



Mitsubishi Outlander Plug-In



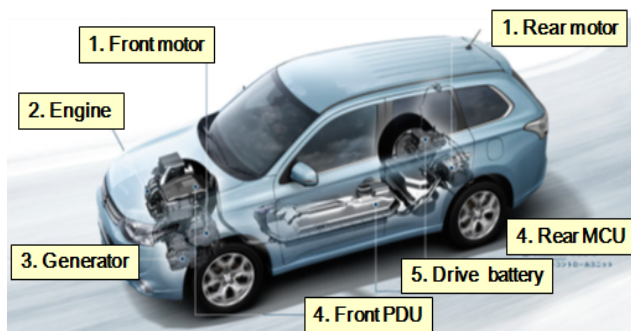
The Mitsubishi Outlander PHEV is a 300 volt electric vehicle with both series and parallel hybrid functionality. It incorporates a 2 litre internal combustion engine which can drive an on-board generator and or the front wheels directly.

When in the electric vehicle or series drive modes it operates as a 4WD SUV via its 2 x 60kW electric motors.

Collision repair awareness and cautions:

- The main traction **battery CANNOT be heated in a bake oven.**
- **Removal** of the traction battery **requires specialist equipment** and training.
- The traction battery contains an air conditioning evaporator which uses special non conductive compressor oil. **DO NOT contaminate** with conventional R134a compressor oils. Contact your Mitsubishi Motors dealer for advice and details on re-gassing requirements.

Outlander PHEV system:



Main traction battery damage

The traction battery is well protected but in the event of a severe crash its **mounting points must be assessed** to establish if any internal battery cell crushing has occurred.

General cautions:



SRS air bags deployed

In the event of an accident where the air bags have deployed, **the main traction battery cannot be reconnected** (internal electronic safety devices) until a new SRS ECU has been installed and initialised to the vehicle.

Towing

- **Do not** rope tow a PHEV. The wheels are permanently connected to the electric motors and could result in damage or unexpected outcomes if towed.
- Carry only via flatbed truck recovery process.

Conclusion:

Advancements with electronics and electric hybrid plug-in type vehicles will continue to increase and so does the need for the collision repair industry to keep abreast of what we can and cannot do with these types of vehicles, failure to do so can be very costly.