



Vehicle De-Commissioning Checklist V2.4

Check done by

Date and Time

The checks below should be completed daily at the end of operation, and always prior to disassembling the vehicle Hybrid system (ERS compartment change, etc.).

No	Test Item	Description	Reference	Value
1.	Verify Safety Light status	If the Safety Light is off, cycle the vehicle power P0->P1->P0. If the safety light remains off with DMS in P1, reset the BMS with this procedure: -Switch to P0 -Unplug and then replug the BMS reset (blue plug) -Switch to P1 Only proceed if the safety light status is solid green.*	Solid Green	
2.	Remove / Open Service Disconnect (SDC)	Remove or open the Service Disconnect.	SDC-OFF	
3.	Verify that the system is free of high voltage	Normal end-of-day decommissioning: Confirm no HV via CAN/Telem (DMS P1) In case service is performed on Hybrid system: Ensure no HV using HV measurement adapter (DMS P0).**	MCU (HyCtrl_uMcuHV) <60 VDC DCDC (HyCtrl_uDcDcHv) <60 VDC ESS (HyCtrl_uHvBatt on CAN/Telem) <60 VDC	
4.	Secure against reactivation	Secure the SDC against reactivation or store the plug in a place with authorized access only.	Plug securely stored	
5.	Vehicle visual marking	High Voltage System deactivated and vehicle in safe state without need for HV safety PPE. Green hat/cone placed on top of car.	Vehicle marked	

*Note: The safety light will remain on for 1000 sec (~16 min) after DMS is switched to P0

**Note: CAN and telemetry are not available in P0