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0. Rescue sheet

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1. Identification / recognition

This chapter provides relevant information on identification of a GILLIG Battery Electric bus.

1.1 Special badging

Badging is used to identify GILLIG battery electric vehicles, as shown in Fig. 1.1.

These emblems are applied in the vehicle front, rear, street, and curbside locations, as shown in Fig. 1.2.

Emergency vehicle identification label is located under rear vehicle door, as shown in Fig. 1.3.

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1.2 Vehicle identification plate

The VIN plate contains information for the identification of the vehicle model (35 or 40 foot) and battery electric propulsion, as shown in Fig. 1.4.

![35-foot Electric VIN Plate](image1.png)

![40-foot Electric VIN Plate](image2.png)

Fig. 1.4. GILLIG VIN Denomination for 35/40-foot Battery Electric Bus

The location of the VIN plate is shown in Fig. 1.5 in the upper right corner above the driver's seat.

![VIN Plate Location](image3.png)

Fig. 1.5. GILLIG VIN Plate Location

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1.3 BEV label

A specific label (Fig. 1.6) on the driver’s dashboard (Fig. 1.7) identifies the vehicle as “Battery Electric”.

Fig. 1.6. Gillig Battery Electric Vehicle Identification Label

Fig. 1.7. Gillig Battery Electric Vehicle Identification Label Location
1.4 Information on High-Voltage Energy Source

Lithium-Ion battery cell chemistry, 750V nominal pack voltage. Bus may be equipped with four to seven battery packs, with each pack providing 74 kWh or 98 kWh, yielding a total nominal energy capacity between 370 kWh and 686 kWh. The High Voltage system layout is shown in Fig. 1.8.

Fig. 1.8. GILLIG Battery Electric Bus High Voltage System Layout
2. Immobilization / stabilization / lifting

To turn the vehicle OFF, follow either the A) "non-emergency" immobilization procedure or the B) "emergency" immobilization procedure, depending on the specific circumstances.

A) Non-emergency immobilization procedure:

1. Park the bus in a safe location;
2. Set the parking brake and select “Neutral” on the push-button Shift selector and turn the Master Run Control to the “OFF” position, as indicated in Fig. 2.1:

![Fig. 2.1](image)

3. Release the air pressure from the front door motors by moving the “Door Air” lever, located at the rear of the driver’s left console) to the “RELEASE” position. This action avoids automatic door closure;
4. Wait at least 60 seconds;
5. Disable the system by rotating the 12/24V front disconnect switch 2A or by rotating the rear door disconnect switch 2B:

![Fig. 2.2](image)

6. Wait 10 minutes after shutdown before accessing High-Voltage components
B) **Emergency** immobilization procedure:

1. Disable the High-Voltage system by either rotating the front disconnect switch 2A or the rear disconnect switch 2B as indicated in Fig. 2.3:

![Fig. 2.3](image_url)

2. If possible, set the parking brake and select “Neutral” on the push-button Shift selector.

C) **If jacking is required**, follow the procedure indicated here or in the vehicle operator’s manual:

1. Position the bus on a hard, level, flat surface before jacking.
2. Set the parking brake and select “Neutral” on the push-button Shift selector and turn the Master Run Control to the “OFF” position, as indicated in Fig. 2.4:

![Fig. 2.4](image_url)

3. Wait at least 60 seconds.
4. Turn the Main Disconnect Switch (12/24V) to the “OFF” position.
5. Install the LOTO lock and LOTO tag onto the Main Disconnect Switch (12/24V) to lock it in the “OFF” position.
6. The floor jack must be located properly (Fig. 2.5) to prevent the possibility of the jack sliding from under the bus.

![Fig. 2.5](image)

**Fig. 2.5**

*Do not position the jack under the “dropped” frame rails in the center section of the bus!*

7. Block or chock the front and rear of the wheel on the opposite side of the bus being raised to help prevent the bus from moving.

8. If a flat tire is to be removed, raise the bus so an inflated spare tire will just clear the surface. Jacking the bus to change a front tire can be done on the front axle beam, and at other frame locations indicated by the OK symbols in Figure 1-25. Jacking the bus to change a rear tire can be done on the rear axle and at the locations on the rear suspension indicated by an OK symbol.
3. Disable direct hazards / safety regulations

Use the “IDENTIFY/IMMOBILIZE/DISABLE” emergency process, as referenced by National Fire Protection Agency (NFPA) “Emergency Field Guide” Ed. 2018:

IDENTIFY

- Look for external badging indicating the alternative fuel vehicle. See “identification” section.
- This vehicle has external high-voltage identification badging and warning labels per SAE J2990 and J2910.
- Beware, badging may be hidden in a crash or fire, so alternative identification methods may need to be used. Refer to the “identification” section for alternate identification methods.
- When circumstances allow, determine vehicle’s make, model, and year (see “identification” section).

IMMOBILIZE

- Vehicles should be immobilized prior to working around them
- Approach the vehicle from a 45° angle to stay out of the potential path of travel and chock the wheels.
- Refer to Chapter 2 “Immobilization” for “non-emergency” and “emergency” immobilization procedures specific for this vehicle.

DISABLE

- Hybrid and electric vehicles may appear to be shut down even when they are not due to the potential lack of engine noise.
- Refer to Chapter 2 “Immobilization” for “non-emergency” and “emergency” to identify the specific shut-down procedure to be followed.
4. **Access to the occupants**

4.1 **Vehicle shell and body structure**

The materials used for the vehicle shell and body structure are shown in Fig. 4.1, including details of high strength steel zones.

Prohibited cut zones are shown in Fig. 4.2.

![Construction Materials](image)

**Fig. 4.1. Construction Materials**
Fig. 4.2 No Cut Zones

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4.2 Adjustment(s) mechanism(s) driver’s seat and steering wheel

WARNING
The seat should be adjusted ONLY when the bus is stopped, with the transmission in Neutral, and the parking brake applied.
Adjust the headrest height by pulling up or pushing down to the desired height; adjust the headrest tilt by pulling forward or pushing backward.

The recline angle between the seat back and the cushion can be adjusted using the large knobs located on either side of the seat.

The top switch regulates the pressure in the upper lumbar support cushion. Push the switch forward to inflate the cushion; rearward deflates the cushion.

The middle switch regulates the pressure in the middle lumbar support cushion. Push the switch forward to inflate the cushion; rearward deflates the cushion.

The lower switch regulates the pressure in the lower lumbar support cushion. Push the switch forward to inflate the cushion; rearward deflates the cushion.

Forward and backward adjustment is performed by pushing this button and then sliding the seat to the desired location. Release the button to lock the seat into position.

To raise the level of the seat, press on the upper part of this switch. To lower the seat, depress the lower part of this switch.

The angle of the front seat cushion can be adjusted using the large handles located on either side of the seat base. To adjust the seat cushion angle, pull up on the handles and move the thigh extension cushion up or down to the desired position.

Forward and backward adjustment is performed by pulling up on the handle located at the front base of the seat and then sliding the seat to the desired location. Button F performs the same function.

The front part of the seat cushion can be extended for thigh support. Pull the cushion forward or push it back for optimum comfort.

Use this switch to control the optional seat heater.

This seat features an adjustable shock absorber. Turn the knob clockwise to soften the ride or counterclockwise to stiffen the ride.
STEERING WHEEL

The GILLIG Low Floor features a fully adjustable steering wheel which, in combination with the adjustable driver’s seat, permits drivers of all shapes and sizes to comfortably operate the bus.

WARNING

The steering wheel should be adjusted only when the bus is stopped, with the transmission in Neutral, and the parking brake applied. Never adjust the steering wheel while the bus is moving!

Both the angle (or tilt) of the steering wheel and the length of the steering column (telescope) can be adjusted. The Steering Column Adjustment Lever, located on the left side of the steering column, controls both of these adjustments.

To adjust the tilt of the steering wheel, pull up on the lever and, while holding the lever up, move the steering wheel to the most comfortable angle. Release the lever to lock the wheel tilt into place.

To adjust the length of the telescoping steering column, push down on the lever and, while holding the lever down, lift or push the steering wheel to the proper height. Release the lever to lock the steering column length.
4.3 Vehicle kneeling system

The kneeling system lowers the front of the bus about 3" below normal ride height to make passenger loading easier. The vehicle has one of the controllers shown in Figure 4.3.

To kneel:
Raise the toggle guard on the switch and hold the toggle in the "KNEEL" position until the bus drops to the correct height.

When the bus kneels, the interlock system disables the throttle and applies the brake interlock.

To raise:
Push the toggle switch to the "RAISE" position and release it immediately.

After 2.5 seconds of raising motion, you can apply the service brake to disengage the interlock system.

To kneel:
Push the Kneel button on the right. The LED on this switch will light and the bus will drop to the correct height.

When the bus kneels, the interlock system disables the throttle and applies the brake interlock.

To raise:
Push the "Raise" button and release it immediately. The LED on this switch will light and the bus will rise to the normal ride height.

After 2.5 seconds of raising motion, you can apply the service brake to disengage the interlock system.

Figure 4.3. Kneeling System Controllers and Operation
5. Stored energy / liquids / gases / solids

<table>
<thead>
<tr>
<th>Component type</th>
<th>Type/chemistry</th>
<th>Number</th>
<th>Volume/weight</th>
<th>Max. oper. pressure</th>
<th>Specific Danger (Symbol)</th>
</tr>
</thead>
<tbody>
<tr>
<td>HV Propulsion Batteries</td>
<td>Lithium-Ion</td>
<td>max. 7</td>
<td>1200 lbs (each)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12/24V Batteries (House)</td>
<td>Lead-acid/AGM</td>
<td>2</td>
<td>75 lbs (each)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12V/24V Batteries (Fire suppr. system)</td>
<td>Lead-acid/AGM</td>
<td>2</td>
<td>22 lbs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air system</td>
<td>Compressed air</td>
<td>4 tanks</td>
<td>6350 cu.in.</td>
<td>130 psi</td>
<td></td>
</tr>
<tr>
<td>Fire suppression bottles</td>
<td>Type ABC powder</td>
<td>2</td>
<td>13 lbs (front) /30 lbs (back)</td>
<td>300 psi</td>
<td></td>
</tr>
<tr>
<td>Coolant (ECP, HV Batteries, HVAC)</td>
<td>Ethylene-glycol/H2O</td>
<td>2</td>
<td>20 gal</td>
<td>15 psi</td>
<td></td>
</tr>
<tr>
<td>A/C fluid</td>
<td>R407C</td>
<td></td>
<td>6350 g</td>
<td>250 psi</td>
<td></td>
</tr>
<tr>
<td>Flammable fluids/materials</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Diesel fuel (FF heater)</td>
<td>Diesel</td>
<td>1 tank</td>
<td>14 gal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) steering fluid</td>
<td>Castrol TransSynd</td>
<td>1 tank</td>
<td>1.1 gal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c) rear axle/front wheel bearing fluid</td>
<td>API GL-5/SAE J2360</td>
<td>2 tanks</td>
<td>5.5 gal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d) Interior materials</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In accordance with DOT/FMVSS 302</td>
</tr>
</tbody>
</table>

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5.1 High-Voltage battery information — General First Aid measures & environmental aspects

Under normal conditions of use, the battery does not present any risk of exposure to its content. However, unforeseen circumstances (e.g., a vehicle collision) may cause damage to one or more battery cells with uncontrolled increases in temperature and pressure (thermal runaway), which can lead to several possible hazards, as described below:

Exposure to high voltage (>60V):
- Avoid contact with HV cabling and components. ALWAYS assume the HV system is energized.
- Avoid contact with a damaged HV battery, a significant shock hazard may exist.
- NEVER cut orange HV cabling or penetrate HV components with tools.
- HV system shutdown procedures in Chapter 2 are designed to disable the vehicle’s HV system, not to discharge the HV battery. THE HV BATTERY WILL REMAIN ENERGIZED.
- Even with the HV batteries completely discharged (State of charge = 0), the system remains within the class B voltage definition and should therefore be disconnected as indicated in Chapter 2 "Immobilization”.
- Sparks, smoke, or bubbling noises coming from the HV battery are signs of a potentially overheating battery, which could result in a delayed fire.
- Follow local medical protocols and First Aid SOPs for any burn, electrical, or other injuries.

Exposure to electrolyte mixture:
- Wear appropriate PPE if exposure to electrolyte is expected. SCBA is highly recommended due to the possibility of severely irritating fumes.
- Any clothing or PPE that may have come into contact with electrolyte should be either decontaminated or discarded appropriately.

Inhalation in non-fire situations:
- If you detect leaking fluids, sparks, smoke, or bubbling noises coming from the HV battery, ventilate the vehicle by opening the windows to prevent the buildup of fumes.
- If electrolyte leaks and gets exposed to the air, electrolytic vapors may be released. Even in a non-fire situation, the electrolytic vapors may be toxic or at least severely irritating. If vapors are inhaled, immediately move to fresh air.

Safety measures for battery handling:
- The battery assembly cover should never be breached or removed under any circumstances, including fire. Doing so might result in severe electrical burns, shocks, or electrocution.

Harmful and/or flammable fumes:
- Contents of HV batteries should be considered corrosive, toxic and/or flammable
- If you detect unusual odors or experience eye, nose, throat, or skin irritation, use full PPE with SCBA.
- If you detect leaking fluids, sparks, smoke, or bubbling noises coming from the HV battery, ventilate the vehicle by opening doors and windows to prevent the buildup of fumes.
- Sparks, smoke, or bubbling noises coming from the HV battery are signs of a potentially overheating battery, which could result in a delayed fire.
Spill/leak hazards from HV batteries:

- HV Li-ion batteries are considered dry cell batteries, and if damaged or breached, electrolyte leakage should be minimal.
- The HV batteries of this vehicle are liquid cooled. If such batteries are damaged, coolant may leak. The coolant is a water/glycol/ethylene solution, similar to that of the conventional vehicle radiators and should not be confused with battery electrolyte.
- If damage is extensive, cross contamination with battery electrolyte is possible.
6. **In case of fire**

6.1 **General information**

This vehicle is equipped with a fire detection system and automatic shutdown. When excessive temperatures are detected in the powertrain or HVAC compartments, an automatic shutdown is initiated and will occur unless overridden by the operator.

An automatic shutdown will:

- Turn off high voltage, removing propulsion power and bringing the vehicle to a stop
- Keep low voltage turned on, and the power steering pump will continue to be energized and running

Low voltage can be turned off as indicated in Section 2B Emergency Immobilization Procedure.

In case of fire, use standard vehicle firefighting equipment and tactics in accordance with department standard operating procedures SOPs/SOGs.

Electric vehicles do not require special equipment for fire suppression and/or extinguishment.

6.2 **Battery fire situations**

- Establish a 20-foot radius “safety zone” around the vehicle.
- Use abundant amounts of water to extinguish a battery fire. Do not use ABC fire extinguishers to put out a battery fire.
- **DO NOT EXTINGUISH BATTERY FIRES WITH SMALL AMOUNTS OF WATER.** Establish an additional water source as battery fires can take up to 24-hours to burn out and several thousand gallons of water.
- Use a thermal imaging camera to ensure all heat sources are extinguished and prevent from risk of reignition.
- Standard firefighting practices can be applied to other portions of the vehicle to prevent the fire from spreading.
7. In case of submersion

- The HV system is isolated from the chassis and is designed to pose no shock hazard from touching the vehicle body.
- The system is designed not to energize surrounding water and is equipped with short-circuit fault detectors designed to shut down the HV system in the event of a short.
- On a submerged vehicle, avoid contact with HV components, cabling, or service disconnects.
- Follow standard departmental practices and procedures for patient access and vehicle removal from water.
8. **Towing / transportation / storage**

8.1 Vehicle removal information

- GILLIG recommends flat bedding a disabled bus.
- If towing is needed, flat towing from the front with a fixed tow bar is recommended.
- Towing with the front end raised should be a last resort. GILLIG does not recommend towing from the rear.
- For complete flat bedding and towing procedures, refer to the operator’s manual included in this vehicle
- **WARNING:** Remove the driveshaft or both axle shafts before towing the bus! Towing with the driveline rotating may create risks of FIRE in the High-Voltage electrical system.

8.2 Battery information

- In a post fire/crash situation or if damage to the batteries is observed or suspected, immediately notify the manufacturer indicated on the “Identification” tags in Chapter 1;
- Notify tow operators removing the vehicle of the need of trained personnel to inspect it and provide recommendations for storage and disposal.
- Due to the potential of delayed fire, do not store a severely damaged vehicle containing an HV Lithium-Ion battery in or within 150 feet of a structure or other vehicle.
- Should removal of the battery packs be needed, refer to the procedure specified in the vehicle operator’s manual included in this vehicle.
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10. Explanation of pictograms used

The text and images on the following pages have been copied from Annex B of ISO 17840-3:2019(E) Road vehicles – Information for first and second responders – Parts 3: Emergency response guide template.
ISO 17840-3:2019(E)

Annex B (normative)

Pictograms for use in ISO 17840

Components/functions/actions that shall be considered during the rescue procedure are represented by dedicated pictograms. The pictograms are used:

— to indicate the location of the respective components/functions in the vehicle, in conjunction with the rescue sheet illustration (for details, see ISO 17840-1 and ISO 17840-2);

— to communicate a specific function or danger, for use under the rescue sheet additional pages headings and ERG headings;

— to communicate the recognition of propulsion type; and

— to indicate the extinguish measures.

Level of importance:

— 1 = Crucial information for the rescue operations, as applicable to the vehicle type/model; and

— 2 = Optional information, to further assist the rescue procedures.

Tables B.1 to B.8 list the pictograms for the components and functions to be considered.

NOTE Where applicable, the pictograms are shown both with and without the corner marks for the basic symbol pattern according to IEC 60416-1.

Table B.1 — Pictograms concerning recognition

<table>
<thead>
<tr>
<th>Pictogram</th>
<th>Designation and remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Pictogram Example" /></td>
<td>Examples of propulsion type recognition Reference: ISO 17840-4 Level of importance: 1 To be used in/on: — Rescue sheet illustration; — ERG under heading 1. NOTE: Pictogram examples for fuel cell and hybrid electric Diesel propulsion are shown. See ISO 17840-4 for principles and other propulsion pictograms.</td>
</tr>
</tbody>
</table>
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**ISO 17840-3:2019(E)**

<table>
<thead>
<tr>
<th>Pictogram</th>
<th>Title/meaning/referent</th>
<th>Function/description</th>
<th>Level of importance</th>
<th>Colours</th>
<th>Reference</th>
<th>To be used in/on</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Pictogram" /></td>
<td>Remove smart key/starter key.</td>
<td>To indicate that the smart key should be removed from the vehicle to prevent accidental starting of the vehicle. A safe distance may optionally be indicated.</td>
<td>1</td>
<td>Black, White</td>
<td>Application of ISO 7000-2849; Application of ISO 7000-2017.</td>
<td>ERG under heading 3.</td>
</tr>
</tbody>
</table>

| ![Pictogram](image2) | Air intake | To identify the air intake where CO2 can be blown to stop the engine. | 1 | Black | ISO 7000-1604 | ERG under heading 3. |

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<tr>
<th>Pictogram</th>
<th>Designation and remarks</th>
</tr>
</thead>
</table>
| ![Pictogram](image1) | **Title/ Meaning/ Referent:** Carbon structure  
**Function/ description:** To indicate that carbon is used in the chassis structure.  
To inform about risks of inhalation, appropriate PPE is needed.  
**Level of importance:** 1  
**Colours:**  
— Black  
— White  
**Reference:** —  
**To be used in/on:**  
— Rescue sheet secondary pages under heading 5;  
— BRG under heading 5. |
| ![Pictogram](image2) | **Title/ Meaning/ Referent:** Left hand drive  
**Function/ description:** To identify a left-hand drive vehicle.  
**Level of importance:** 1  
**Colours:**  
— Blue, RGB: 79,129,189  
— Black  
— White  
**Reference:** ISO 17840-1  
**To be used in/on:**  
— Rescue sheet illustration.  
**Remarks:**  
For use in the header of the rescue sheet.  
The colour can be adjusted to contrast with the background of the header. |
| ![Pictogram](image3) | **Title/ Meaning/ Referent:** Right hand drive  
**Function/ description:** To identify a right-hand drive vehicle.  
**Level of importance:** 1  
**Colours:**  
— Blue, RGB: 79,129,189  
— Black  
— White  
**Reference:** ISO 17840-1  
**To be used in/on:**  
— Rescue sheet illustration.  
**Remarks:**  
For use in the header of the rescue sheet.  
The colour can be adjusted to contrast with the background of the header. |
Table B.6 (continued)

<table>
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<tr>
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</table>

**Title/meaning/Referent:** Battery, low-voltage
**Function/description:** To identify a low voltage battery.
**Level of importance:** 1
**Colours:**
- Yellow, RGB: 255,255,0
- Black
**Reference:** ISO 17840-1
**To be used in/on:**
- Rescue sheet illustration;
- Rescue sheet secondary pages under heading 5;
- ERG under heading 5.
**Remarks:** For class A voltage application.
It shall be accompanied with the technology of the battery (e.g. Li-ion or Ni-MH) if different from a conventional battery type.

**Title/meaning/Referent:** Ultra-capacitor, low-voltage
**Function/description:** To identify a low voltage ultra-capacitor.
**Level of importance:** 1
**Colours:**
- Yellow, RGB: 255,255,0
- Black
**Reference:** ISO 17840-1
**To be used in/on:**
- Rescue sheet illustration;
- Rescue sheet secondary pages under heading 5;
- ERG under heading 5.
**Remarks:** For class A voltage application.

**Title/meaning/Referent:** Solar Panel
**Function/description:** To identify a solar panel.
**Level of importance:** 1
**Colours:**
- Yellow, RGB: 255,255,50
- Black
**Reference:**
**To be used in/on:**
- Rescue sheet illustration;
- Rescue sheet secondary pages;
- ERG under heading 3.
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### ISO 17840-3:2019(E)

#### Table B.6 (continued)

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<tr>
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</tr>
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</table>
| ![Pictogram](image) | **Title/meaning/referent**: Fuel cell component.  
**Function/description**: To indicate a fuel cell component.  
**Level of importance**: 1  
**Colours**:  
- Orange, RGB: 255,165,0  
- Light blue, RGB: 0,176,240  
- Black  
**Reference**: —  
**To be used in/On**:  
- Rescue sheet illustration;  
- Rescue sheet secondary pages under heading 5;  
- ERG under heading 5.  
**Remarks**:  
Pictogram can be adjusted to represent the actual size and form. |

| ![Pictogram](image) | **Title/meaning/referent**: High voltage ultra-capacitor.  
**Function/description**: To indicate an ultra-capacitor pack.  
**Level of importance**: 1  
**Colours**:  
- Orange, RGB: 255,165,0  
- Black  
**Reference**: ISO 17840-1  
**To be used in/On**:  
- Rescue sheet illustration;  
- Rescue sheet secondary pages under heading 3;  
- ERG under heading 3.  
**Remarks**:  
For class B voltage application. |
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| ![Pictogram](image1) | **Title/meaning/referent:** Direction gas overpressure safety valve (e.g. LPG) in vehicle  
**Function/description:** To indicate the direction gas overpressure valve on the illustrated by using a defined colour.  
**Level of importance:** 1  
**Colours:**  
- Green, RGB: 0,176,80  
- Black  
**Reference:**  
- ISO 17840-1;  
- Application of ISO 7600-0234;  
- Application of ISO 7600-0251.  
**To be used in/on:**  
- Rescue sheet illustration. |
| ![Pictogram](image2) | **Title/meaning/referent:** Direction hydrogen overpressure safety valve in vehicle  
**Function/description:** To indicate the direction of the hydrogen overpressure safety valve on an illustration by using a defined colour.  
**Level of importance:** 1  
**Colours:**  
- Light blue, RGB: 0,176,240  
- Black  
**Reference:**  
- ISO 17840-1;  
- Application of ISO 7600-1852.  
**To be used in/on:**  
- Rescue sheet illustration |
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ISO 17840-3:2019(E)

Table B.7 (continued)

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| ![Pictogram](image1) | **Title/ Meaning/ Referent:** Use dry foam to extinguish the fire  
**Function/ description:** To indicate that dry foam shall be used to extinguish the fire.  
System in which a foam concentrate and air are continuously added under pressure to the water being discharged from a fire-fighting pump (CAFS).  
Dry foam operation is defined by a nominal foam solution/air volume ratio greater than 1:10, being mixed in the CAFS.  
**Level of importance:** 1  
**Colours:**  
- Blue, RGB: 0,83,135  
- White  
**Reference:** Application of ISO 7000-3309  
**To be used in/on:**  
- Rescue sheet secondary pages under heading 6  
- ERG under heading 6. |
| ![Pictogram](image2) | **Title/ Meaning/ Referent:** Use ABC powder to extinguish the fire  
**Function/ description:** To indicate that ABC powder shall be used to extinguish the fire.  
**Level of importance:** 1  
**Colours:**  
- Blue RGB: 0,83,135  
- White  
**Reference:**  
- ISO 7202;  
- Application of ISO 7000-2820;  
- Application of ISO 7000-3309.  
**To be used in/on:**  
- Rescue sheet secondary pages under heading 6  
- ERG under heading 6. |
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