	GLOBAL POSITION STATEMENT	JLRGPS 06v2	10/2018
	Battery Electric Vehicle & Plug in Hybrid	**Model(s): All**	

To: **All National Sales Companies (NSCs), Importers, Retailers and Authorised Repairers & whom it may concern**

Attention: **The Managing Director/Retailer Principal/General Manager. The Service/After-Sales Director/Manager Bodyshop Manager & whom it may concern**

This Position Statement is issued to address procedures or practices which have come to the attention of Jaguar Land Rover Limited. It either specifically disapproves of or comments on such matters. It does not give approval to or assume responsibility for any such procedures or practices. The fact that any procedure or practice is not addressed in any Position Statement does not mean that it is approved or the responsibility of Jaguar Land Rover Limited.

Any owner or repairer should refer to Jaguar Land Rover published workshop manuals for maintenance and repair methods. The owner and repairer remain responsible for the professional and proper execution of the maintenance and repairs they carry out.

Jaguar Land Rover has Authorised Bodyshop facilities globally situated strategically to support our customers in the unfortunate event of a collision or other event that requires corrective measures to reinstate the vehicle back to its original specification.

This position statement refers to collision damaged Battery Electric Vehicles (BEV) or Plug in Hybrid Vehicles (PHEV):

In the event of a collision involving a BEV or PHEV where an SRS component has deployed or the vehicle has sustained structural damage, Jaguar Land Rover Limited highly recommends that the vehicle be returned to an authorised retailer for inspection and testing of the high voltage lithium ion battery to assure system integrity and safety.

Unlike many other repair facilities, these authorised retailers have received the specialised training and equipment necessary to inspect and assess the post-collision condition of the high-voltage lithium ion batteries installed in these vehicles. Jaguar Land Rover Limited insists upon inspection and testing of the battery because if a damaged battery is not isolated and cared for in the correct way, there is a heightened risk **of personal injury or death**, as well as significant property damage, due to exposure to battery electrolytes and related fumes or an uncontrolled thermal event in the battery and resulting fire. Please refer to Jaguar Land Rover's quarantine procedure within TOPIx for instructions and guidelines on quarantine procedures and safety measures under general procedures (414-01) Battery, Mounting and Cables.

Jaguar Land Rover Limited further recommends that the inspection and analysis be performed at the earliest opportunity being prior to or during the estimating process of the repair because battery damage could significantly add to the costs of repair.

Jaguar Land Rover strongly recommends that all repairs are performed by a trained technician using only genuine Jaguar Land Rover body parts, mechanical components, electrical components, as well as all safety devices such as airbags and seatbelts. Being trained on the battery systems of non-Jaguar Land Rover vehicles does NOT qualify a repairer to work on Jaguar Land Rover vehicles which are designed differently from competitor vehicle battery systems.

The official technical information portal TOPIx must be accessed to ensure that repair procedures are followed.

Note: All Jaguar Land Rover Authorised Bodyshops are required to have a subscription to TOPIx. TOPIx is continually updated and specific to each model and repair procedure.

https://topix.jaguar.Jaguar Land Roverext.com/topix - Jaguar

https://topix.landrover.Jaguar Land Roverext.com/topix - Land Rover

Details on how to register and access this information is found using one of the above links.

Glen Mathews



Global Body & Paint Operations Manager

Jaguar Land Rover Limited

Global Customer Service

Abbey Road

Whitley, Coventry CV3 4LF UK

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