INFORMATION FOR FIRST AND SECOND RESPONDERS
EMERGENCY RESPONSE GUIDE



BRP CAN-AM OUTLANDER

ELECTRIC ALL TERRAIN VEHICLE (ATV)

(1-seater)







Version: 002.0

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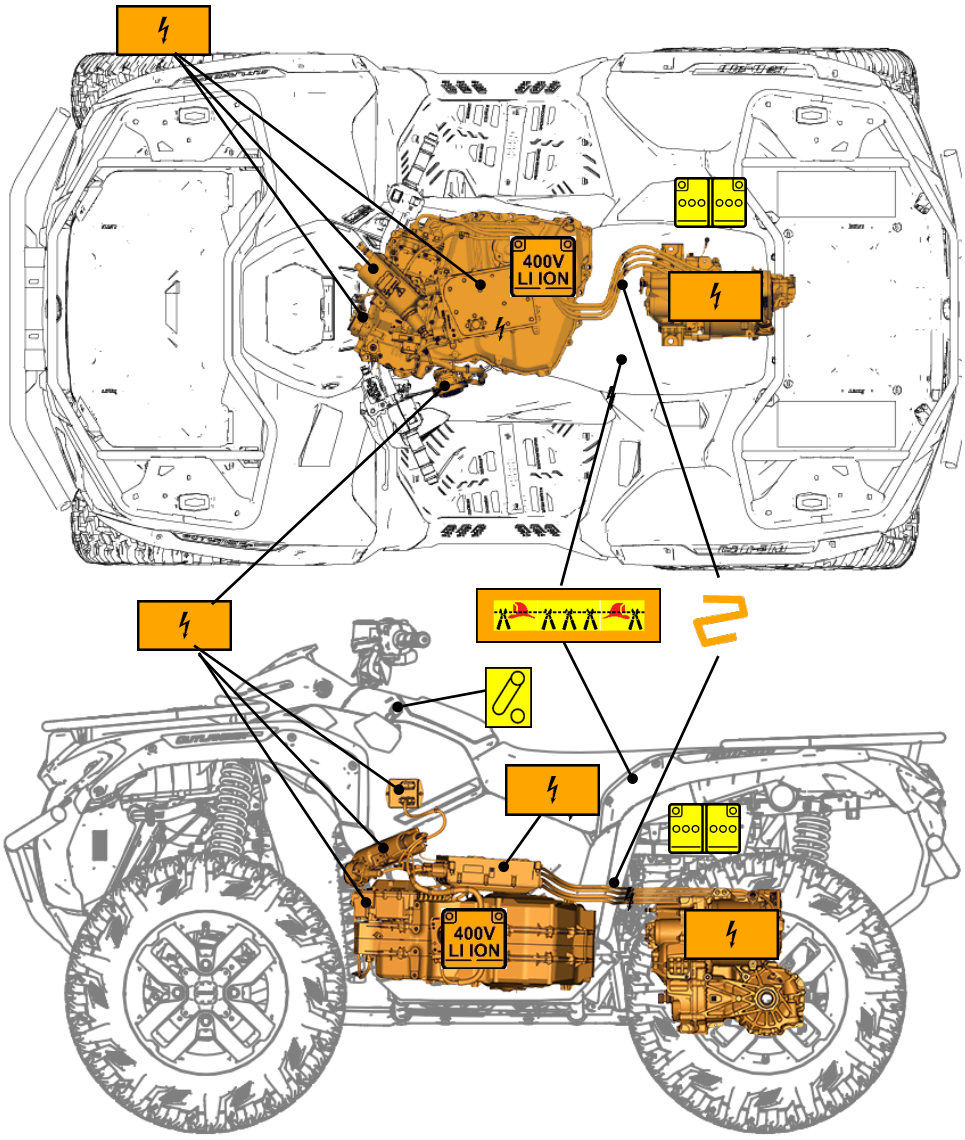
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Can-Am Outlander Electric

ATV, 2025 — Present





High-Voltage battery pack	High-Voltage components	Low-Voltage battery	High-Voltage power cable/ component	Device to shut down power in vehicle	Cable cut

	ID No.	Version No.	Page
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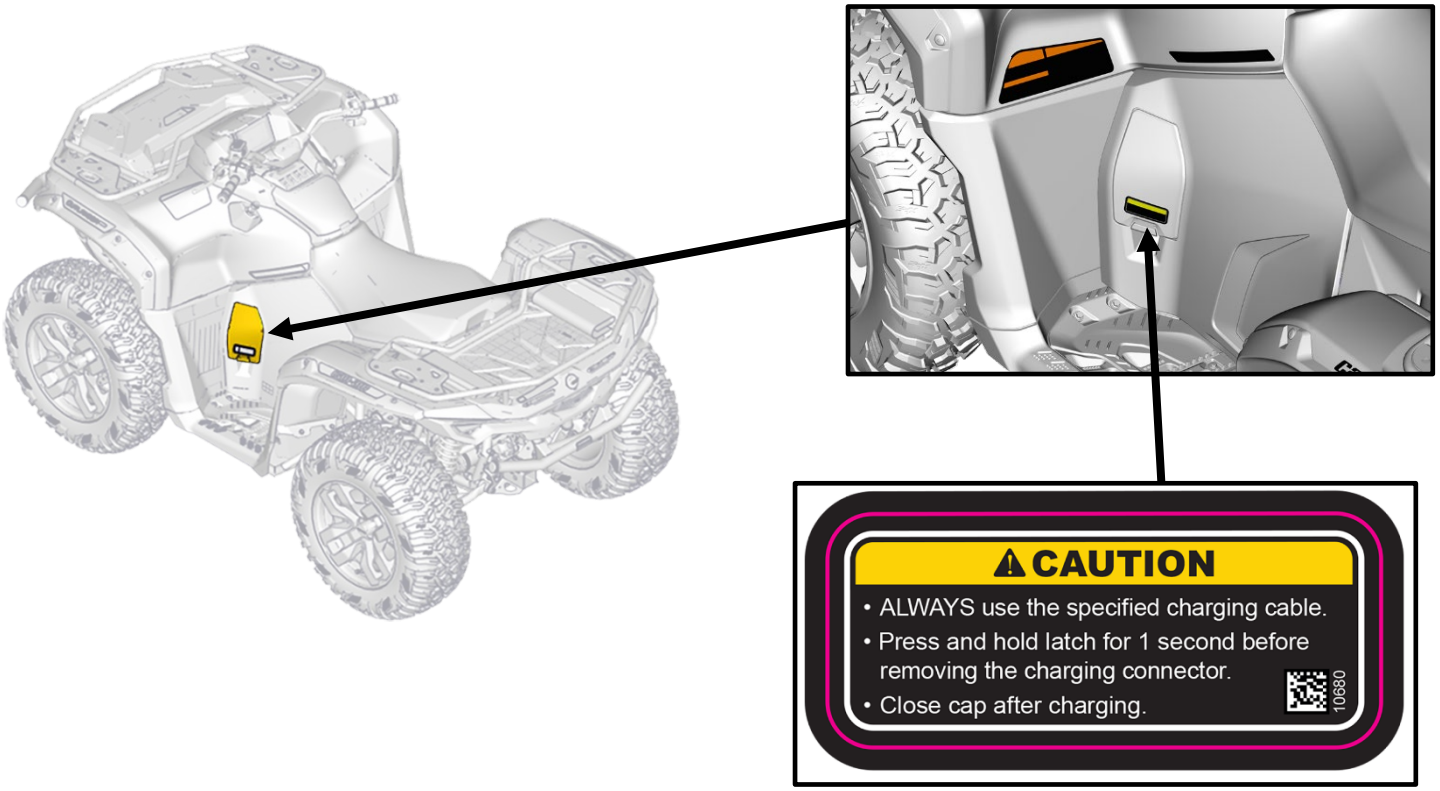
1. Identification / Recognition

Never assume a silent electric vehicle is switched off. Always treat the vehicle as if it is powered. Wear Personal Protective Equipment (PPE).

Each ATV model can be identified as a high-voltage electric vehicle by the outside features below:

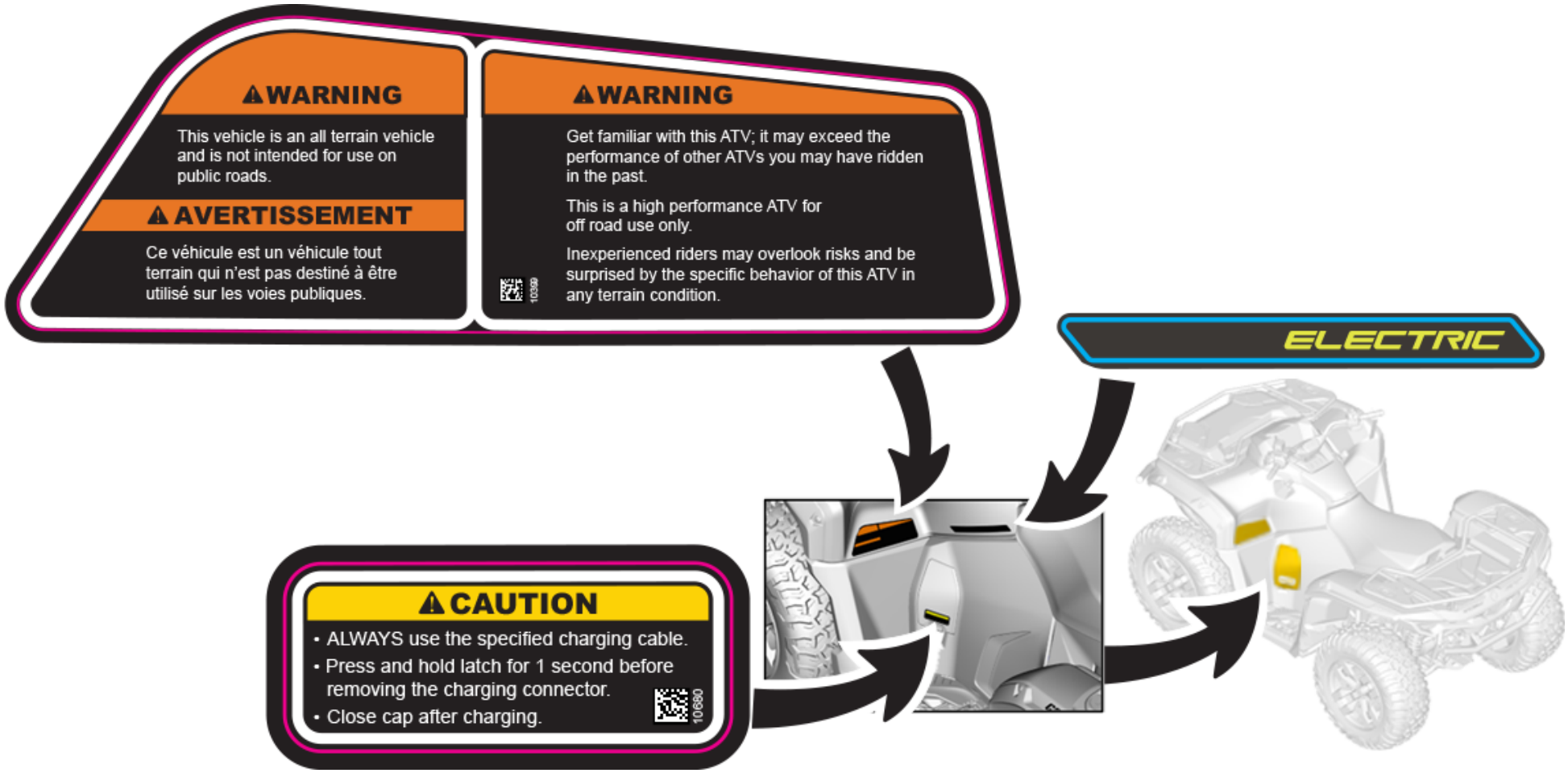
Charging Port

The charging connection port is identified by a hinged cover and a caution label on it with a yellow bar.



Badging

Electric ATVs have specific decals and warning statements.

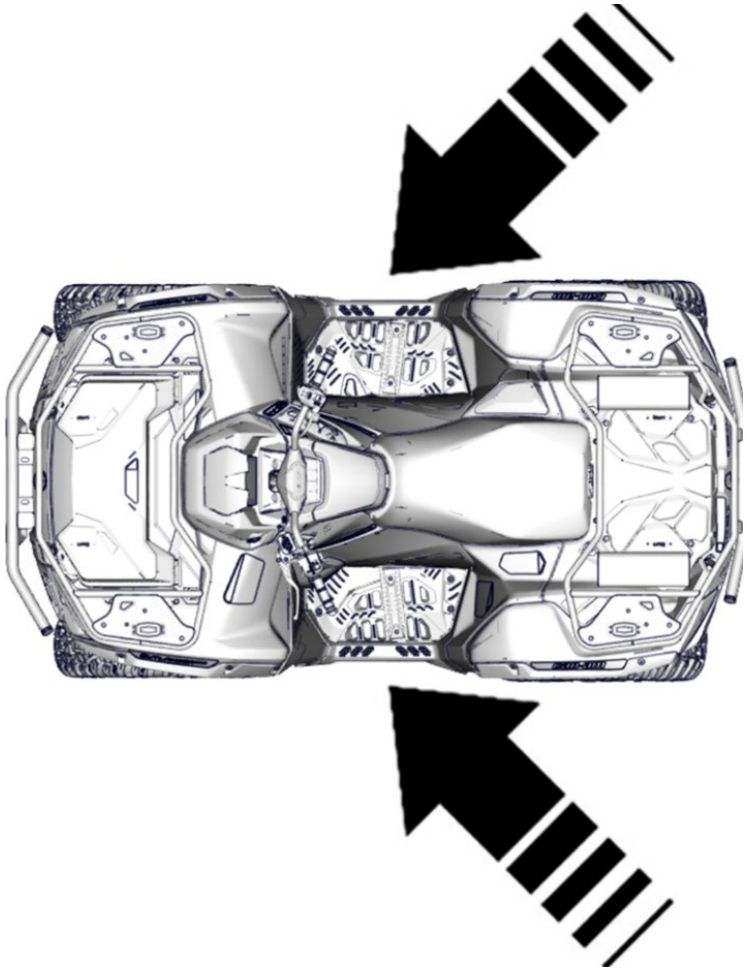


2. Immobilization / Stabilization / Lifting

Approach the Vehicle

Wear the appropriate PPE before you approach the vehicle. High-voltage components could have been damaged.

Always approach the vehicle from the sides, toward the handlebars. This will allow access to the Run / Stop switch, digital encoded security system (D.E.S.S.) key and parking brake lever, while staying out of the potential vehicle movement path. Refer to section 2 for more information.



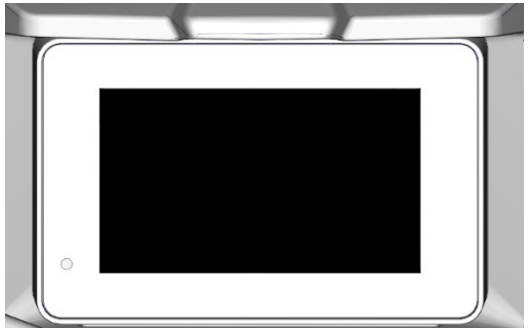
Determine if Vehicle is ON/OFF

The three states of the vehicle are as follows:

Vehicle is OFF

Electrical components are turned OFF if ALL conditions are met:

- Black Screen, and;
- Vehicle is not connected to charging station, and;
- No D.E.S.S. key on the vehicle RF post. Installing the key will give potential to wake up the vehicle and the high voltage components.



VEHICLE STATE INDICATOR – MY26 VEHICLES



VEHICLE STATE INDICATOR – MY27 VEHICLES



VEHICLE IS ON

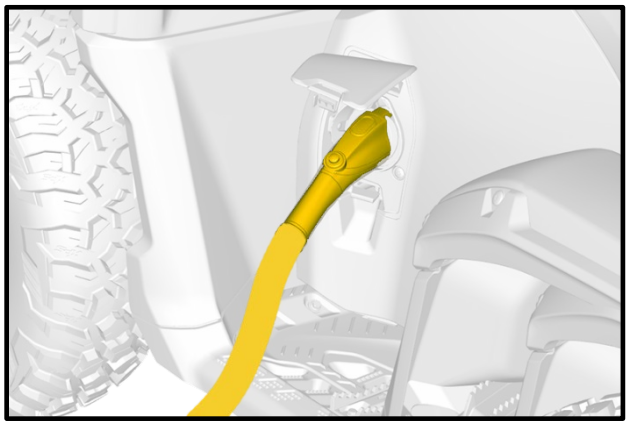
Electrical components are turned ON when screen is lit up:

- "ON" indicator means the high voltage is enabled. Removing the D.E.S.S. key will turn off the vehicle.
- " " indicator means the propulsion is enabled. "D" or "R" gear mode indicators may also be visible. Selecting the STOP position with the Run / Stop switch will disable the propulsion system.
- Even if the RUN / STOP switch is set to STOP, but the D.E.S.S. key is installed; power may be enabled in the vehicle. Remove the D.E.S.S. key to ensure power is disabled.

VEHICLE IS CONNECTED TO A CHARGING STATION

Electrical components are turned ON when the vehicle is connected to a charging station, also known as an Electric Vehicle Supply Equipment (EVSE).

- Screen may be black when charging
- Refer to Vehicle Charging in section 3 to unplug the EVSE cable connector, then resume section 2.



Immobilization

Do not press or touch the accelerator lever during all rescue activities.

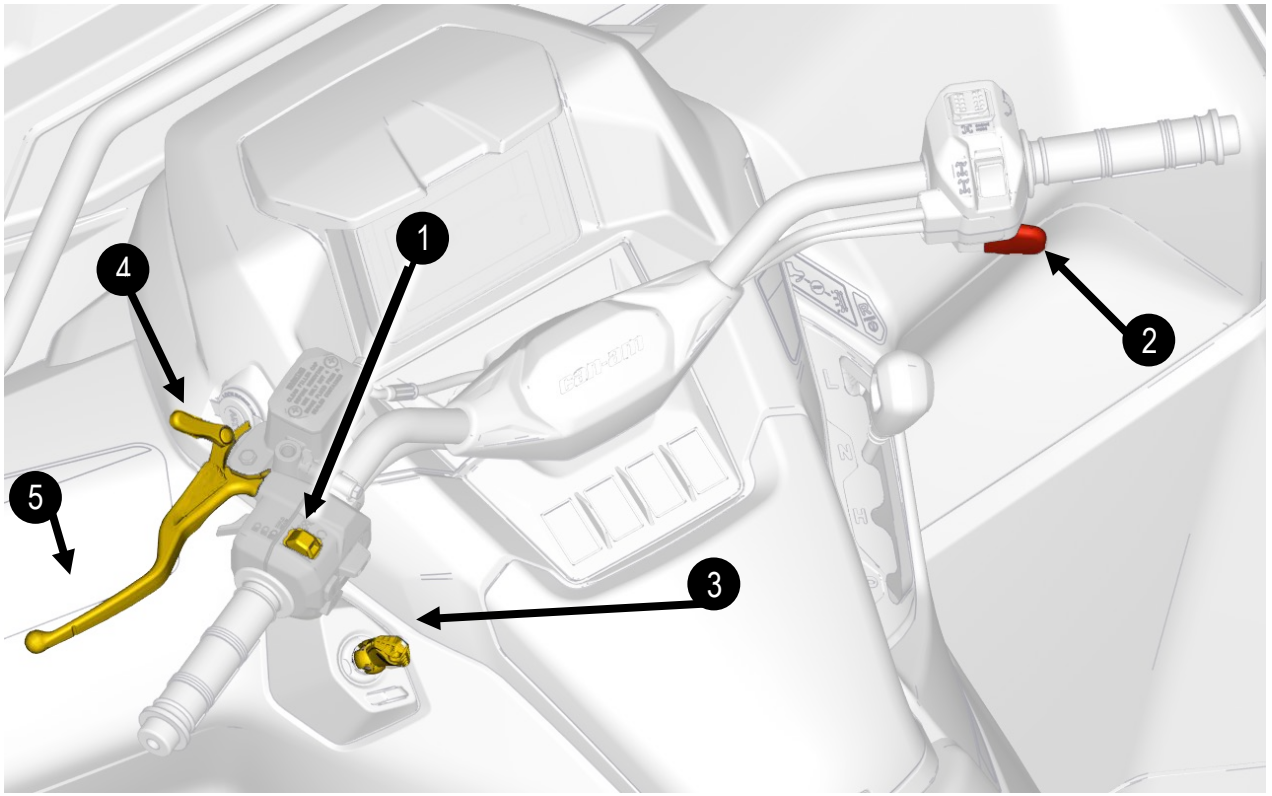
Locate the vehicle components identified in the illustration below to apply the parking brake and turn OFF the vehicle.

To disable the vehicle propulsion system, select the Stop position with the Run / Stop switch (1).

To apply the parking brake, depress the brake lever (5) then turn the parking brake lever (4) clockwise past the notch.

To turn OFF the vehicle, pull the D.E.S.S. key (3) from the RF post.

NOTE: Depressing the brake lever again will release the parking brake.



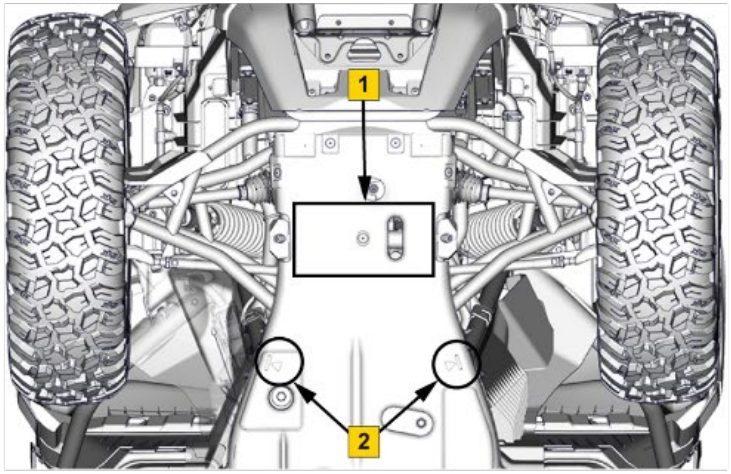
1. Run / Stop Switch
2. Accelerator Lever
3. D.E.S.S. Key
4. Parking Brake Lever (applied)
5. Brake Lever

Lifting

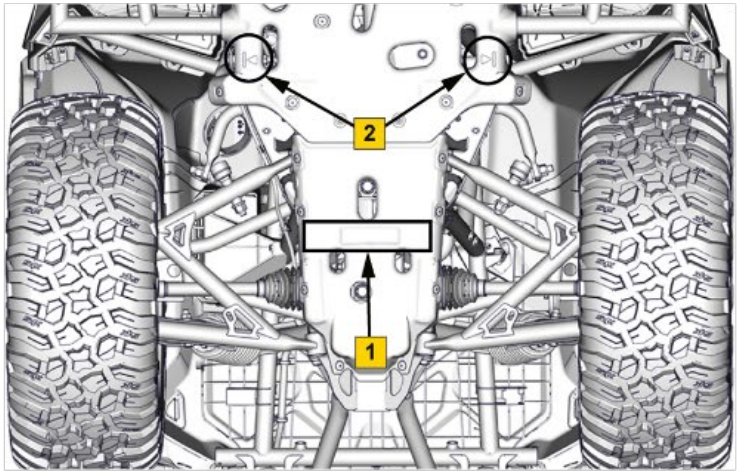
This vehicle should only be lifted or manipulated by personnel properly trained, equipped and advised that the vehicle presents high-voltage hazards.

Avoid direct contact with the high-voltage battery pack or other high-voltage components when the vehicle is being lifted or manipulated. Always wear the appropriate PPE.

The vehicle should be lifted using the following lifting points. If applicable, an additional lifting sling or can be attached to the front and rear bumpers.



Front



Rear

1: Lifting area, 2: Support points

If lifting the vehicle is not possible, pulling the vehicle can be used as an alternative method, using specific precautions. Refer to section 8 for more information about lifting the vehicle or alternative methods of manipulation.

3. Disable direct hazards / safety regulations

Vehicle Charging

When a vehicle has an incident while connected to a charging station (EVSE), all attempts should be made to disable the charging station (EVSE) before executing emergency procedures to the vehicle.

NEVER interrupt a high voltage current flow by cutting the charging cable or forcefully pulling on the charger cable handle.

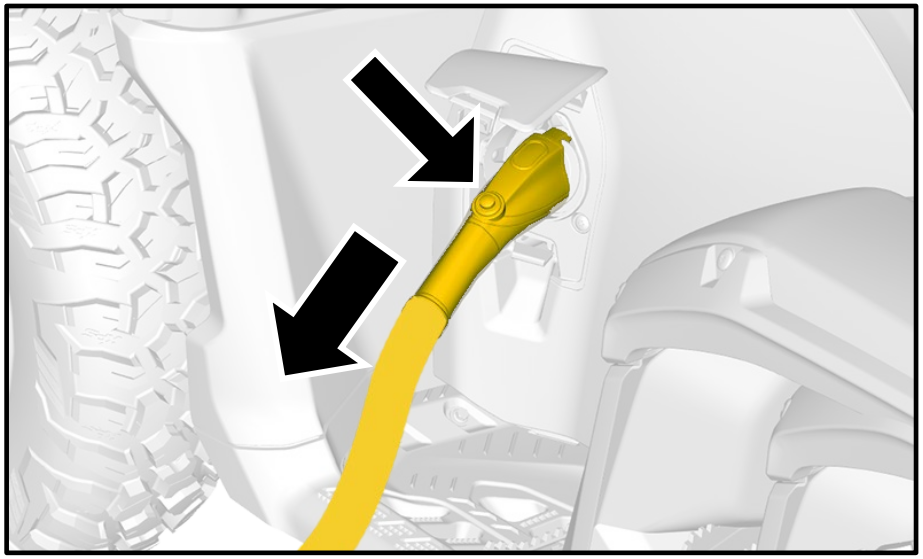
In the case of an emergency incident while charging that involves collision, electrical failure, or fire, additional steps should be taken to disable the charging station.

Before attempting any emergency manoeuvres on a vehicle that is charging or connected to a charging station (EVSE), the charging cable must be disconnected from the vehicle.

North American Models (Type 1, SAE J1772)

1. Hold down the release button on the charging cable handle for 1 second, then remove the handle from the vehicle charging port.

2. Proceed with the “Disable the High Voltage” procedure.

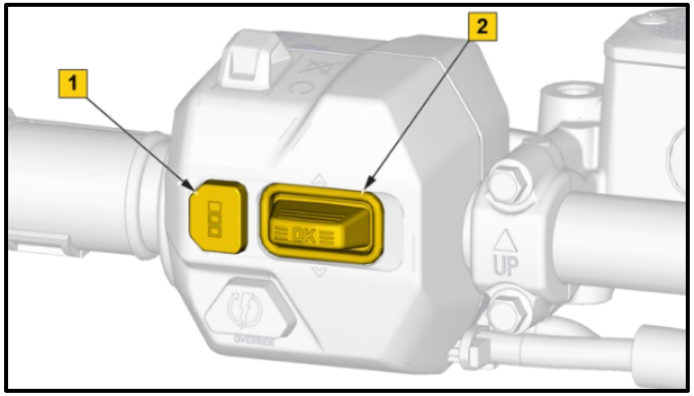


European Models (Type 2, IEC 62916)

1. Install the vehicle D.E.S.S. key on the vehicle RF post.



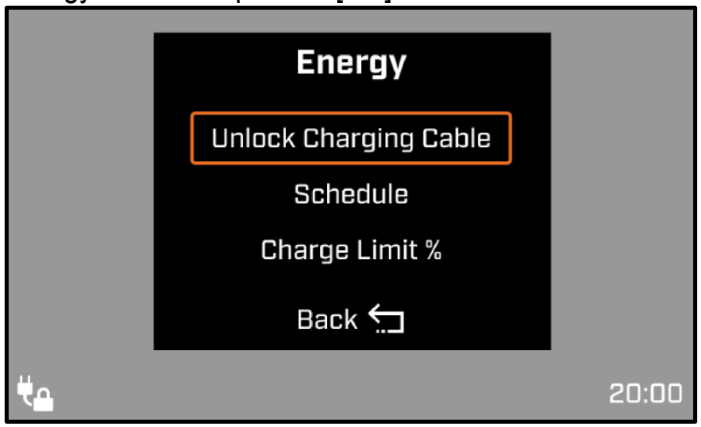
2. Long press the ride setting button (1) on the left multifunction switch to access the Energy menu on the multifunction display.



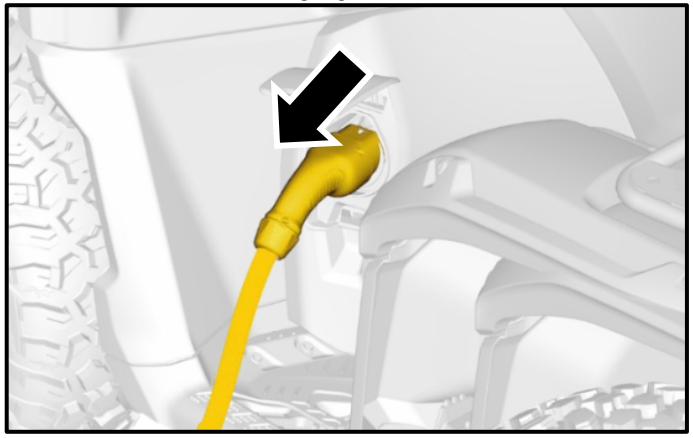
1. Ride setting button

2. Menu control switch

3. Use the menu control switch (2) to select **Unlock Charging Cable** in the Energy menu and press it [OK] to confirm selection.



4. Remove the EVSE charging cable from the vehicle.



5. Proceed with the “Disable the High Voltage” procedure.

DISABLE HIGH VOLTAGE

After the vehicle has been in an accident, and the high-voltage disabling procedure has been performed, always assume the high-voltage components are energized because it is not known if the contactors inside the high-voltage battery pack or other high-voltage components have been damaged.

NEVER damage or cut open an orange high voltage cable or the high-voltage battery pack during emergency operations.

Performing the high voltage disabling procedure will not discharge the high-voltage battery pack. The high voltage power will remain isolated within the battery pack. The high-voltage battery pack is ALWAYS energized.

When a vehicle has an incident while connected to a charging station (EVSE), all attempts should be made to disable the charging station (EVSE) before executing emergency procedures to the vehicle.

NEVER interrupt a high voltage current flow by cutting the charging cable or forcefully pulling on the charger cable handle.



First Responder Cut Loop (FRCL), Cable cut label

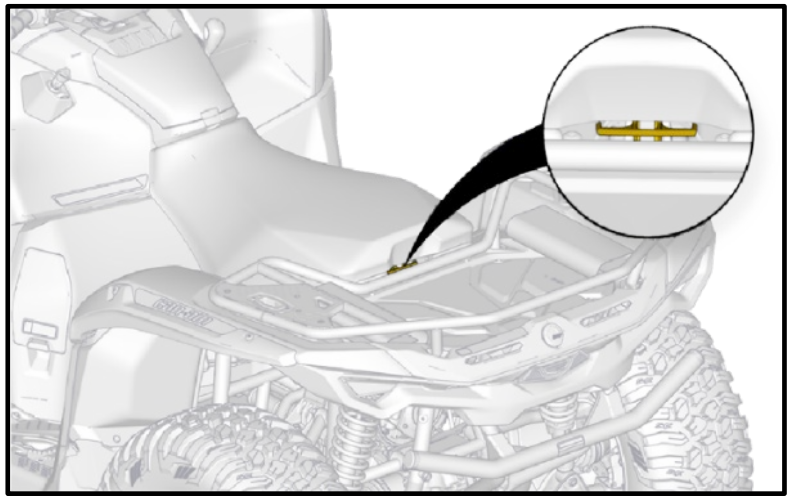
Cutting the first responder cut loop interrupts the low-voltage power going through the high-voltage interlock loop (HVIL) and forces the high-voltage battery contactors to open. Cutting the first responder cut loop does not disable the low-voltage battery system.

Even if the first responder cut loop has been cut, the cells inside the high-voltage battery pack still have stored energy. Always treat the vehicle as if there is high-voltage active in it. It is not known if the high-voltage battery pack or other high-voltage components have been damaged.

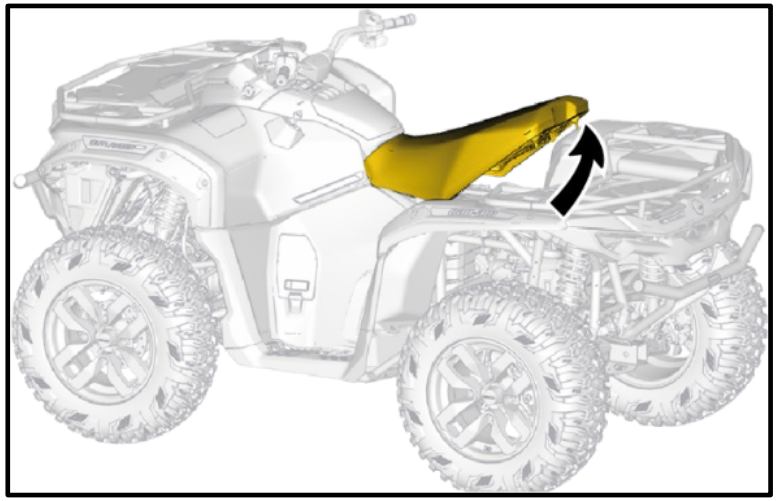
Access

The First Responder Cut Loop (FRCL) is located under the driver seat.

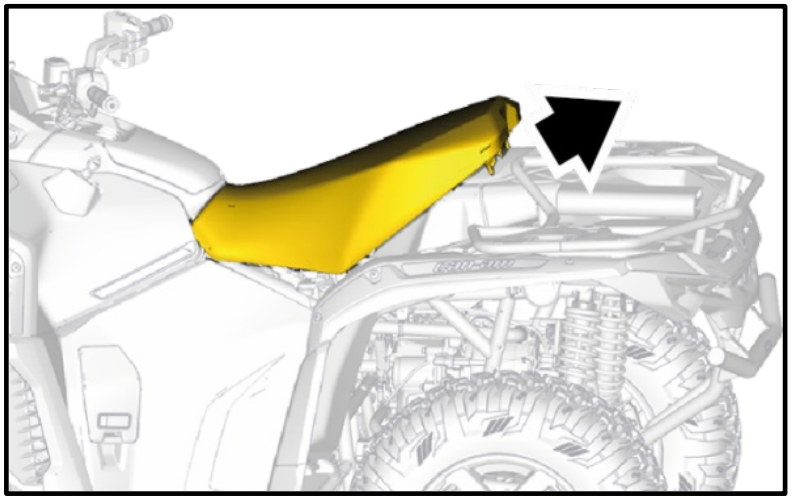
1. Pull the seat latch upward. This latch is located underneath the rear of the seat.



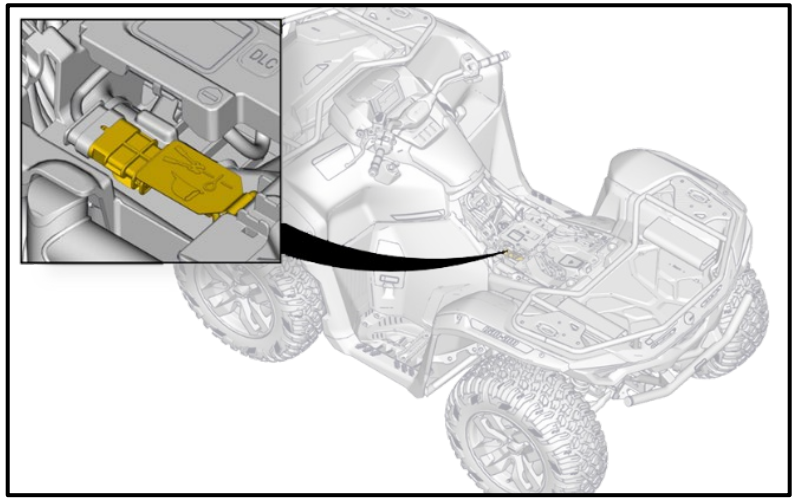
2. Pull seat upward then rearward.



3. Continue lifting until you can release the front retaining device then completely remove the seat.



4. Locate the FRCL connector.



5. Proceed with the “Disable the High Voltage” procedure.

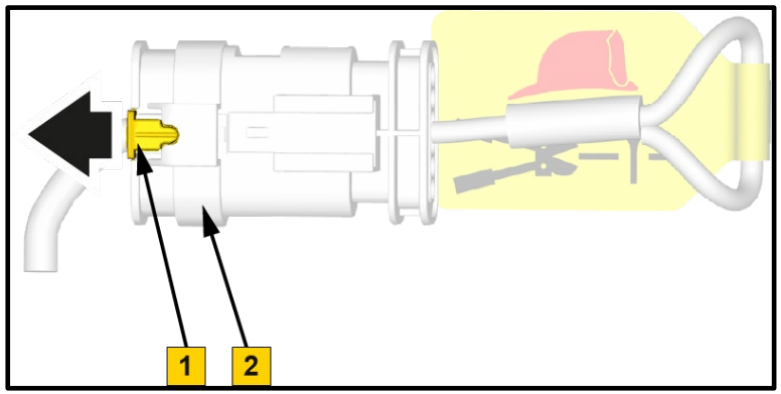
Disable

Wear the appropriate PPE. Do not touch, cut, or open high-voltage components or high-voltage battery pack. Avoid contact between the cutting tool and any surrounding metal parts. Always double cut the first responder cut loop.

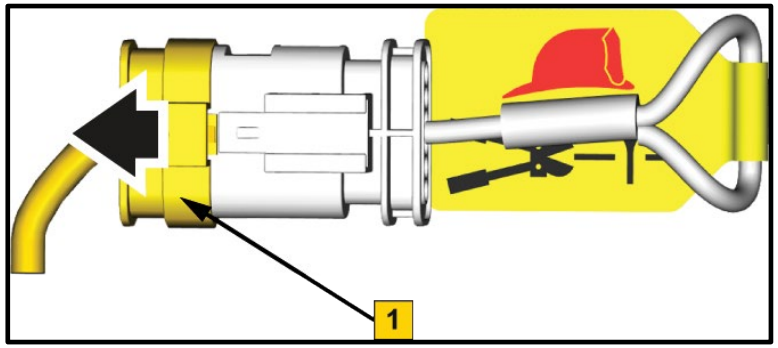
To ensure that there is no remaining voltage in the high voltage system wait approximately 2 minutes after deactivation.

Preferred Method:

1. Pull the connector locking tab (1) from the connector (2).



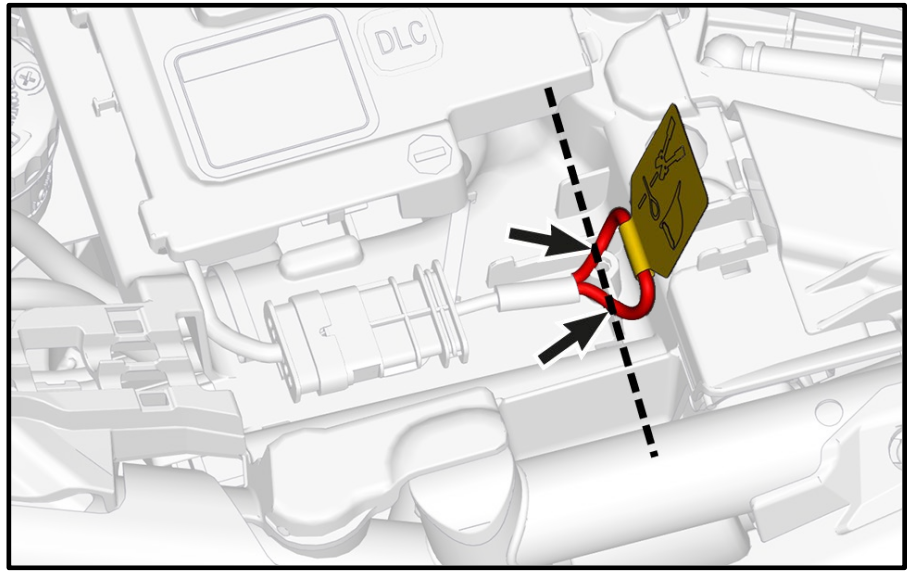
2. Press the connector locking tab and pull the FRCL connector (1).



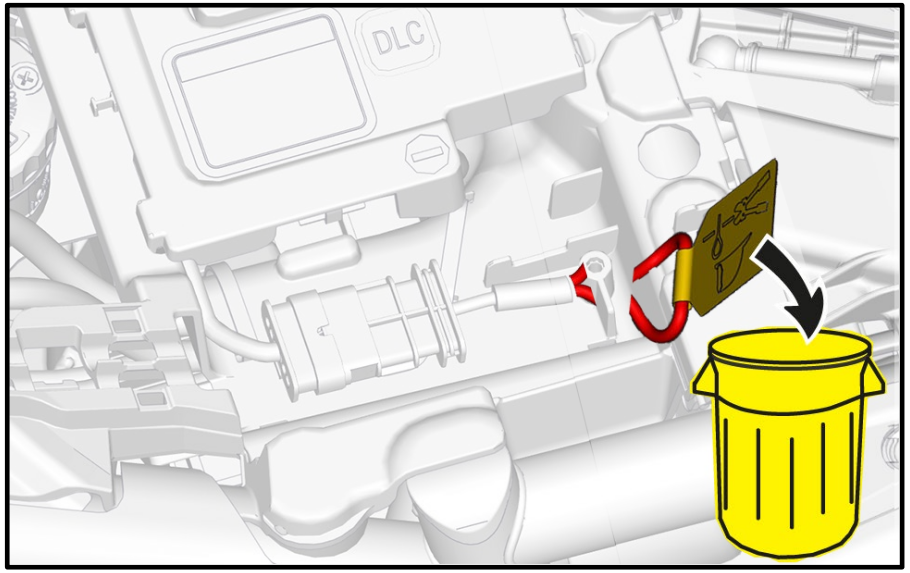
NOTE: If the connector under the seat is damaged or in an emergency, the First Responder Cut Loop (FRCL) must be cut using the alternate method.

Alternate Method:

1. Double cut the loop adjacent to the label to prevent accidental reconnection.



2. Discard the cut section.



NOTE: See an authorized BRP dealer for FRCL replacement.

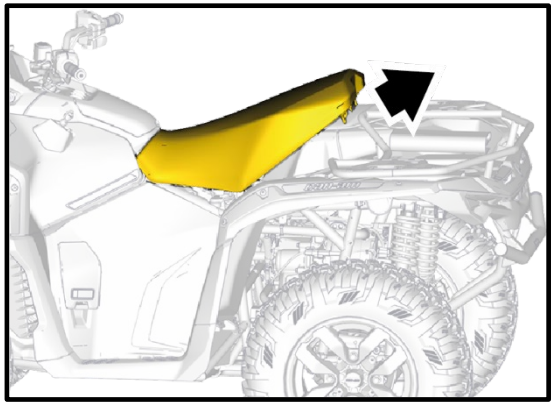
DISABLE THE LOW-VOLTAGE

Deactivating the low-voltage battery is not sufficient to deactivate the high voltage system. Follow the immobilization procedure found in section 2 to turn off the vehicle. The high voltage disabling procedure found in section 3 must be performed to disable the high voltage systems of the vehicle.

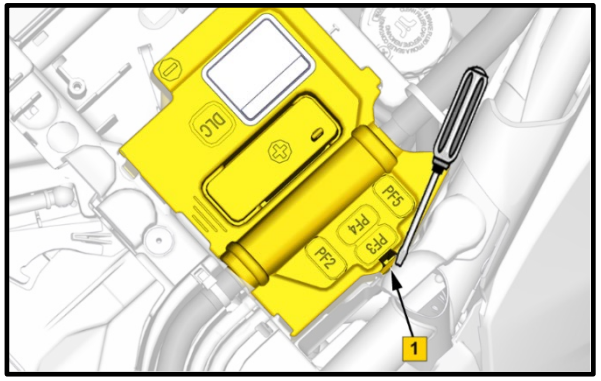
After section 2 and section 3 procedures are performed, the low-voltage system must be deactivated before handing the vehicle to the 2nd responders.

Disconnect the main fuse (PF2) to deactivate the vehicle low voltage.

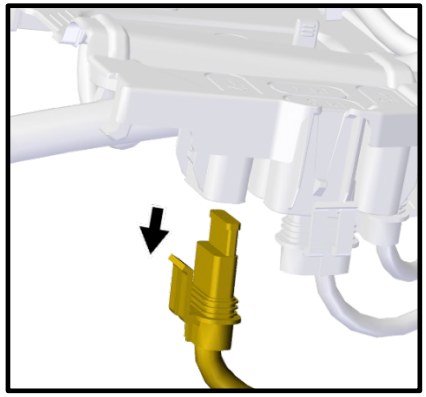
1. Remove the driver seat, if not already removed.
   Refer to Access in section 2.



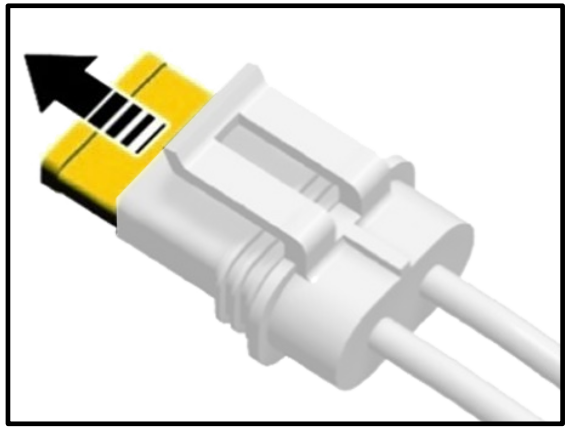
2. Use a flat-head screwdriver to release the locking tab (1) of the fusebox cover. Lift the fusebox cover and tilt it forward to access the main fuse (PF2).



3. Pull the main fuse holder (PF2) downwards from the fusebox cover.

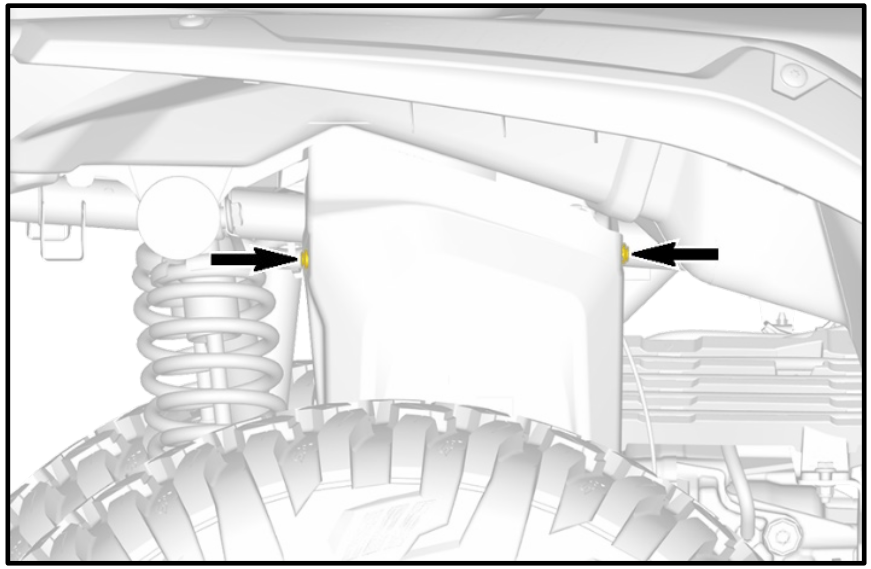


4. Pull the fuse out of the fuse holder and place it in the glove box.

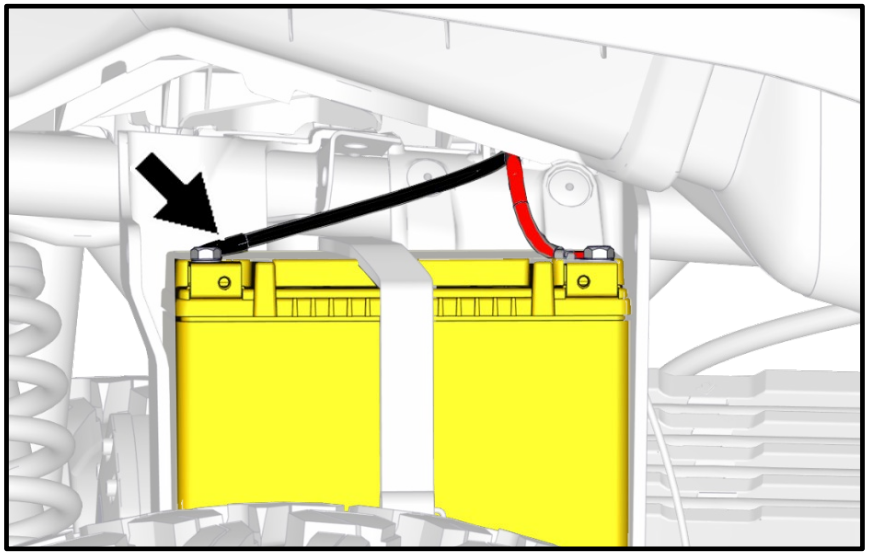


Disconnect the low voltage battery

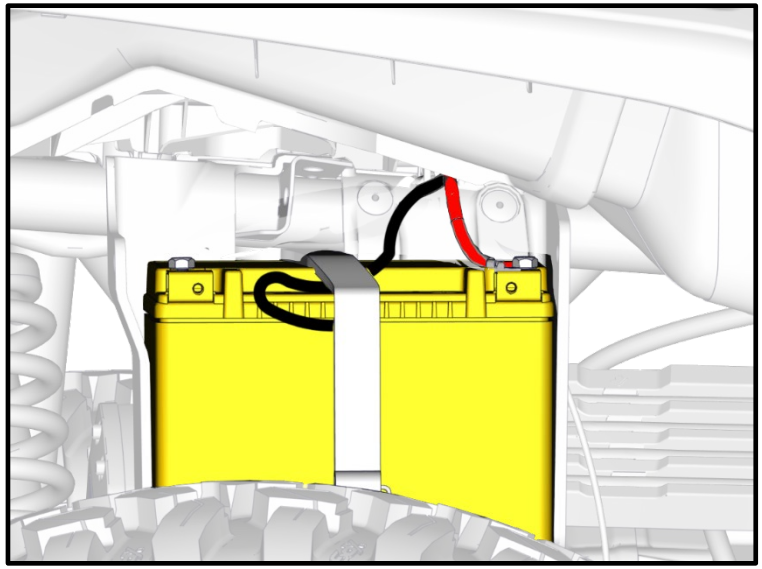
1. Remove the plastic rivets securing the low voltage battery cover and remove the battery cover.



2. Disconnect the 12V battery BLACK cable (-) from the battery.



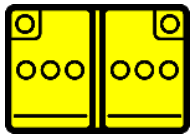
3. Position the cable to prevent reconnection and re-install the battery cover.



4. Access to the occupants

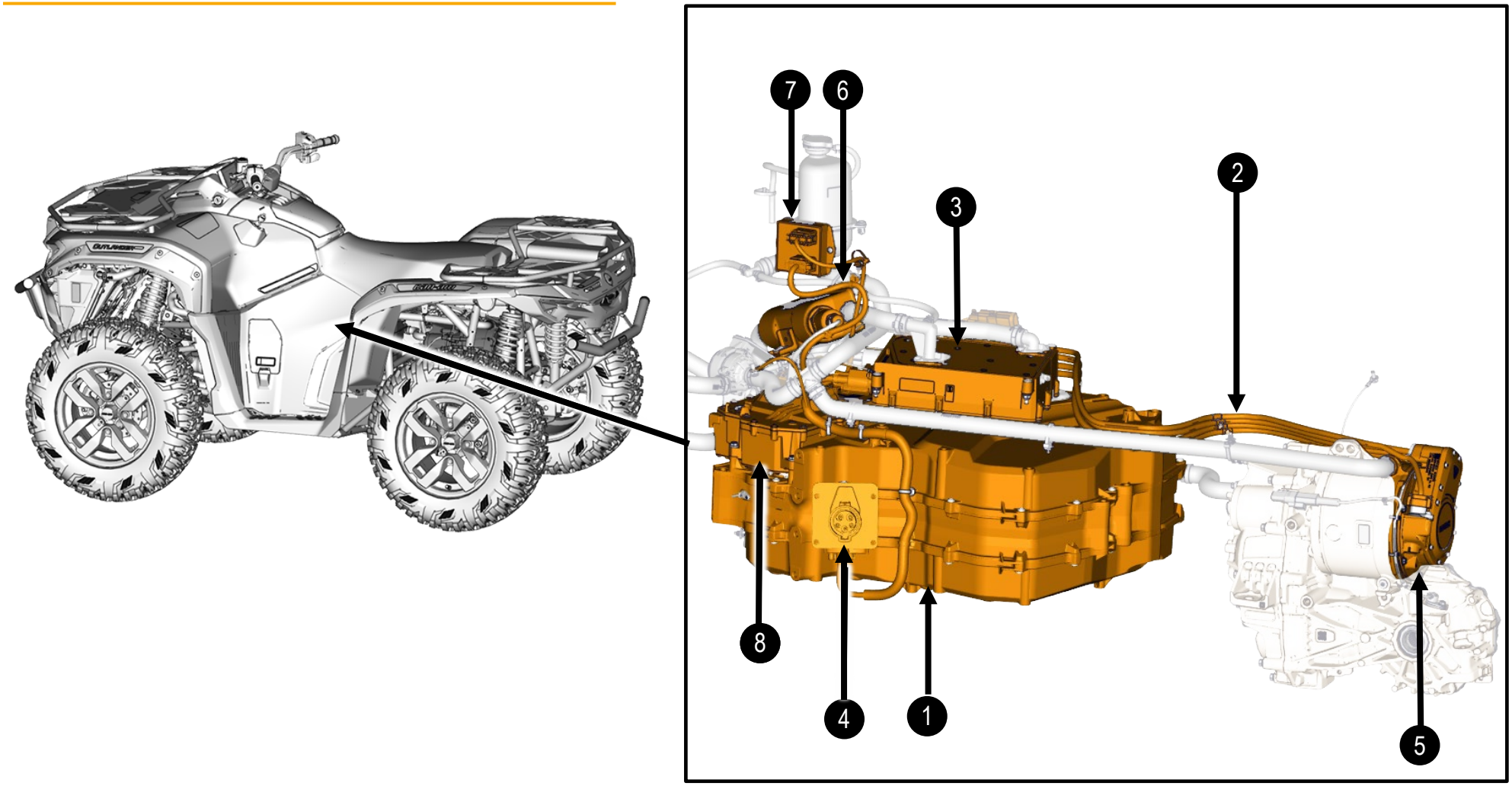
Not applicable due to vehicle type.

5. Stored energy / liquids / gases / solids

		400V
		12V
Coolant for High-Voltage system		5.3 Litres / 50/50 pre-mix coolant* / Orange
Brake fluid		260 ml / Dot4 Specification / Clear
Front Differential oil		350 ml / 75W90 API GL-5 Specification / dark brown - black
Gearbox oil		300 ml / Full Synthetic DCT OIL / dark brown - black
Final Drive oil		200 ml / 75W140 API GL-5 Specification / dark brown - black

* Ethyl glycol and distilled water or coolant specifically formulated for aluminium engines.

High-Voltage Components



1. High-Voltage Cables
2. High-Voltage Battery Pack
3. High-Voltage On-Board Charger
4. High-Voltage Charging Port
5. High-Voltage E-motor
6. High-Voltage Heater
7. High-Voltage Heater Module
8. High-Voltage Inverter

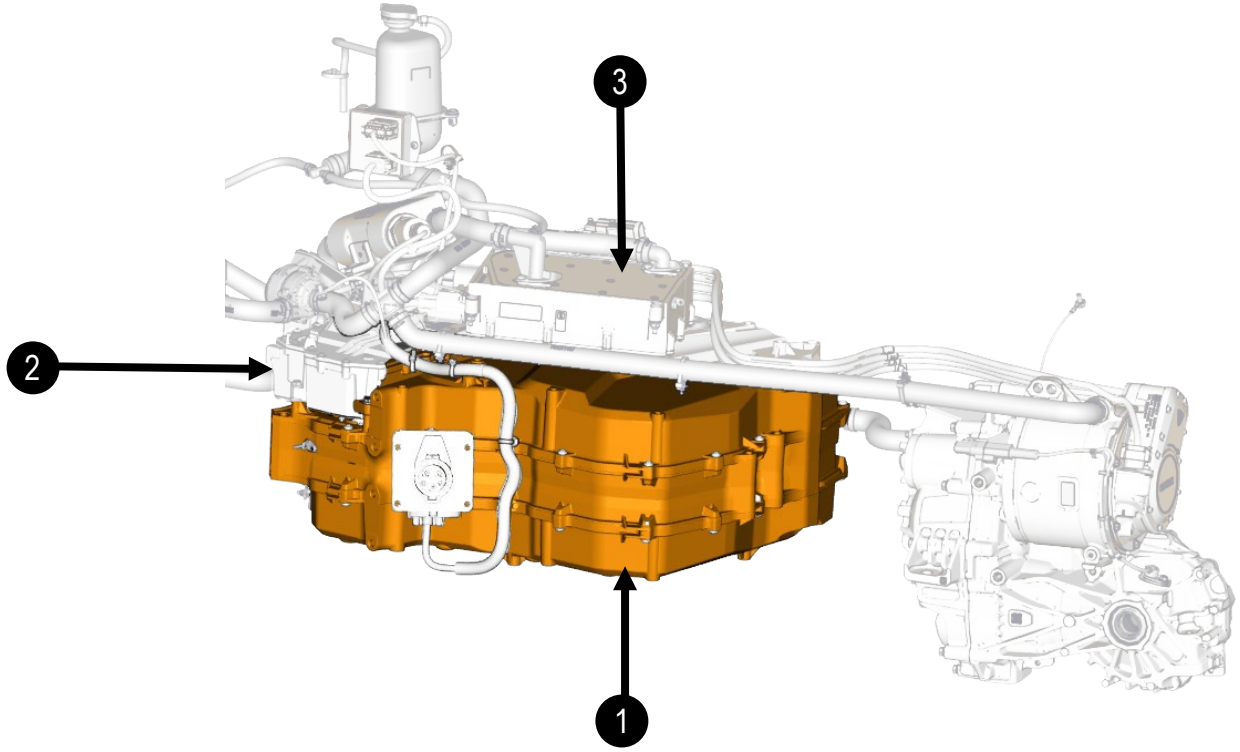
3.

High-Voltage Battery Pack

Never breach or damage the high-voltage battery pack when the vehicle is lifted, manipulated or when you remove panels from the vehicle. When rescue equipment is used, care must be taken to make sure the battery pack is not damaged in any way.

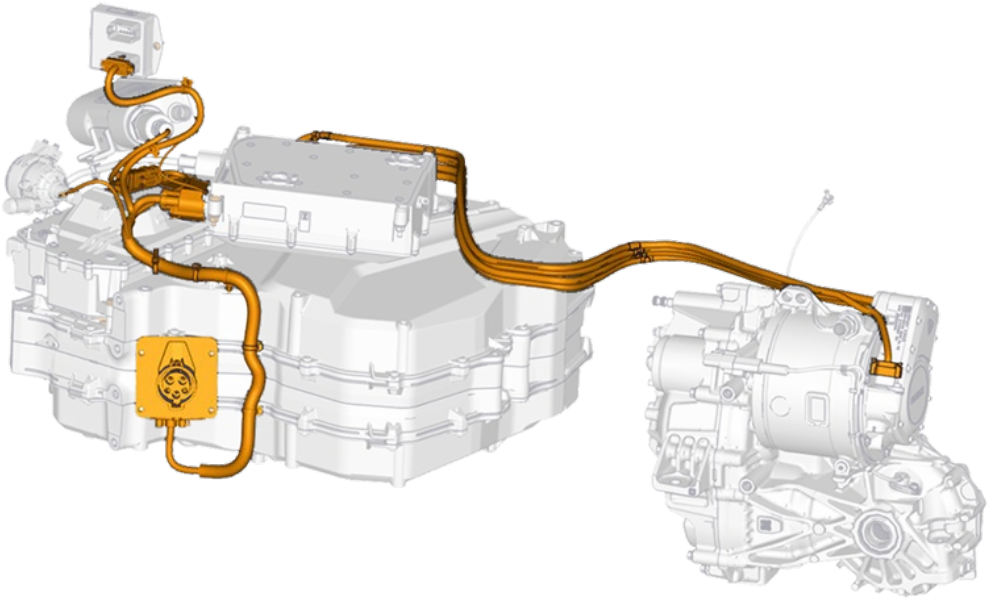
This vehicle uses a 400V lithium Ion (Li-ion) battery (1), made up of multiple cells. These cells are used to store energy within the battery. The cells of the high-voltage battery pack are sealed.

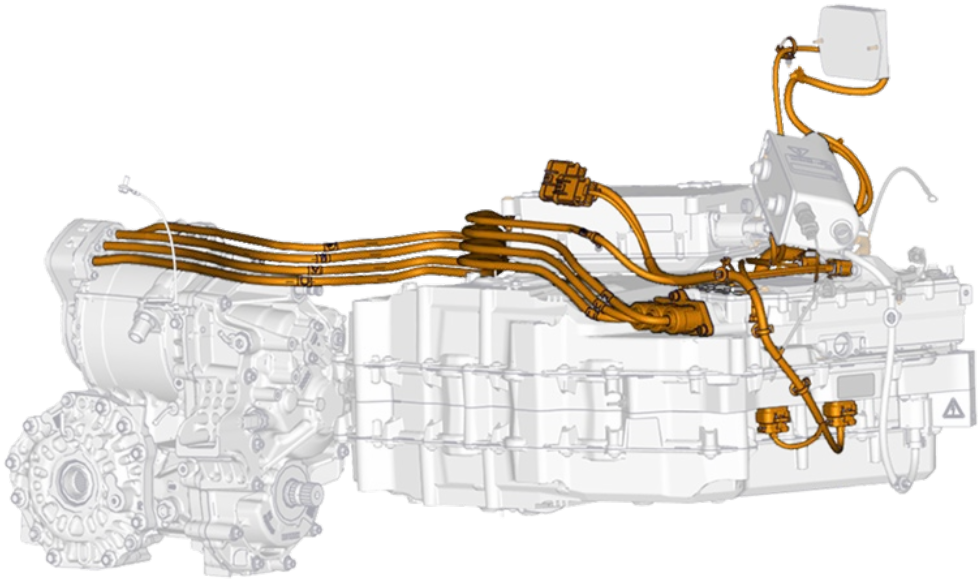
The inverter (2) for the high-voltage propulsion system is mounted onto the high-voltage battery. The on-board charger (3) is located above the high-voltage battery.



High-Voltage Cables

All high-voltage cables on the vehicle are orange in appearance. Do not cut or otherwise damage the orange high-voltage cables with rescue tools, and always treat the orange high-voltage cables as if they were energized.





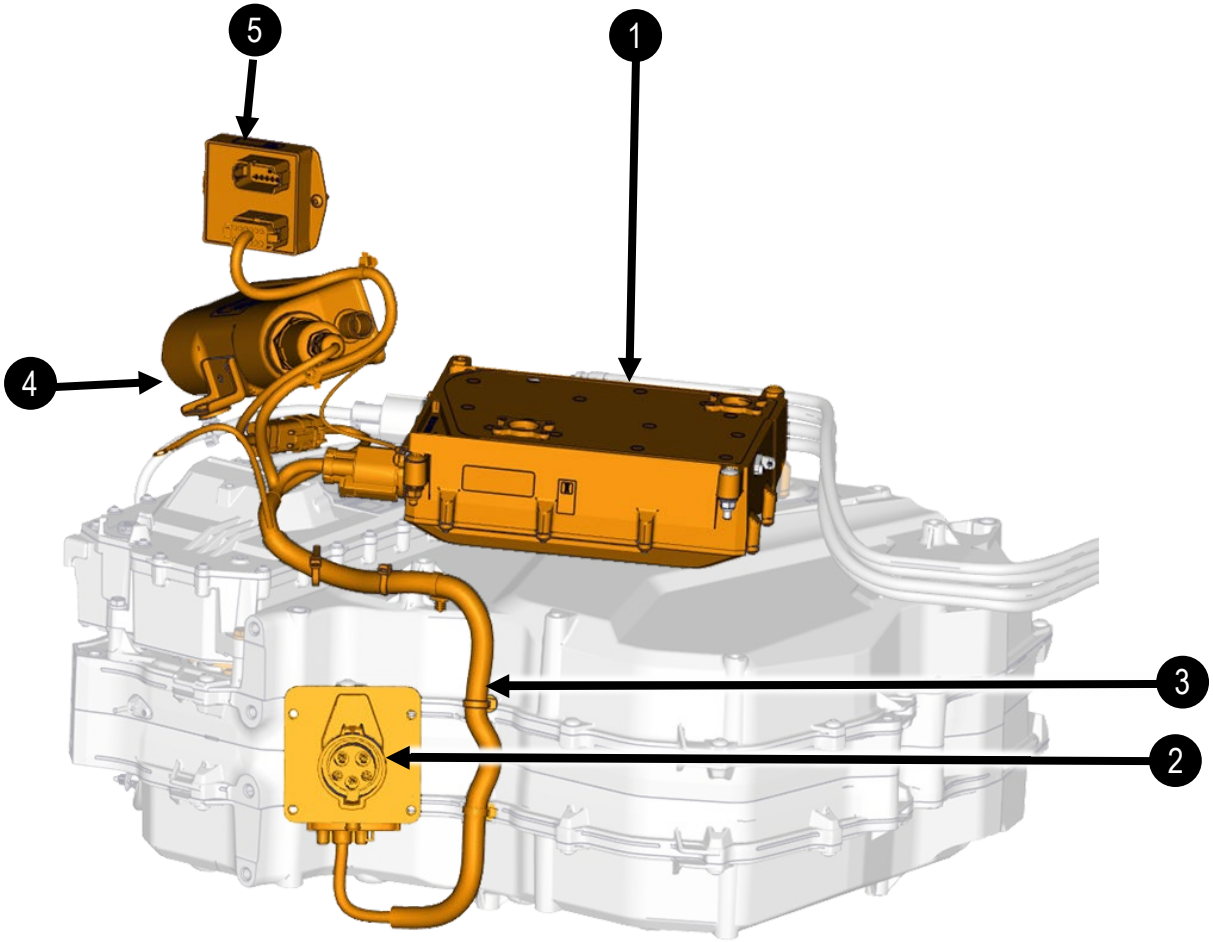
High-Voltage Charging System

The Charging System is complemented with a high-voltage heater that will maintain the appropriate operating temperature of all high-voltage components using the cooling system.

The high-voltage heater will be automatically activated, as required, when connected to a charging station.

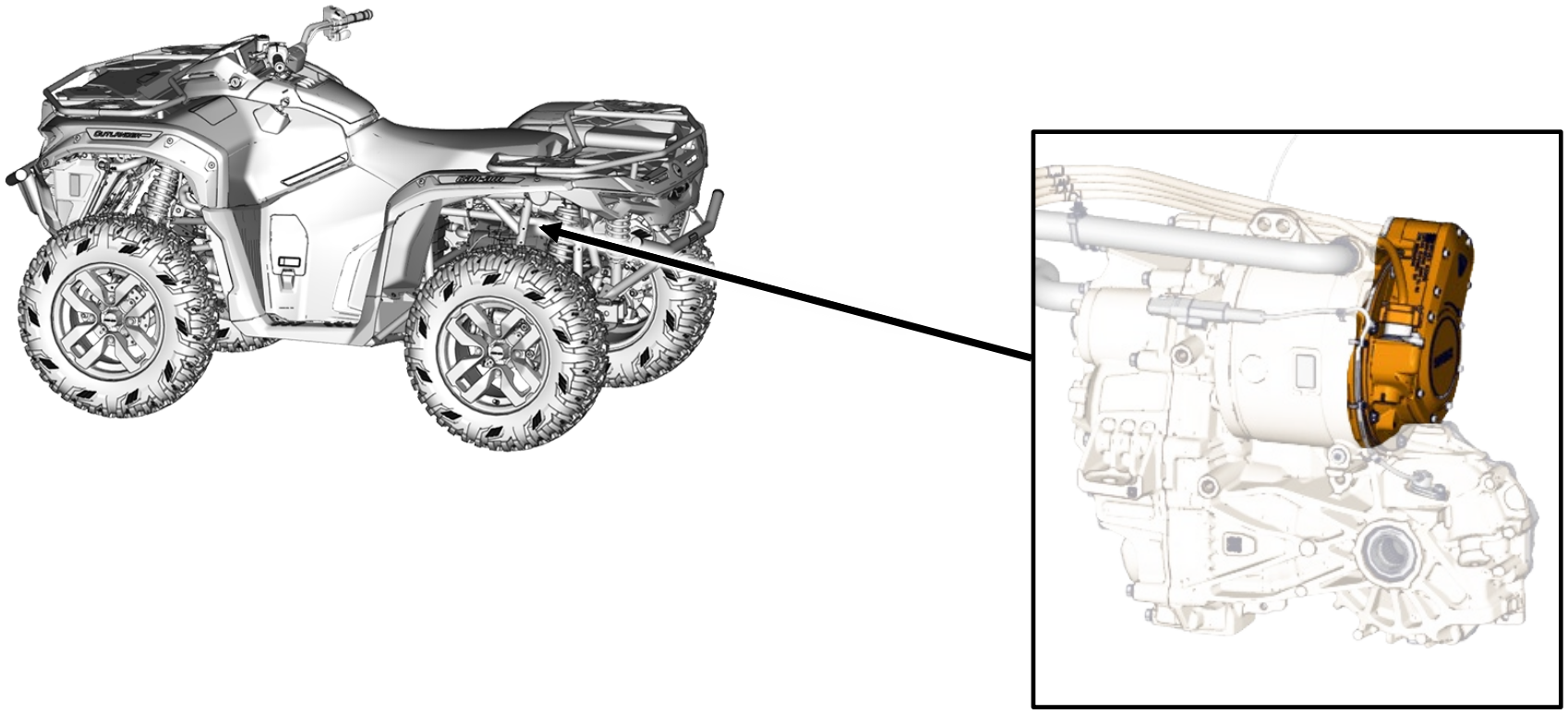
The charging system and its related components are as follows:

1. High-Voltage On-Board Charger
2. High-Voltage Charging Port
3. High-Voltage Connector Cable
4. High-Voltage Heater
5. High-Voltage Heater Module



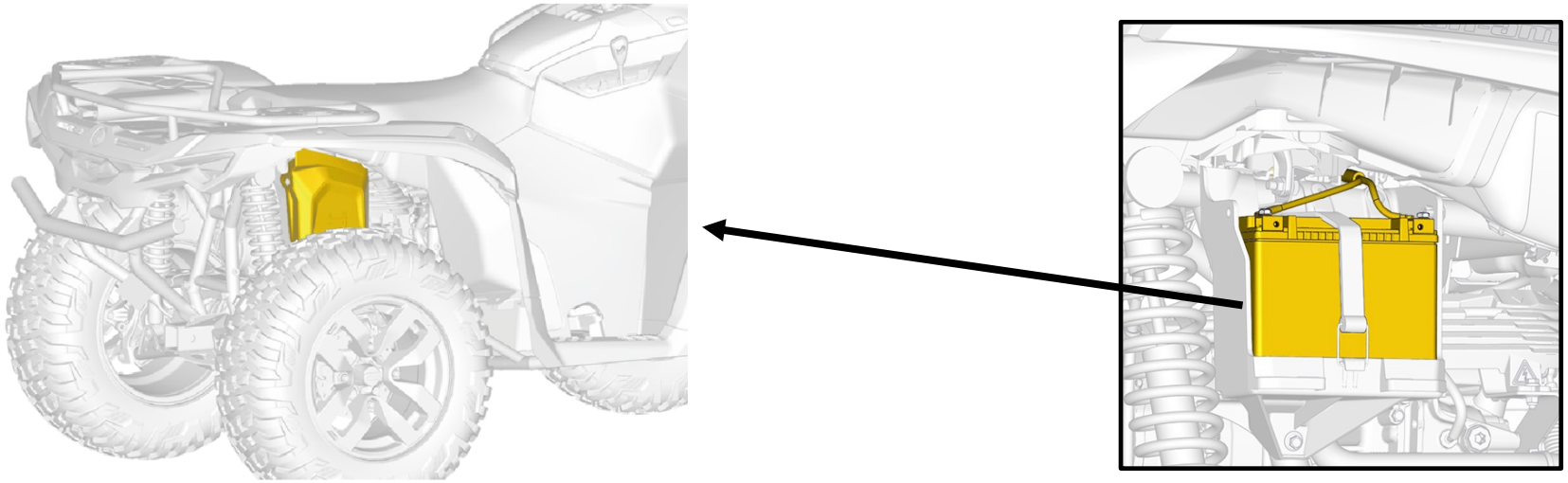
High-Voltage E-Motor

This vehicle is equipped with an electric motor capable of generating a voltage when rotated. The motor mechanically drives the wheels through the gearbox at the rear end of the vehicle. If the the vehicle must be recovered, it may be winched or temporarily towed at slow speed by putting the shift lever in **Neutral (N)**, using a tow rope attached to the front recovery hook. Refer to section 8 for more information.



Low-Voltage Battery

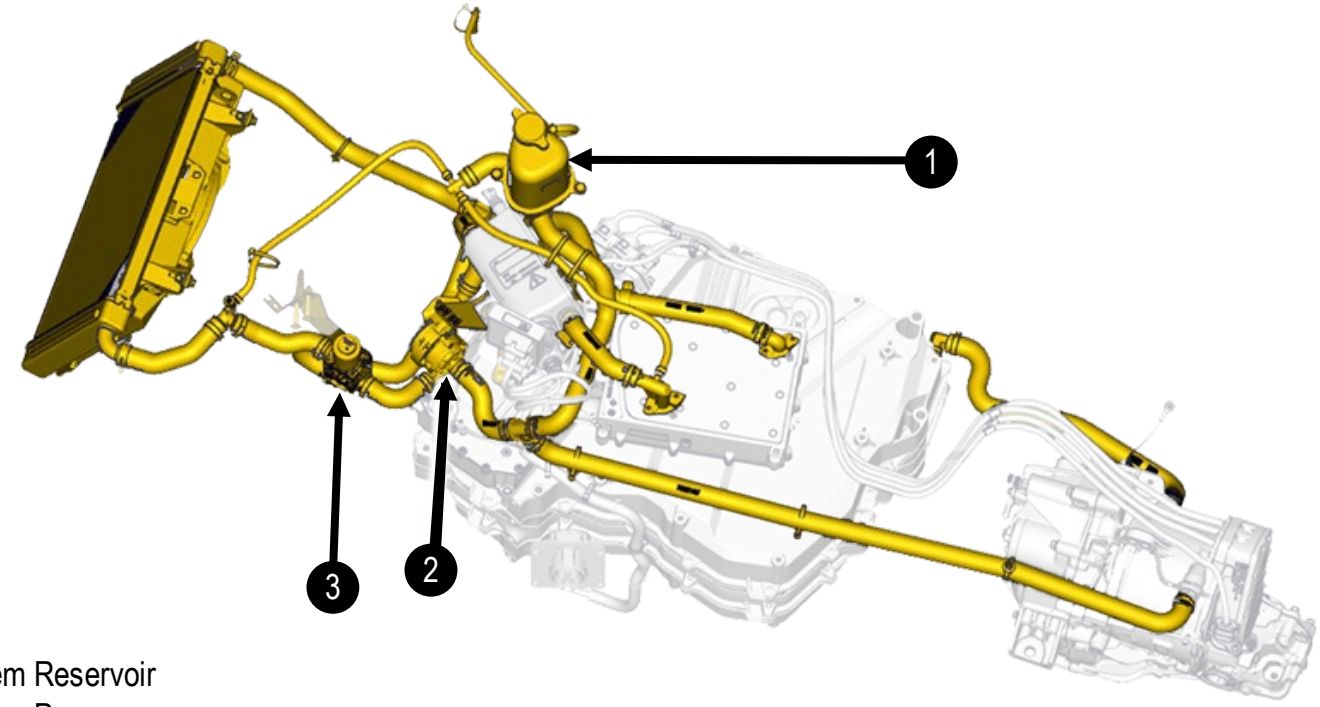
The low-voltage battery (12V) is required to activate low-voltage and high-voltage components. During normal operation and charging, the vehicle's high-voltage battery provides charging current to the low-voltage battery through a DC-to-DC converter.



Cooling System

If coolant is leaking from the high-voltage battery pack, there is a risk of a thermal reaction inside the high-voltage battery pack. Monitor the high-voltage battery pack temperature with thermal infrared camera.

The high-voltage battery pack is equipped with an integral liquid cooling circuit to cool all the high-voltage components. If the vehicle has been involved in an accident and the high-voltage battery pack casing is damaged, coolant may leak from within the unit. Other components that may leak if damaged are the high-voltage charger, high-voltage E-motor, high-voltage heater, and high-voltage inverter. The coolant used is orange in appearance.



1. Cooling System Reservoir
2. Cooling System Pump
3. Cooling System Bypass Valve

6. In case of fire



Always assume high-voltage systems to be energized. During firefighting activities avoid contact with high-voltage components. Cutting of high-voltage component or attempting to open the high-voltage battery pack could cause serious injury or death.

A burning battery releases super-heated gases and toxic vapours. This release may include volatile organic compounds, carbon dioxide, carbon monoxide, hydrogen fluoride, hydrogen gas, soot, particulates which contain oxides of nickel, aluminium, lithium, copper, and cobalt. Responders must always protect themselves with full PPE, including SCBA, and take appropriate measures to protect civilians downwind from the incident.

Lithium-ion batteries can self-ignite spontaneously or after a delay if damaged or used incorrectly. Lithium-ion batteries can re-ignite after a fire has been suppressed or when they have not burned out completely. Monitor with a thermal infrared camera to confirm the battery pack has cooled down completely.



USE LARGE AMOUNT OF WATER TO EXTINGUISH THE HIGH-VOLTAGE BATTERY PACK



Use water to fight a fire involving a high-voltage battery pack. If the battery itself is on fire, is exposed to high heat or generates heat or gases, large quantities of water must be applied directly to the battery to cool it. Always make sure there is a sufficient supply of water as fast as possible. High-voltage battery fires can take large quantities of water to fully extinguish and be cooled down.

If water is not immediately available, CO2, dry chemicals, or other typical fire-extinguishing agents can be used to fight the fire from other surrounding combustibles but will have no effective cooling effect on the battery. Water should be applied directly to the battery. If it is safe to do so, lift or tilt the vehicle to allow for direct access to the battery.

Never breach open or puncture the battery for the purpose of cooling it. If an opening is available from a collision, it can be used to apply water directly onto the high-voltage battery pack.

Water must continue to be applied until a complete suppression of fire and smoke is observed from the battery pack. A thermal camera should be used to check for remaining heat sources and monitor the temperature of the battery pack.

For small fires that do not involve the high-voltage battery pack, these can be tackled using typical vehicle firefighting procedures. When extinguishing a fire, do not touch any of the high-voltage components with rescue equipment. Always use insulated tools.

Battery Pack Damage

The high-voltage battery pack and high-voltage components are liquid cooled with a glycol-based automotive coolant that is orange in appearance. If damaged, this coolant can leak out.

The high-voltage battery pack contains lithium-ion cells. If a cell is damaged, electrolyte can leak and short-circuits could occur inside the damaged cell triggering a massive heat release. This heat can then damage other battery cells, creating a thermal runaway chain reaction.

If there is smoke, steam, or noises such as audible popping or hissing coming from the battery pack, treat it as heated and take appropriate action as described above.

Release of Battery / Vehicle to Second Responder

The battery must be completely cooled before the vehicle is released to second responders or otherwise leaving the incident.

A thermal imaging camera can be used to measure the temperature of the high-voltage battery and monitor the rate of heating or cooling. Before the vehicle can be released to second responders (such as law enforcement, vehicle transporters, etc.) there must be clear sign that fire, smoke, or heating is not present in the high-voltage battery for at least one hour.

Even if all deactivation procedures are properly executed, second responders must be advised that there is a risk of re-ignition from the stranded energy still in the battery.

The temperature of a high-voltage battery involved in fire or thermal runaway chain reaction shall be monitored for 48 hours after fire is extinguished.

7. In case of submersion

Always handle any submerged vehicle with the appropriate PPE for water rescue. Failure to do so can result in serious injury or death.

Handle a submerged electric vehicle like any other submerged vehicle. The chassis of the vehicle does not present a greater risk of shock because it is in water. However, vehicles that have been submerged in water should be handled with greater caution due to the potential risk of a high-voltage electrical battery fire. Always treat any submerged vehicle while wearing the appropriate PPE for water rescue.

First Responders should be prepared to respond to a potential fire risk. Stay alert to signs of a lithium battery fire, such as smoke, popping / hissing sound, or burn smell emitting from the high-voltage battery.

After the vehicle is removed from the water, continue with the disabling procedures as outlined in section 3.

Do not attempt to start the vehicle. The vehicle should be monitored outside in a safe zone for at least 48 hours with the DESS key removed from the vehicle.

NEVER ATTEMPT TO START THE VEHICLE! It will be necessary to take the vehicle to an authorized BRP dealer as soon as possible.

8. Towing / transportation / storage

Lack of engine sounds does not mean the vehicle is off. Before moving or transporting the vehicle, make sure the high voltage disabling procedure has been performed. Wear appropriate PPE.

After the vehicle has been in an accident, the high-voltage battery and components can be damaged and compromised. Always treat these components as being energized. Avoid direct contact with the high-voltage battery and the high-voltage components. Always wear appropriate PPE. Failure to do so may result in serious injury or death.

If the high-voltage battery pack has been damaged or the vehicle has been involved in a fire, any vehicle movement could lead to self-ignition or re-ignition of the high-voltage battery pack.

If a vehicle has been involved in a submersion, fire, or collision that has damaged the high-voltage battery pack, there is a risk of battery re-ignition several days after the initial incident.

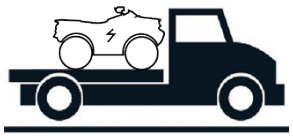
Store the vehicle outside in an open area at least 15 m (50 ft) from any flammable materials and other vehicles or structure, and monitor the high-voltage temperature to prevent thermal runaway.



When transporting the damaged vehicle, always carry a water-based fire extinguisher and have the tow truck followed by a support vehicle for monitoring and ready for calling fire response.

The electric motor can generate electricity when the vehicle wheels are rotated. The shift lever must be set to **Neutral (N)** to move the vehicle**.**

The vehicle must be secured in an upright position whenever it is being lifted or manipulated. Never use metal or conductive components to lift, manipulate, or secure the vehicle. Refer to section 2 for appropriate lifting points.



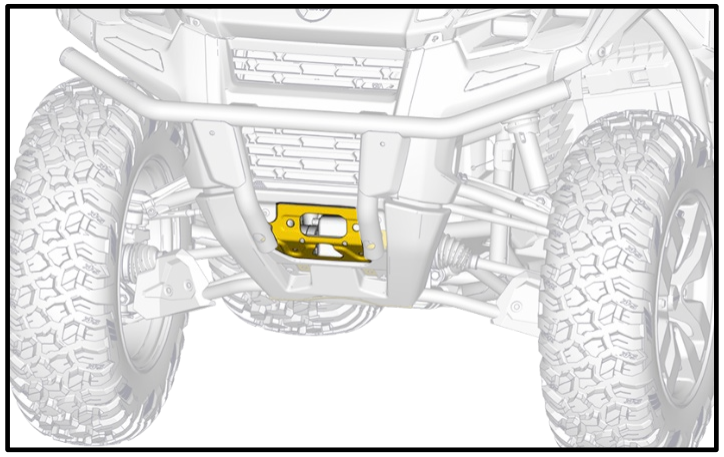
A flatbed truck or comparable transport vehicle is recommended to transport the vehicle. Proceed as follows to roll the vehicle on the platform or trailer:

1. Attach a strap to lower front bumper anchor.
2. Attach the strap to the winch cable of the towing vehicle.
3. Pull the vehicle on the platform with the winch.

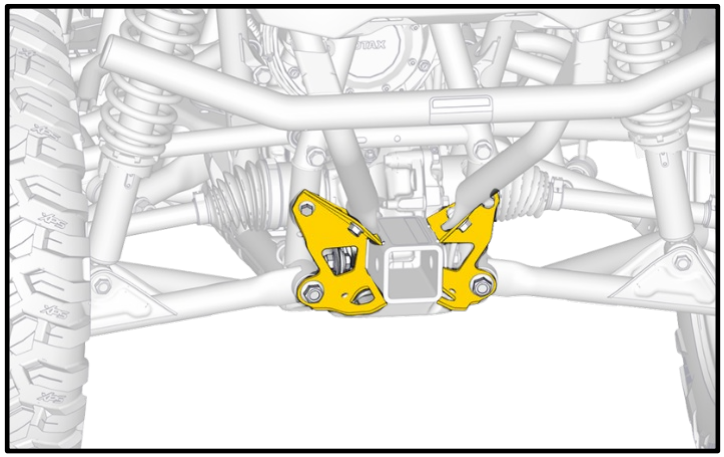
The vehicle shall be secured onto the platform facing forward using suitable tiedowns. Use of ordinary ropes is not recommended.

Proceed as follows to secure the vehicle on the platform.

1. Unload vehicle cargo racks before transportation.
2. Ensure the seat is properly locked in position by pulling back and up several times.
3. Set the shift lever to PARK position.
4. Engage the brake lock lever.
5. Secure the vehicle by the front and rear attachment points, using suitable tie-downs.



Front Attachment point

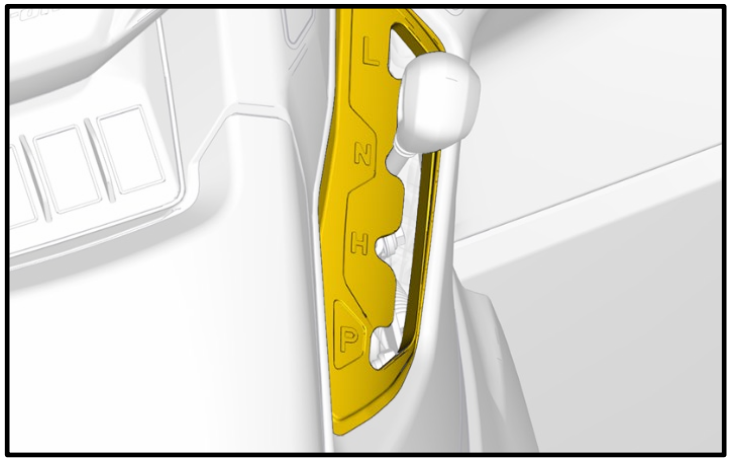


Rear Attachment point

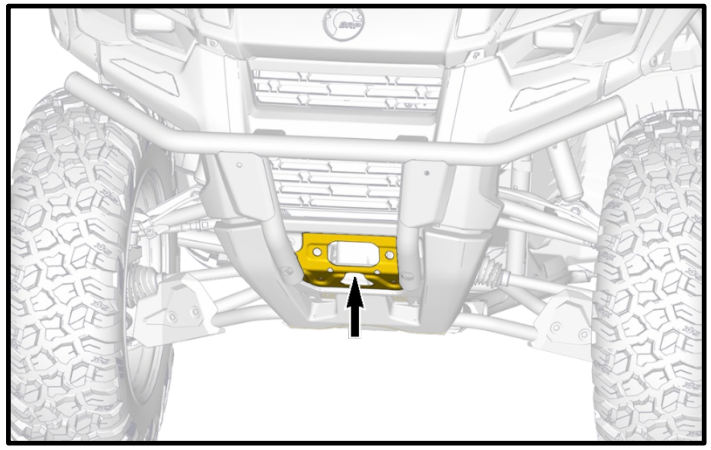
Pulling or Pushing the Vehicle

Never transport this vehicle with the shift lever in High (H) or Low (L) positions, the shift lever must be set to the Neutral (N). If the Neutral (N) position cannot be selected and the shift lever is stuck in the High (H) or Low (L) position, never allow the vehicle propulsion system to rotate at a speed higher than 10 km/h (6 mph). This can cause the motor to generate a voltage which can do significant damage, cause the motor to overheat and cause the vehicle to have erratic behavior. In rare cases, extreme overheating can ignite surrounding components.

If the vehicle cannot be lifted onto the flatbed, or if a flatbed is not available and the vehicle must be recovered, it may be winched or temporarily towed at slow speed by putting the shift lever on **Neutral (N)**, using a tow rope attached to the front recovery hook.

4. 

Shift lever N position


Front recovery hook

9. Important additional information

This guide contains important instructions and warnings intended to assist emergency response professionals and safely respond to incidents involving a CAN-AM ® Electric ATV.

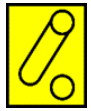
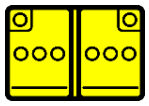
Copies of the Emergency Response Guide and the Operator's Guide for this vehicle and other vehicles are available for reference and downloading at: https://operatorsguides.brp.com.

Contact Information

If you have any questions, please contact a local BRP authorized dealer or visit https://can-am.brp.com/off-road/us/en/, or call BRP Customer Services Department at:

- Australia: 1800 531 996
- Austria: +49 (0) 210 3574 9955
- Belgium: +32 9 218 26 00
- Brazil: 19 3113-9600
- Canada: 1-888-272-9222
- China: 021 31076140
- Finland: +35 89 74 79 04 12
- France: +33 9 70 24 11 85
- Germany: +49 (0) 210 3574 9955
- Italy: +39 800 978 851
- Japan: 03 6718 4701
- Mexico: 442 256 4000
- Netherlands: +32 9 218 26 00
- New Zealand: 0800 470 020
- Norway: +47 71 39 07 41
- Russia: +7 812 777 78 45
- Spain: +34 931 222 831
- Sweden: +46 8 50 51 59 86
- UK: +44 20 88 65 04 89
- USA: 1-888-272-9222

10. Explanation pictograms used

	Electric Vehicle		Device to shut down power in vehicle		Explosive
	Battery pack, high-voltage		Battery, low-voltage		Corrosives
	High voltage component		Cable cut		Hazardous to the human health
	High voltage power cable		Use thermal Infrared camera		Acute toxicity
	General warning sign		Lifting point		Environmental hazard
	Warning, Electricity		Use water to extinguish the fire		Flammable