive safety systems

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

1. The 12-volt battery in the passenger 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 no voltage is going to the on-board 12-volt battery.

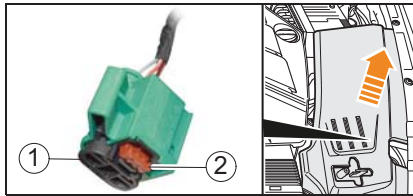
Deactivating the High-Voltage system

Switching off the ignition



Switch off the ignition by pressing the Engine Start/Stop button (1) without the brake pedal applied.

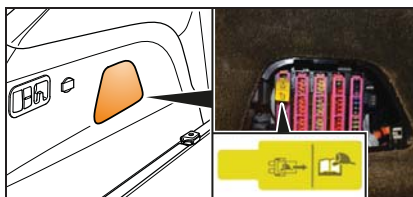
Primary emergency disconnection point: unplugging the 12-volt service plug in the engine compartment



1. Remove the cover (arrowed) on the left-hand side of the engine compartment.
2. Push back retainer (2), press release mechanism downwards and pull out the maintenance connector for High-Voltage system (1) as far as the stop.

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: Pulling the fuse in the fuse box on the left-hand side of the boot

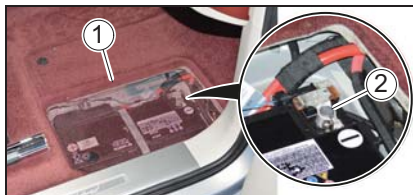


1. Open the fusebox cover in the left-hand side of the boot.
2. Remove the retaining frame (1) from the fuse block.
3. Unplug fuse number 4 (marked with a sticker, inset).

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

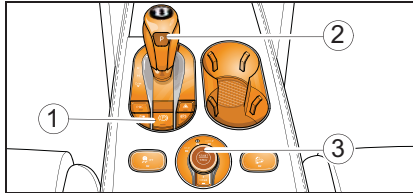
Disconnecting the 12-volt battery



Ensure that no jump leads are connected to the vehicle.

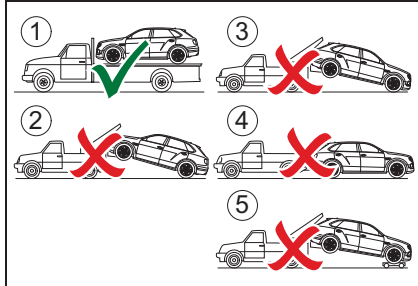
1. Move the right-hand front seat - if possible - to the rearmost position.
2. Remove the carpet overmat, if fitted.
3. Loosen the carpet cut-out (1) in the front right-hand foot well.
4. Disconnect the negative cable of the 12-volt battery (2), and secure it to prevent accidental contact.

Parking the vehicle



1. Press the brake pedal to stop the vehicle.
2. Apply the parking brake by pulling up on the switch (1).
3. Press the parking lock button on the selector lever (2) to apply the parking lock.
4. Press the Start-Stop button (3) to switch off the ignition.

Moving the vehicle after an accident



After an accident, if it is not possible to drive the vehicle normally, the vehicle must be towed from the site.

⚠ CAUTION!

- The vehicle must only be transported with all four wheels off the ground, as shown in 1.
 - It is prohibited to use towing methods 2,3,4, or 5.
 - Before towing the vehicle: activate the hazard warning lamps, close and lock all vehicle doors.
 - No persons are permitted inside the vehicle during the towing procedure.
- Both the front and rear recovery eyes are not towing eyes and should be used only to recover the vehicle from an emergency situation onto a suitable transporter using a solid tow bar.
 - Wherever possible, the front recovery eye should be used over the rear installation (the rear recovery eye should only be used on flat ground, at very low speed and for the shortest period possible). Failure to comply with this could damage the recovery eye installation and associated body components.
 - With neither the engine running, nor the electrical system being active, assistance for the braking and steering systems will not be available. Therefore, a greater allowance for braking distances and maneuverability must be made.
 - Always recover the vehicle with the 'park to neutral emergency release' engaged, otherwise damage to the transmission components may occur.
 - Only remove the vehicle from the accident site if the vehicle has been declared safe to move: always ensure that any High-Voltage battery deformation, liquid leakage, or smoke, etc., has been correctly treated.

Fully or partially submerged vehicles

A submerged vehicle should be treated the same as any other vehicle.

The body of the vehicle does not present a greater risk of electrical shock due it being in water.

⚠ WARNING! Always wear appropriate PPE when handling a submerged vehicle.

Remove the vehicle from the water and disable the high voltage system in the usual manner, as described in "Deactivating the High-Voltage system" on page 4.

Firefighting

Normal firefighting methods can be used on small vehicle fires that don't involve the High-Voltage battery.

When heated, liquid or gas containers (gas struts, air bag inflators, etc.) may explode, or BLEVE (Boiling Liquid Expanding Vapour Explosion). Always carry out an adequate knock down before entering the hot zone.

If the High-Voltage battery is exposed to high temperatures, catches fire, or the casing is warped, cracked or breached in any way, cool the battery using LARGE amounts of water. Ensure that a sufficient water supply is available.

It can take up to 24 hours to extinguish a battery fire. It may be necessary to allow the battery to burn. If this method is chosen, take precautions to protect the local environment and the people within it. Any evidence of smoke or steam indicates that the temperature of the battery is still rising.

Before leaving the scene of an incident, use thermal imaging equipment to ensure that the High-Voltage battery is completely cooled. Continue to monitor the High-Voltage battery temperature for a minimum of 1 hour after it has been declared as cool. Do not allow any second responders, including Police or recovery personnel, to access the vehicle until the battery temperature has been declared as cool for a minimum of one hour.

Second responders must be warned that there is a potential risk of re-ignition.

If the vehicle has been involved in a collision that has compromised the integrity of the High-Voltage battery, the vehicle must be stored in a restricted access open air parking area, a sufficient distance away from other vehicles, buildings, flammable objects and flammable surfaces.

If the accident damage leaves any part of the High-Voltage system directly exposed to the weather, it must be covered over with a weatherproof tarpaulin.

 **WARNING!**

- When fire is involved, consider the entire vehicle energised and do not touch any part of the vehicle.
- Always wear full PPE, including SCBA.