



## EVSR SAFETY QUICK REFERENCE GUIDE

**This Guide and the complete EVSR High Voltage Safety and First Responder Information Guide are available at: <http://evsr.net/> and may also be requested by calling 570-682-9666**

- EVSR is a race car which carries no liquid fuel and has higher battery current and voltage than a conventional gasoline-only powered car.
- EVSR can be treated much in the same way as any other race car by corner workers. Just as you would not touch a hot engine or exhaust- do not touch any of the large orange wires or components they attach to on the EVSR. Avoid contact with the orange box in the rear of the car as this contains all the high voltage switching mechanisms.
- The high voltage battery packs sit to the left and right of the driver at the outside center of the car and should never require the attention of a worker. In the event of a severe crash in which the containment structure may be compromised, avoid contact with the cells within.
- EVSR does carry a small amount of conventional coolant for the computers which never reaches boiling temperatures as well as cold distilled water for the motor cooling. The rear mounted differential contains gear oil, and the brake system uses conventional brake fluid.
- EVSR is equipped with a Low Voltage Master Kill Switch which under normal circumstances will kill both the LV (12v) systems and will turn off the High Voltage (HV) systems through a relay that will be disconnected. LV power is indicated by the green lights on either side of the main hoop. **TURN THIS MASTER KILL SWITCH OFF BEFORE ASSISTING DRIVER, MOVING CAR, ETC.**
- If you cannot reach the Master Kill Switch, turning off the red capped power switch on the instrument panel will also shut down the power in the EVSR.
- There is also a HV master kill switch just below the LV Master Kill Switch that is used as a service disconnect for the main battery pack. In the event of a crash or serious incident this switch should also be turned off by turning counter-clockwise or by pulling the driver pull in the cockpit to the right of the dashboard.
- In the event of a serious collision that impacts and shorts the high voltage system (HV), there is a master fuse which will quickly blow and shut the high voltage power off. The LV (12v) power is also fused.
- In the event of a fire, there is no increased hazard as compared to a gas powered car and the priority is to turn off the master switch and extract the driver. Standard extinguishers are safe to use on the car as well as water. These may be introduced directly onto the batteries by placing the water or extinguisher into the NACA ducts on the top of the bodywork on both sides of the driver's compartment.
- EVSR may be towed by the roll bar. Additionally, EVSR has tow/tie-down hooks on the front suspension, just inboard of the wheels on the lower control arm, and at the center in the rear of the chassis.
- Please refer to the EVSR First Responder Safety Manual for a complete comprehensive guide to safety with the EVSR. We advise all track workers to become familiar with this information as Electric Race Cars are here to stay.