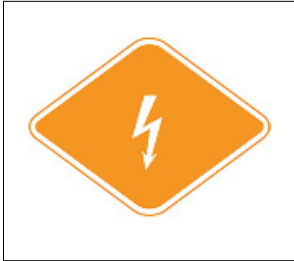


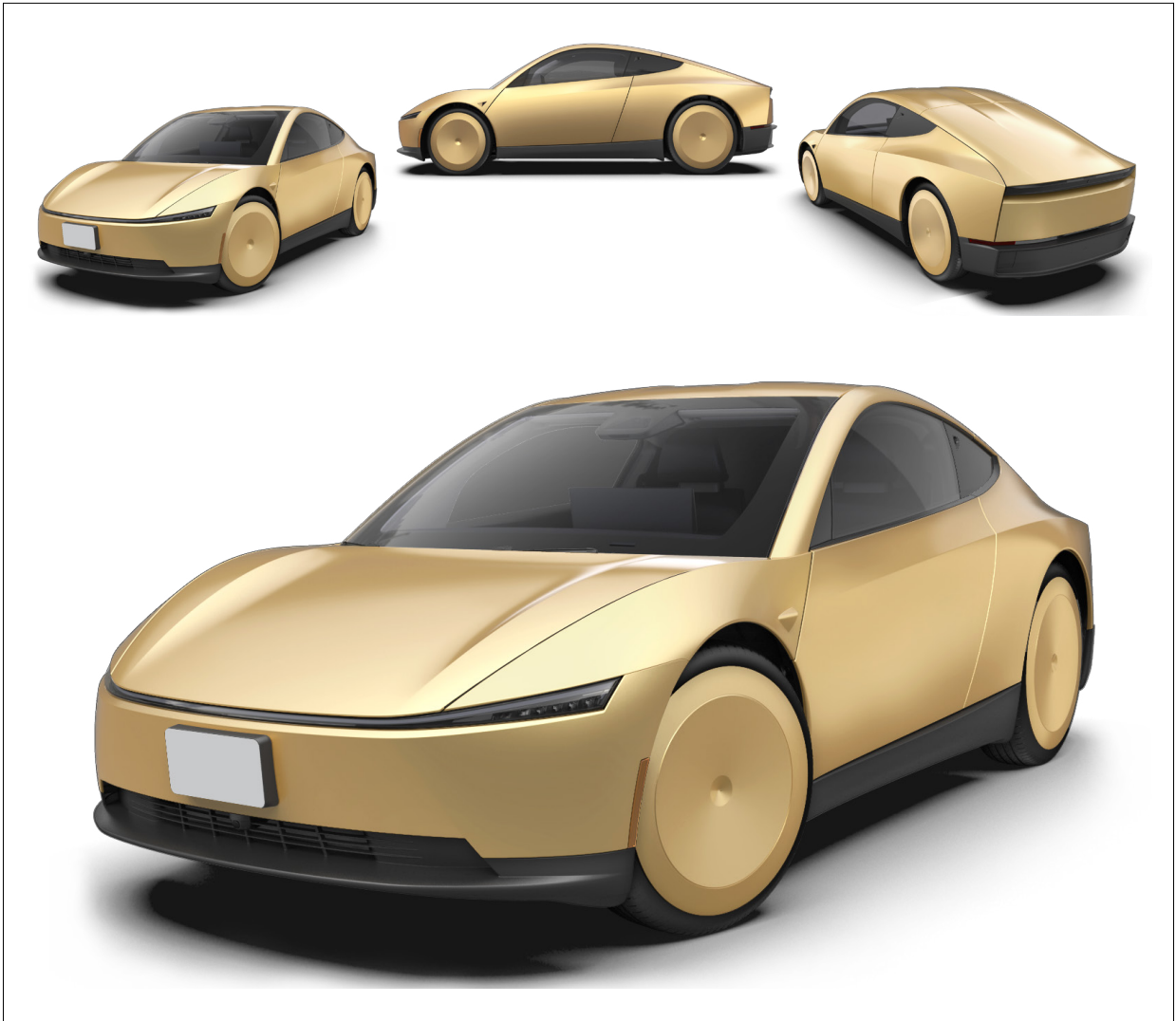


INFORMATION FOR FIRST AND SECOND RESPONDERS

EMERGENCY RESPONSE GUIDE



**TESLA
CYBERCAB 2026+
ELECTRIC**



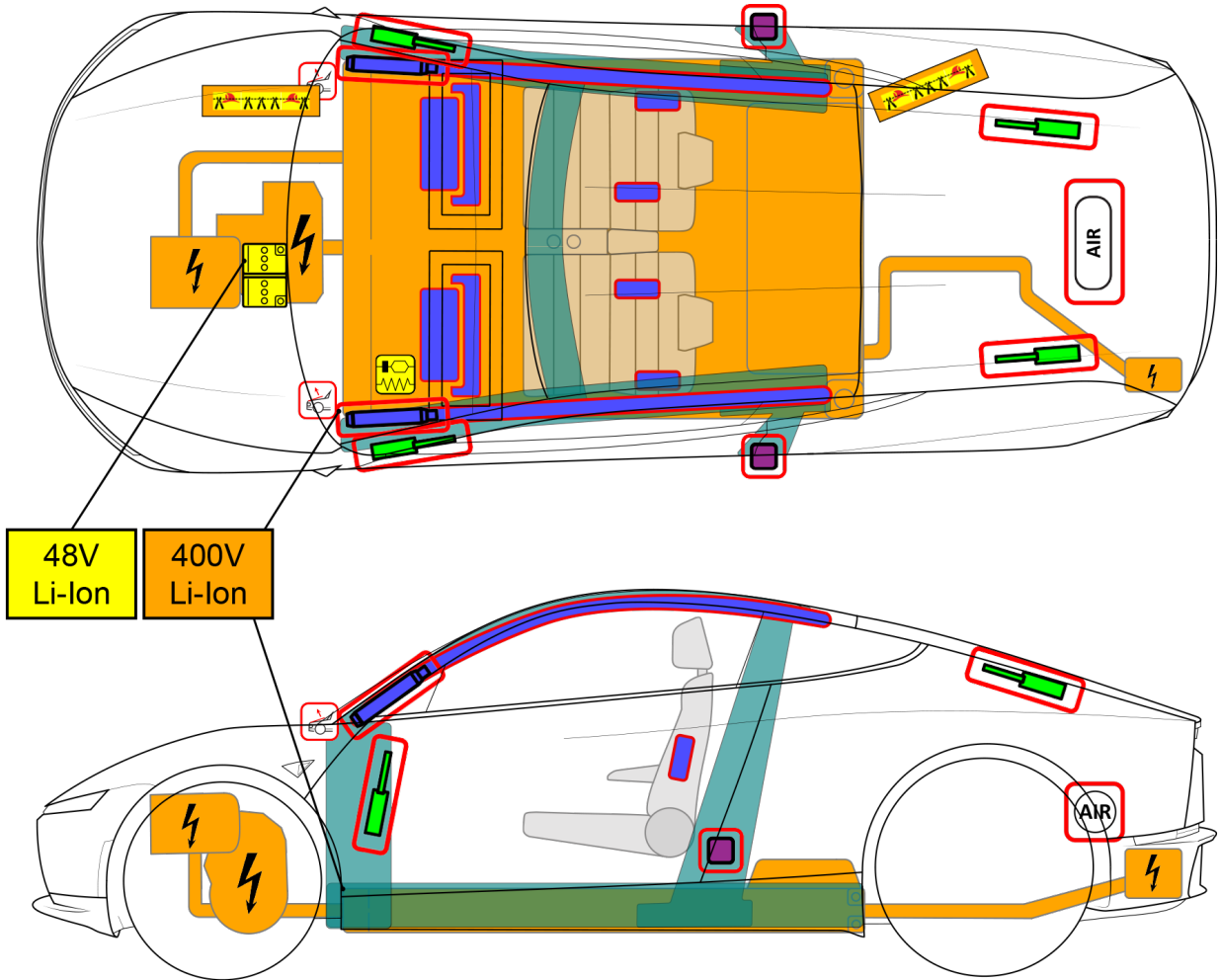
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TESLA CYBERCAB

From 2026—Present
2 doors / 2 seats / coupe



48V Li-Ion 400V Li-Ion

NOTE: Not all features may be present.

	Airbag		SRS control unit		Stored gas inflator		Seat belt pre-tensioner		Gas strut / Preloaded spring
	Battery low voltage		Battery pack, high-voltage		High voltage power cable		Cable cut		High strength zone
	Pedestrian protection active system		High voltage component						

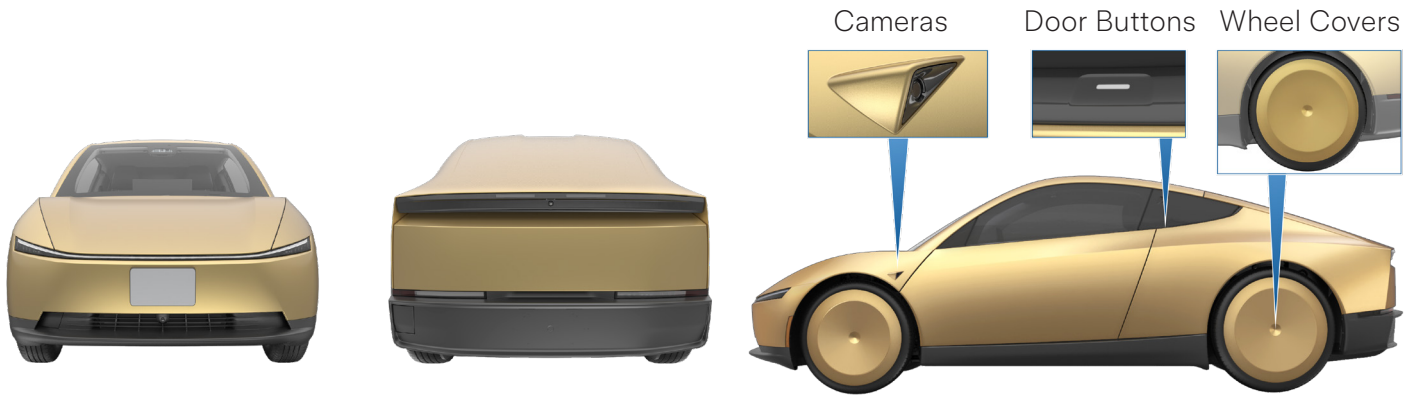
1. Identification / recognition



WARNING QUIET MOVEMENT OR INSTANT RESTART CAPABILITY EXISTS UNTIL VEHICLE IS FULLY SHUT DOWN.

Form Factor, Wheel Covers, Light Bars

Cybercab can be identified by the distinct light bars, unique form factor, large wheel covers, and distinct gold coloration. The doors are opened by a button on the B-pillar. Cybercab has cameras on the front fender. There are no side mirrors. Cybercabs in service with Robotaxi have the Cybercab wordmark on the sides and trunk lid of the vehicle.



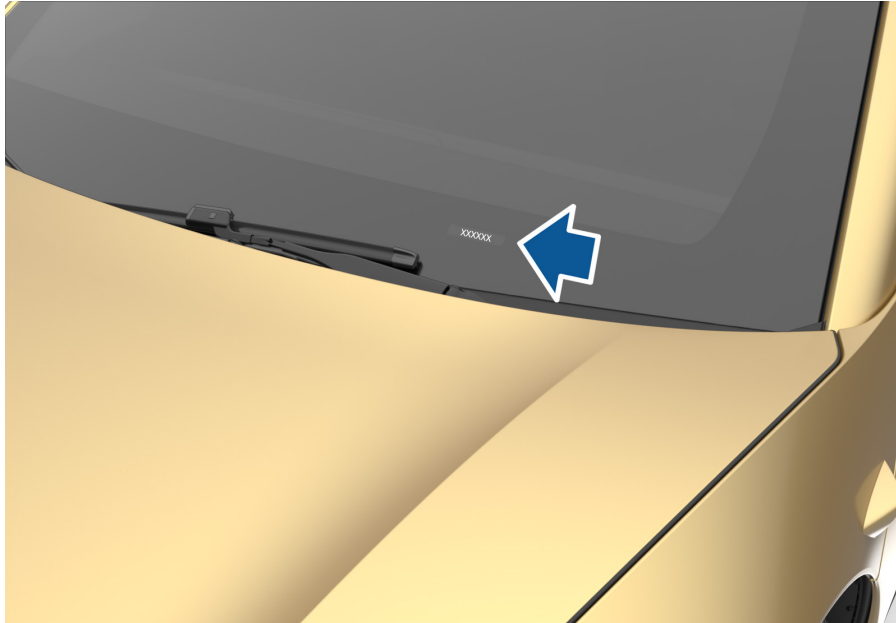
Cybercabs in service with Robotaxi have the Cybercab wordmark on the sides and trunk lid of the vehicle.



Vehicle Identification Number (VIN)

Cybercab can be identified by its VIN. Locate the stamped plate on the top of the dashboard by looking through the "driver's" side of the windshield.

You can also call Tesla Robotaxi First Responder Support at (512) 276-5391 to request the VIN. For more information about requesting the VIN, see the Robotaxi First Responder Interaction Plan at <https://www.tesla.com/firstresponders/robotaxi>.



Vehicle Certification Label

The vehicle certification label, which includes the VIN, can be found on the "driver's" side door pillar.



Touchscreen and Cabin

Cybercab is an SAE level 4, two-seat autonomous vehicle and is not typically equipped with a steering wheel or acceleration and brake pedals. For more information about Cybercab autonomy, see the Robotaxi First Responder Interaction Plan at <https://www.tesla.com/firstresponders/robotaxi>.

Cybercab can also be identified by the large touchscreen mounted in a “landscape” orientation in the center of the vehicle. There is no glove box.

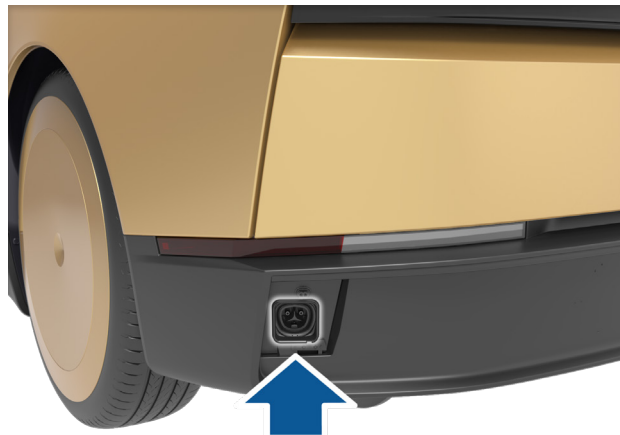


After a collision or if vehicle airbags have deployed, low voltage power may not be available and the touchscreen will not be operational. Trying to support low voltage power on a vehicle that has been in a collision or incident could lead to a possible electrical fire. Tesla does not recommend attempting to reconnect low voltage power after an accident.

Charge Port

The charge port for Cybercab is situated on the rear bumper of the vehicle, below the trunk. Push the top of the charge port cap to open.

If Cybercab is charging and the charger cannot be removed, see “Disabling a Charging Vehicle” in Chapter 3: Disable direct hazards / safety regulations.



2. Immobilization / stabilization / lifting

IMMOBILIZATION

1. Request vehicle immobilization

Contact Tesla Robotaxi First Responder Support at (512) 276-5391 and request immobilization of the vehicle. If the two-way communication system is active, you can speak directly through the two-way speakers on the B-pillars of Cybercab.

For more information, see the First Responder Interaction Plan at <https://www.tesla.com/fir-stresponders/robotaxi> or contact Tesla at RobotaxiFirstResponderSafety@tesla.com.

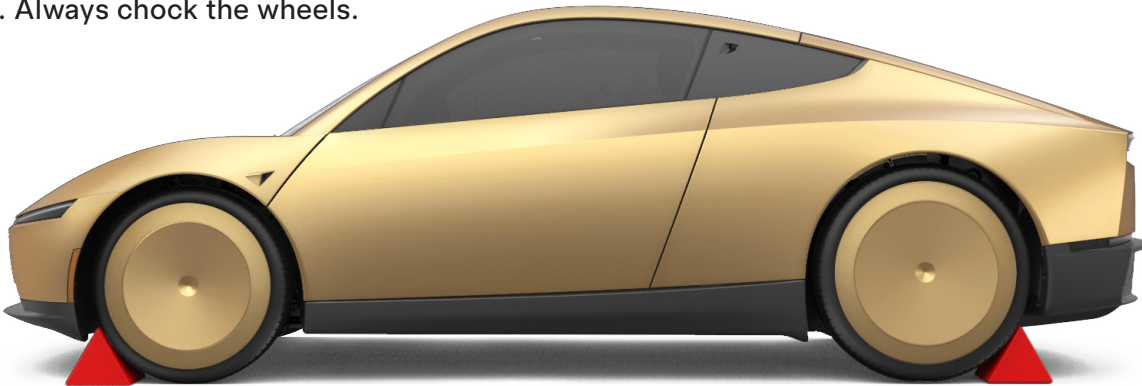
2. Cage the vehicle

Cage the vehicle in front, behind, and to the sides. The cage must be visible to the vehicle cameras. If you cannot reach Tesla Robotaxi First Responder Support, cage the vehicle first before attempting to interact directly with the vehicle.

For more information about caging, contact Tesla at RobotaxiFirstResponderSafety@tesla.com

3. Chock wheels

Cybercab moves quietly, so never assume it is powered off. Never assume that Cybercab will not move. Always chock the wheels.



4. Disable movement of the vehicle

You can disable further movement of the vehicle by performing a disengagement method. Cybercab is designed to disengage autonomous movement and park when:

- A seat belt becomes unbuckled (if there's a passenger).
- A cabin door opens and remains open.

Tesla recommends that you block the cabin door from closing or keep the door open after you disable movement of the vehicle to keep the vehicle from re-engaging autonomous activity.



WARNING Wait for a Tesla representative to confirm that autonomous activity has been disabled before attempting significant interaction with the vehicle.



NOTE Cut the First Responder Loop if necessary to completely disable the vehicle.



WARNING If the doors or the area around the door struts of Cybercab are damaged, the door becomes very heavy and the preloaded springs for the doors can pop out when the door opens. Approach from the other door if possible. There is a lower chance of the springs popping out if you do not fully open the door. Wear appropriate PPE.

STABILIZATION / LIFTING POINTS

The high voltage battery is located under the vehicle cabin. A large section of the undercarriage houses the high voltage battery. When lifting or stabilizing Cybercab, only use the designated lift areas, as shown in green.



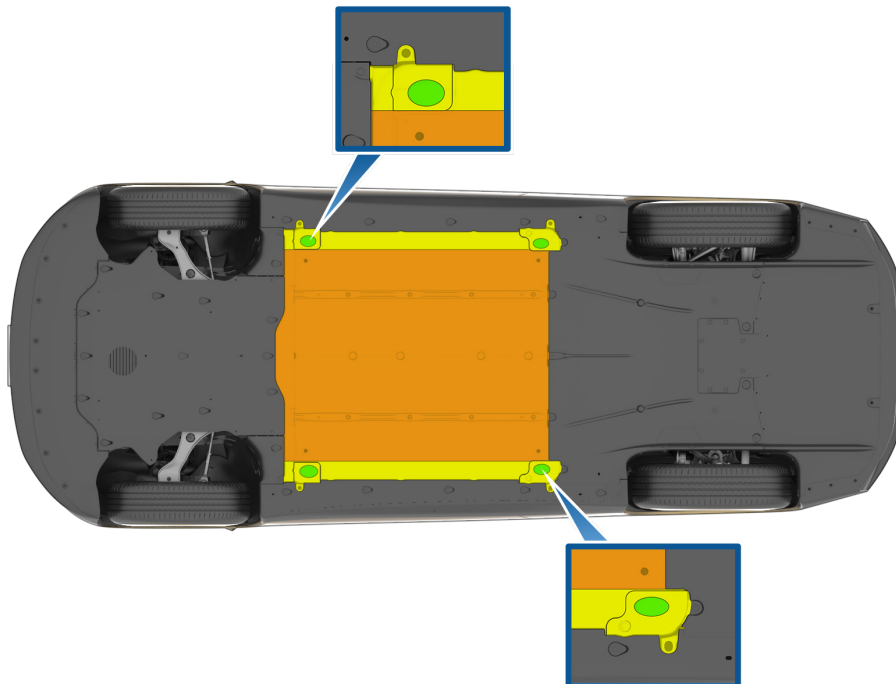
WARNING Be careful to not damage the battery pack while stabilizing / lifting the vehicle.






WARNING The vehicle should be lifted or manipulated only if first responders are appropriately trained and are familiar with the vehicle's lifting points. Use caution to ensure you never come into contact with the high voltage battery or other high voltage components while lifting or manipulating the vehicle.



WARNING DO NOT USE THE HIGH VOLTAGE BATTERY TO LIFT OR STABILIZE CYBER-CAB.



	Appropriate lift areas
	Safe stabilization points for a Cybercab resting on its side
	High voltage battery (do not lift or stabilize)

3. Disable direct hazards / safety regulations

ACCESS

1. Open the hood (see Chapter 4: Access to the Occupants).

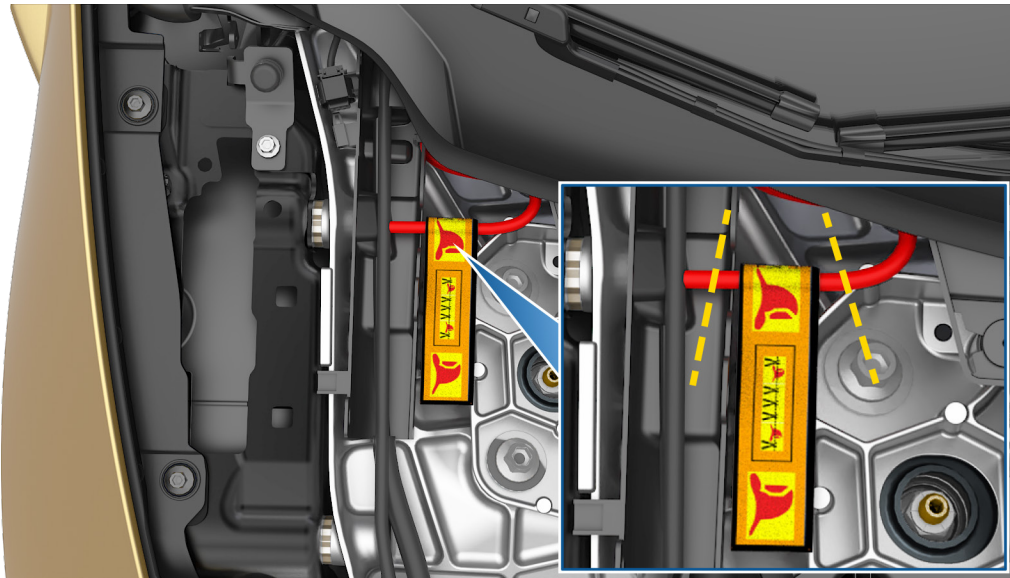


NOTE: Cybercab is not equipped with a prop rod for the hood. Consider using a tool to prop open the hood while performing disabling procedures.



MAIN DISABLING METHOD

1. Double cut the First Responder Loop and then remove the cut section.

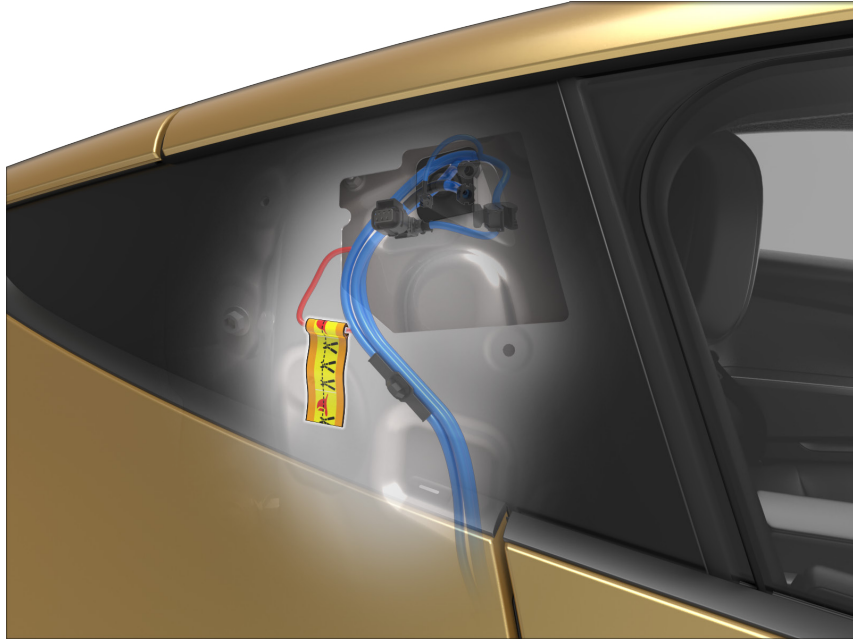


WARNING Not every high voltage component is labeled. Always wear appropriate PPE. Always double cut the first responder loop. Do not attempt to open the High Voltage (HV) battery.



ALTERNATIVE DISABLING METHOD

The secondary First Responder Loop is situated behind two steel panels and can be difficult to access from the exterior of the vehicle. If cutting from the exterior is not feasible, you can instead attempt to cut from the interior of the vehicle.



When cutting from the exterior:

1. Break the plastic B-pillar applique.
2. Pry off the panel beneath containing the B-pillar sensor and camera.
3. The First Responder Loop is situated behind two metal panels.
4. Double cut the First Responder Loop and remove the cut section.

When cutting from the interior:

1. Access the vehicle cabin.
2. On the "passenger" side, cut into the trim behind the B-pillar to expose the First Responder Loop.
3. Double cut the First Responder Loop and remove the cut section.

COMPLETE DE-POWER

A complete de-power of the vehicle cuts power to the low voltage system and high voltage systems. A de-power disables all electrical systems, as well as basic vehicle functionality such as moving seats and interacting with the touchscreen. Note also that cutting the cables of the low voltage battery alone doesn't necessarily disable the low voltage system due to system redundancies. You must cut the First Responder Loop as well to ensure that the vehicle is de-powered.

1. Access the First Responder Loop under the hood or behind the quarter side B-pillar panel.
2. Double cut the First Responder Loop and then remove the cut section.
3. Double cut the negative cable to the low voltage battery (black with yellow stripe).
4. Wait 2 minutes for the vehicle to finish de-powering.



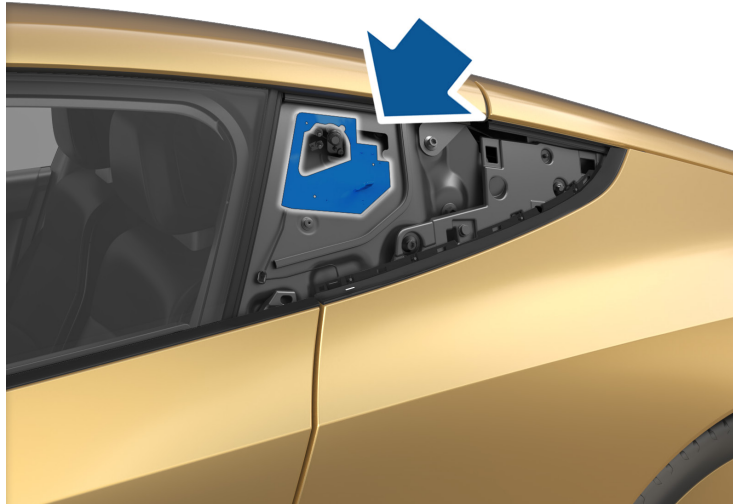
WARNING Regardless of the disabling procedure you use, ALWAYS ASSUME THAT ALL HIGH VOLTAGE COMPONENTS ARE ENERGIZED! Cutting, crushing, or touching high voltage components can result in serious injury or death.



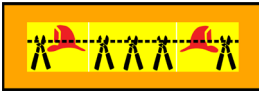
WARNING When using the high voltage shut down methods recommended by this document, high voltage power is isolated to the battery. The high voltage battery is always energized.



NOTE Cutting low voltage power also cuts power to external microphones and speakers. If you are in contact with Tesla Robotaxi First Responder Support through the two-way communication system, you will need an alternative method of speaking with the Tesla First Responder Liaison.



"Driver" side exterior microphone. Passenger side microphone is similarly situated.



First Responder Loop Cable Cut

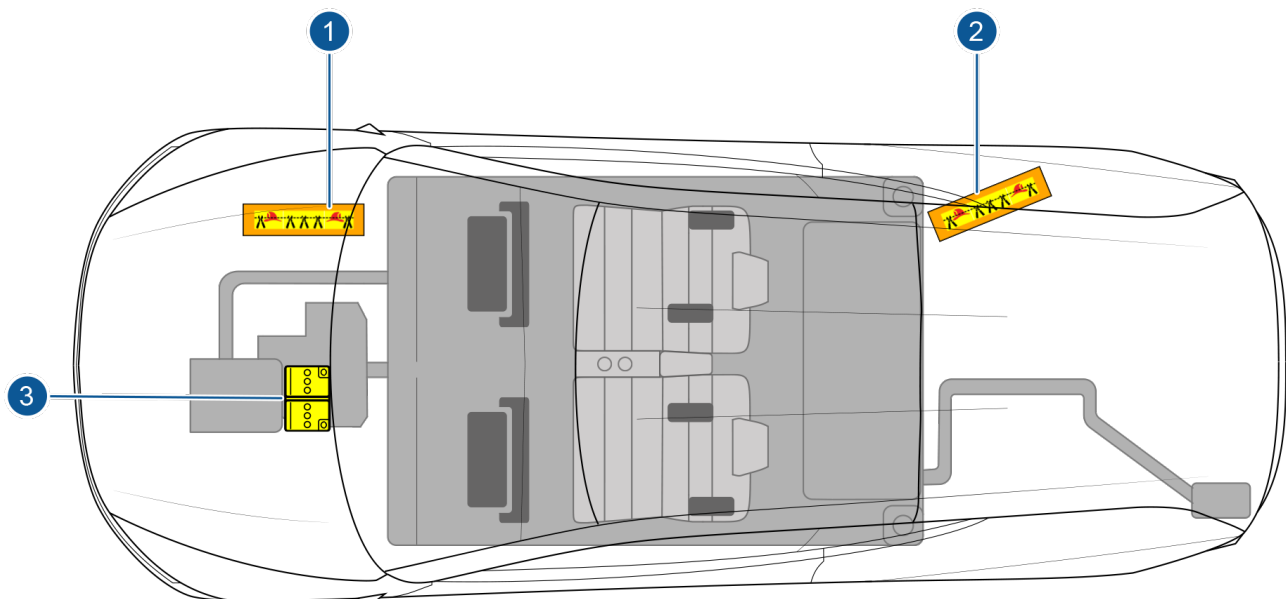
When cut, the First Responder Loop disables low voltage power going to the airbag circuit. Cutting of the First Responder Loop also removes low voltage power going to the high voltage contactors inside the high voltage battery pack, setting the high voltage contactors to "off," or "open." Cutting the low voltage battery cable may not disable all of the low voltage system, and it could disable the use of vehicle immobilization controls, touchscreen, and other features.

The primary First Responder Loop is located under the hood on the "passenger"-side of the vehicle. There is a secondary First Responder Loop behind the right-passenger seat, behind the interior trim.

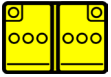
The high voltage contactors disconnect the High Voltage Battery from the rest of the high voltage components, like a light switch. When "open" or in the "off" position, high voltage is present only in the battery pack. When "closed" or in the "on" position, battery pack voltage is connected to the other high voltage components. On Cybercab vehicles, those high voltage components include the drive unit, the air conditioning compressor, and the charge port. When you cut the First Responder Loop, the high voltage contactors open to isolate the high voltage to the battery pack.

When the vehicle has been in an accident and the First Responder Loop has been cut, always treat the pack and the high voltage components as if they are live, because the pack will still have stored energy within the cells and it is not known if other high voltage components have been damaged. Treat every orange cable and battery pack as if there is high voltage in them. Never cut an orange high voltage cable or cut into the battery pack.

There is no way to instantaneously discharge the energy that is inside of the battery pack when a vehicle is in an accident. There is stored energy in battery cells. Caution must be used to not damage the battery pack in the case of vehicle extrication operations.



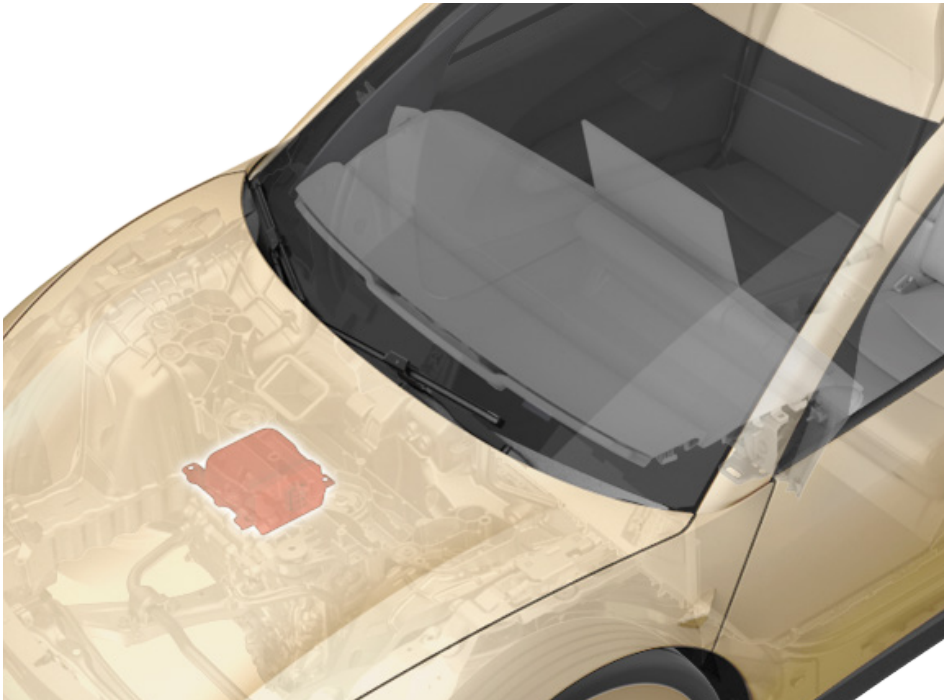
1. Primary First Responder Cut Loop
2. Secondary First Responder Cut Loop
3. 48V Low Voltage Battery



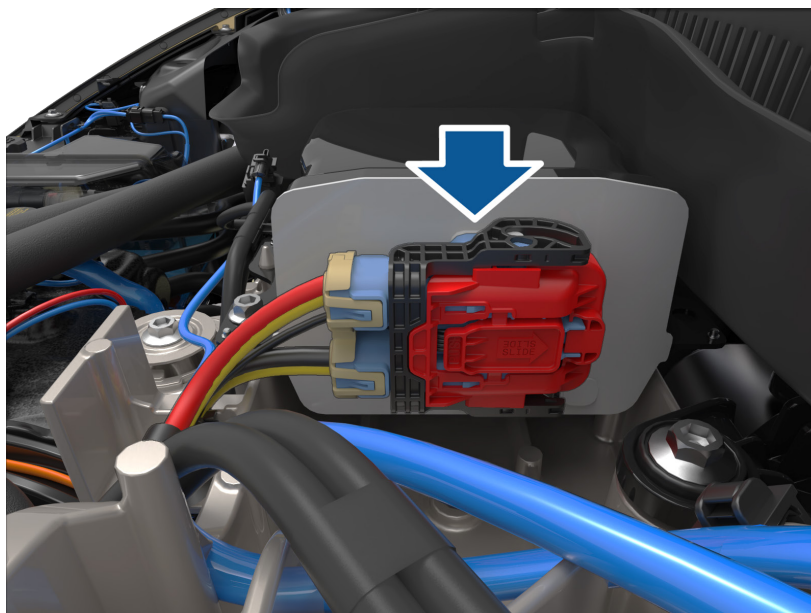
Access to Low Voltage Battery

When the vehicle's hood is opened, the 48V low voltage battery is accessible next to the windshield. When necessary, the negative battery cable should be double cut to open the low voltage battery circuit. Care should always be taken to not cut both the positive and negative battery cables at the same time when double cutting the negative battery cable. Cutting both cables simultaneously can short circuit the low voltage battery. Wait 60 seconds for the low voltage system to discharge.

Cybercab must be parked for this method to disable low voltage power.



The low voltage battery. Note the black negative cable with a yellow stripe.



Disabling a Charging Vehicle

Before attempting to disable the vehicle, unplug the charging cable. If you are in contact with Tesla Robotaxi First Responder Support, request that they unlock the charge port before attempting to unplug. You can also hold down the button on the charging cable of Tesla chargers if the car is unlocked to unplug the cable.

If the car cannot be unplugged due to a damaged or locked charging cable, turn off power to the charging station. Then, proceed with disabling procedures by double cutting the First Responder Loop.

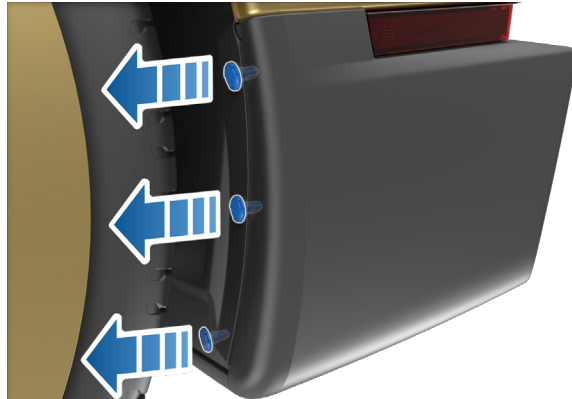


WARNING Do not cut the charging cable while the charging station has power. Cutting the charging cable while there is still power can start an electrical fire or cause severe injury.

Manually Release Charging Cable

If you cannot unplug the charging cable and cannot disable the charging station, you can attempt to manually release the charging cable instead of cutting it.

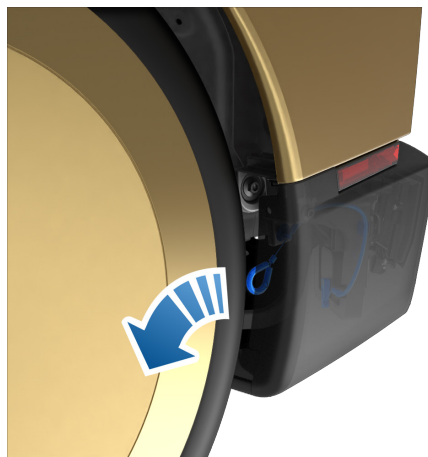
1. Remove the three clips in the rear "driver" wheel liner.



2. Pull off the wheel liner.



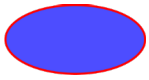
3. Pull the charge port release cable out and downwards to unlatch the charger cable.



4. Pull the charger cable from the charge port.



WARNING Do not pull the release cable while simultaneously attempting to remove the charge cable from the charge port. Always pull the release cable before attempting to remove the charge cable. Failure to follow these instructions can result in electric shock and serious injury.



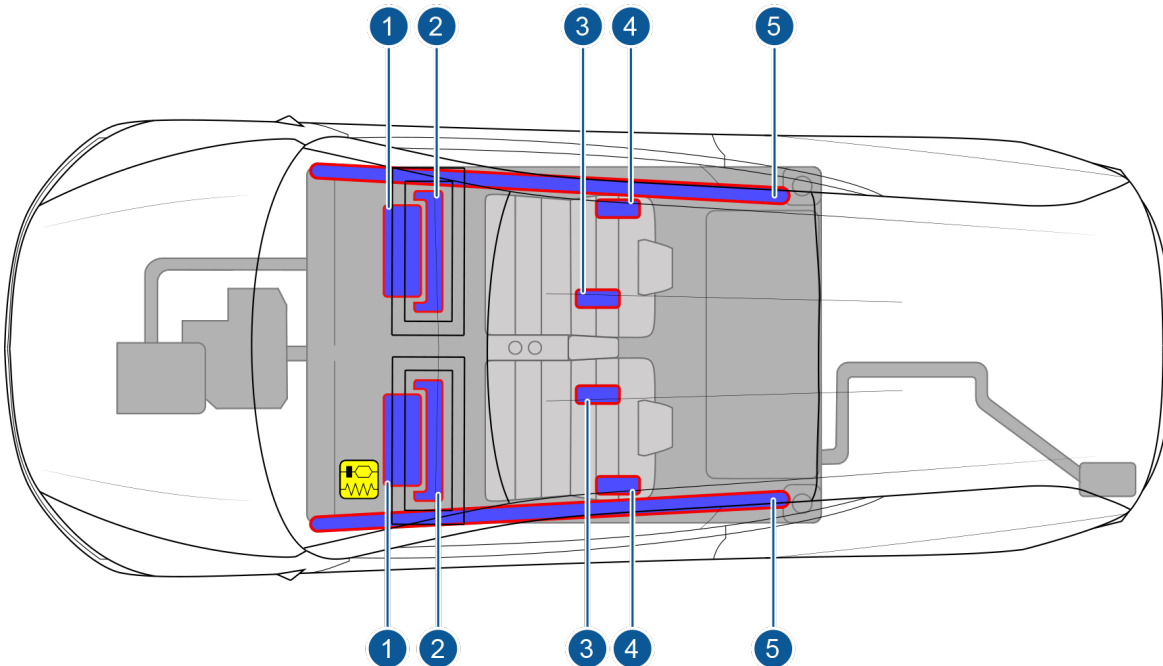
Airbags

Airbags are located in the approximate areas shown. Airbag warning information is printed on the sun visors.

When the airbags have been deployed by the Restraint Control Module (RCM), the pyrotechnic fuse that deactivates the vehicle's high voltage system will be simultaneously triggered.

Cybercab is designed to deactivate high voltage in all components and cables outside of the high voltage battery when an airbag is deployed. Care must be taken as to not cut any orange high voltage cables or try to gain access into the battery pack. Even though the high voltage system has shut down due to the airbags being deployed, it must always be assumed that there may be high voltage present in the high voltage cables and components. The battery cells within the battery pack will have stored energy and should not be compromised with rescue tools.

The First Responder Loop should be cut in order to open the low voltage circuit that provides power to the airbags. See the First Responder Loop section for more details.



1. Front airbags
2. Knee airbags
3. Inner seat-mounted side airbags
4. Outer seat-mounted side airbags
5. Curtain airbags

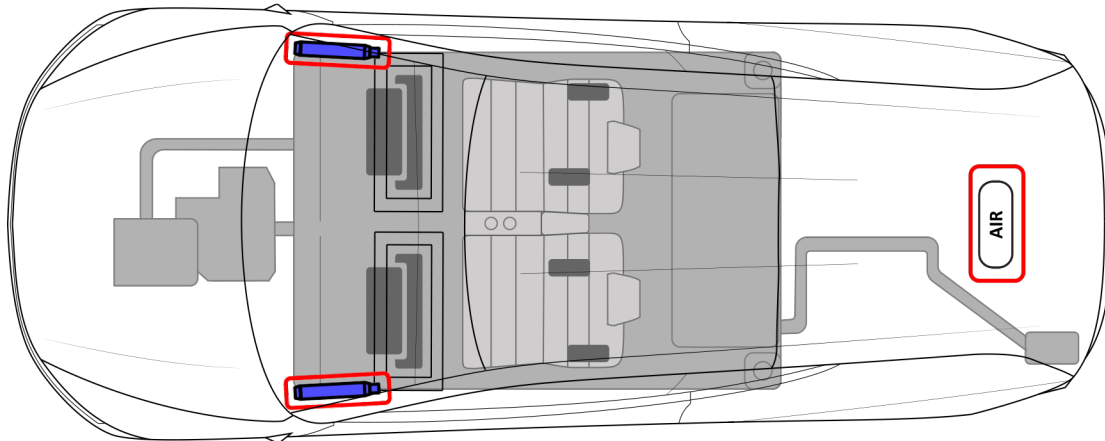


WARNING The RCM also has an internal energy reserve which allows it to remain powered for approximately 10 seconds after both high voltage and low voltage power are disconnected. Do not touch the RCM within this 10 second time frame.



Stored Gas Inflators

The stored gas inflators, outlined in red, are located near the roof and toward the front of the vehicle. There is an additional pressurized air canister located between the rear wheels. Pressurized air hoses connected to the air canister are distributed throughout the vehicle.



WARNING Rescuers should never cut or crush inflation cylinders. Cutting or compressing cylinders causes catastrophic failure, leading to injury or death.

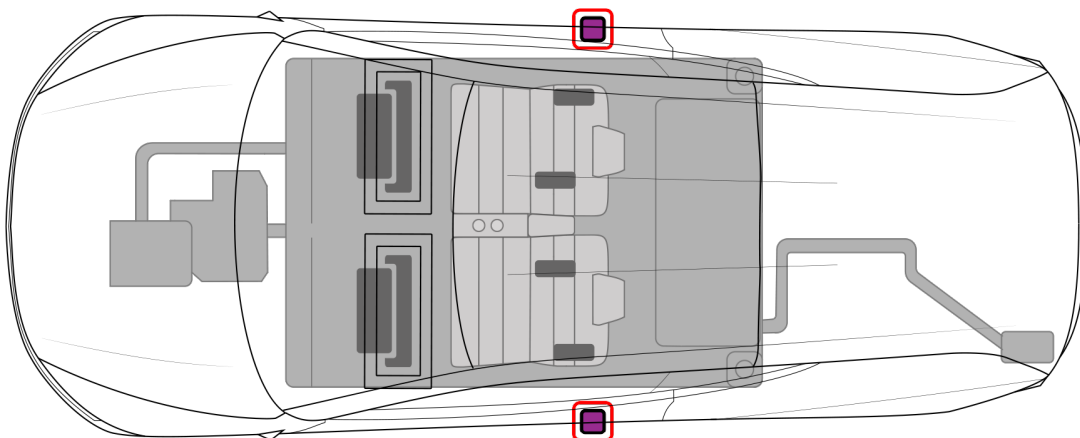


WARNING The RCM has a backup power supply with a discharge time of approximately 10 seconds. Do not touch the RCM within 10 seconds of an airbag or pre-tensioner deployment.



Seat Belt Pre-Tensioners

The seat belt pre-tensioners, outlined in red, are located at the bottom of the B-pillars. In addition to the traditional seat belt pre-tensioners, Cybercab has motorized seat belt links that can automatically tighten to reduce slack when buckled or in anticipation of a crash.



WARNING Electrical and mechanical releases may be compromised after a collision.





Active Hood

The Active Hood pedestrian protection system is a safety feature that can detect an impact with a pedestrian while the vehicle is moving between approximately 15 and 32 mph (25 and 52 km/hr). When triggered, pyrotechnic actuators raise the rear portion of the hood to increase the space between the hood and the components beneath it.

Cybercab is equipped with Active Hood. The pyrotechnic actuators are located under the hood towards the base of the windshield.

NOTE: The pyrotechnic actuators can also deploy when colliding with an animal, vehicle or other object.



WARNING Rescuers should never cut or crush the pyrotechnic actuators. Cutting or compressing actuators can cause catastrophic failure, leading to injury or death.

4. Access to the occupants

NOTE: The seats and touchscreen are electrically powered and may not function after a collision.

NOTE: After a collision, the doors are designed to automatically unlock. If there is insufficient low voltage power, there is a chance the doors do not unlock as intended. Severe collisions may cause doors to be mechanically difficult to operate. Extrication may be required.

NOTE: If low voltage power is unavailable and the windows are fully rolled up, the door windows may crack or shatter when you open the doors with the manual release handles.

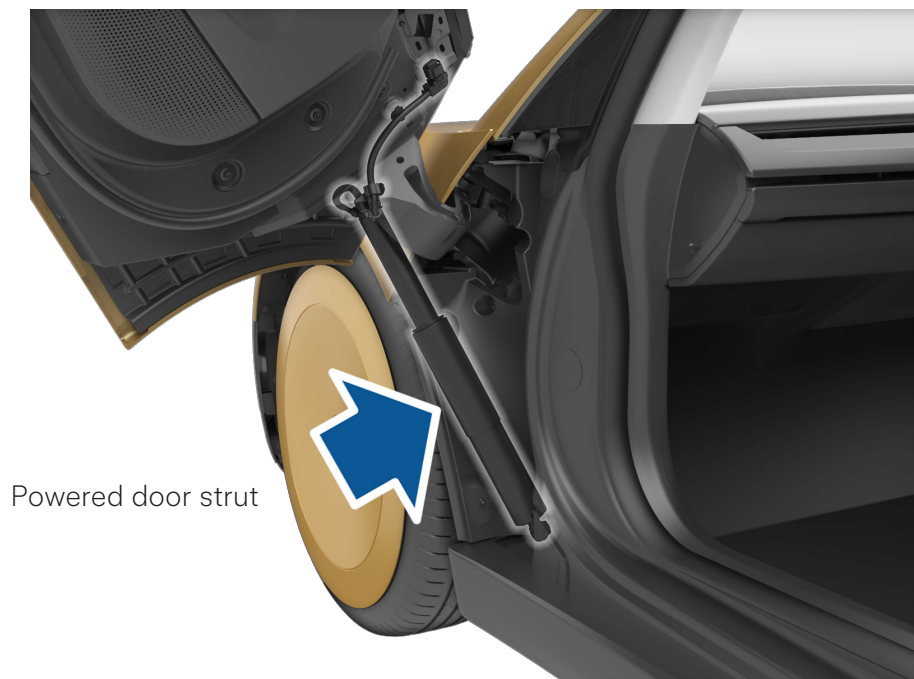
NOTE: The cross car beam reinforcing the dashboard is made of glass fiber, reinforced plastic and steel. The plastic and fiber portions are brittle and can shatter under high load.

Damaged Door Struts

Before interacting with a door on Cybercab, perform a visual inspection and ensure that there is no damage to the exterior around the powered door strut.



WARNING When the doors or the area around the door struts of Cybercab are damaged, the preloaded springs for the doors can pop out when the door opens. Access the vehicle from the undamaged door when possible. If both doors are damaged, open the doors with caution. There is a lower chance of the springs popping out if the door does not fully open. Wear appropriate PPE.



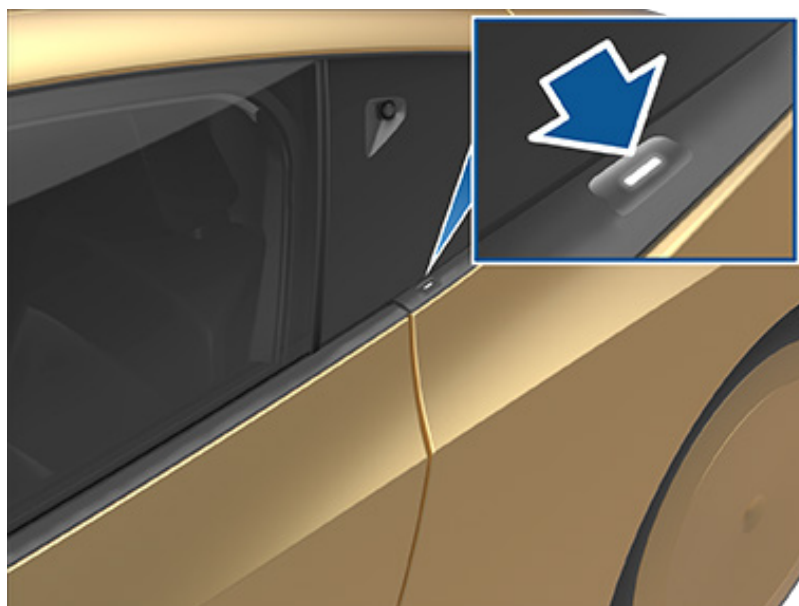
WARNING If the struts are damaged, the door becomes heavy and may not remain in an open position. Hold open or prop up the door so that the door doesn't swing closed. A damaged Cybercab door closing in an uncontrolled manner can cause injury.

Opening Doors from the Outside with Power

If you are able to connect to Tesla Robotaxi First Responder Support, request that they unlock and/or open the doors to Cybercab. To open the Cybercab doors from the outside yourself, press the button on the B-pillar.

NOTE: If the door button does not function, open a door manually by reaching inside the window and using the interior door handle. See Opening Doors from Inside without Power.

NOTE: If you cut the low voltage battery, the doors become unpowered. When unpowered, doors are heavy and don't stay open.



Opening Doors from Inside with Power

To open the Cybercab doors from the inside with low voltage power available, touch the OPEN DOOR button in the bottom corners of the touchscreen. You can also lift the door handle on the door panel in the vehicle cabin.

Opening Doors from Inside without Power

The interior door handles of Cybercab have two detents, with the second detent acting as the emergency mechanical release. To open the Cybercab doors from the inside without low voltage power, completely lift the door handle to engage the mechanical release. Then, push the door outwards and upwards. The door will be heavy and will not remain open. The window may crack or break if still rolled up. Hold open or prop up the door so that the door doesn't swing closed.



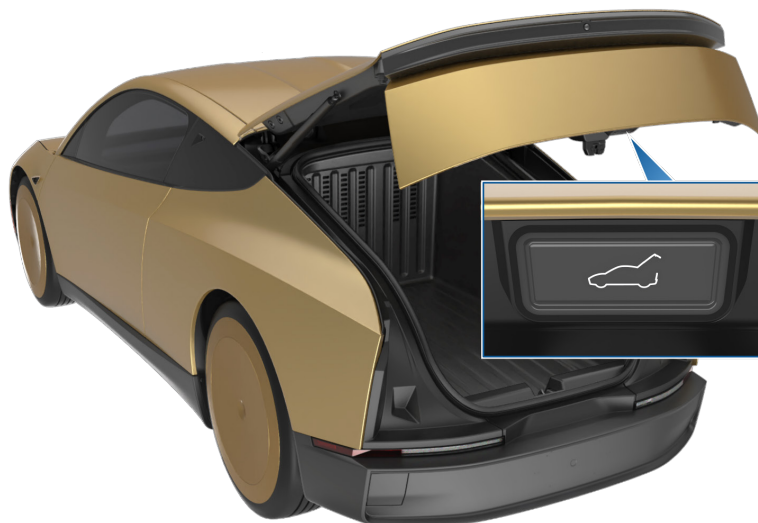
It is important to know also that in any vehicle collision with damage to the front doors, the mechanical door release may not operate as designed. Remember also that every vehicle accident is different and may require extrication operations to gain access to the vehicle's cabin.



Opening the Trunk with Low Voltage Power

Use one of the following methods to open the trunk:

1. Touch the associated OPEN TRUNK button on the touchscreen for the trunk.
2. Press the switch located under the exterior handle on the trunk.





Moving the Seats with Power

Cybercab has electrically powered seats that you can move with the touchscreen. The seats can only be moved when low voltage power is available and can still be used after the First Responder Loop is cut if the low voltage system is intact.



You can move the seats in these ways:

1. Move both seats forward or backward at the same time
2. Adjust incline or recline of a seat



Opening the Hood with Power

Cybercab does not have a traditional internal combustion engine. The space instead houses the low voltage battery, air conditioning compressor, first responder loop, and various other high voltage cabling and connectors.

To open the hood with low voltage power available, contact Tesla Robotaxi First Responder Support at (512) 276-5391. If Tesla Robotaxi First Responder Support cannot remotely open the hood, a Rapid Response team will be dispatched to resolve the issue.

NOTE: Cybercab is not equipped with a prop rod for the hood. Consider using a tool to prop open the hood while performing disabling procedures.

Rolling Down Windows with Power

Cybercab window switches are situated underneath the touchscreen. The windows can only move when low voltage power is enabled, and can still be used after the First Responder Loop is cut if the low voltage system is intact.

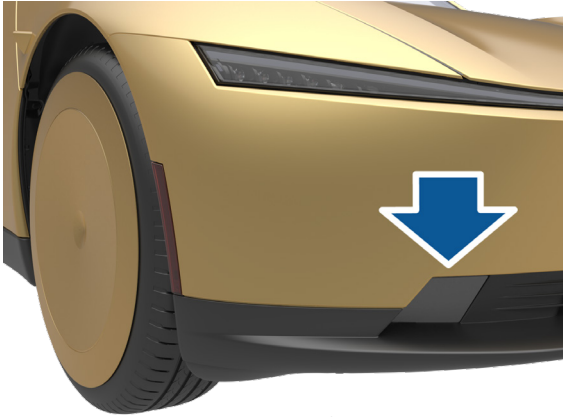




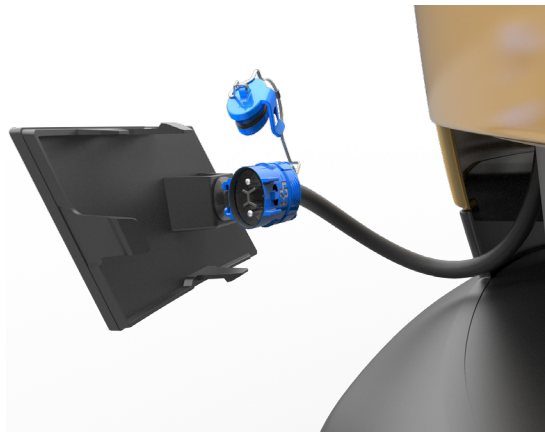
Jump Starting or Opening the Hood with a Low Voltage Power Supply

If low voltage power is not available, you can use a 48V external power supply to access the hood and cut the First Responder Loop. This method will not open the hood if Cybercab has low voltage power. Use a 48V external power supply (12V and 16V won't work), such as a jumper box, for the following:

1. Remove the cover to the jump start connector.



2. Remove the dust cap from the jump start connector.



3. Connect the external power supply to the jump start connector.
4. Turn on the external power supply (refer to the manufacturer's instructions of your external power supply). The hood latch is immediately released and you can open the hood to access the area under the hood.

NOTE: Cybercab is not equipped with a prop rod for the hood. Consider using a tool to prop open the hood while performing disabling procedures.

5. Turn OFF the external power supply.
6. Disconnect the external power supply from the jump start connector.



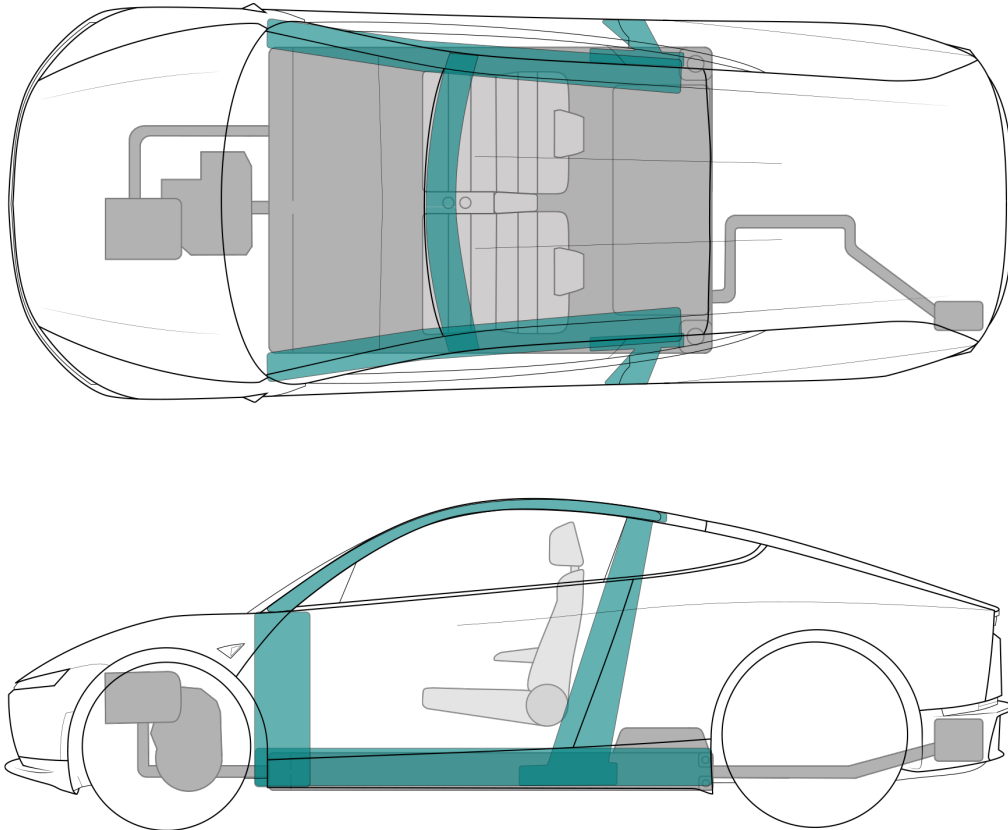
WARNING Connecting or disconnecting the jump start connector while the external power supply is ON can cause arcing. Approach cautiously. Wear appropriate PPE.



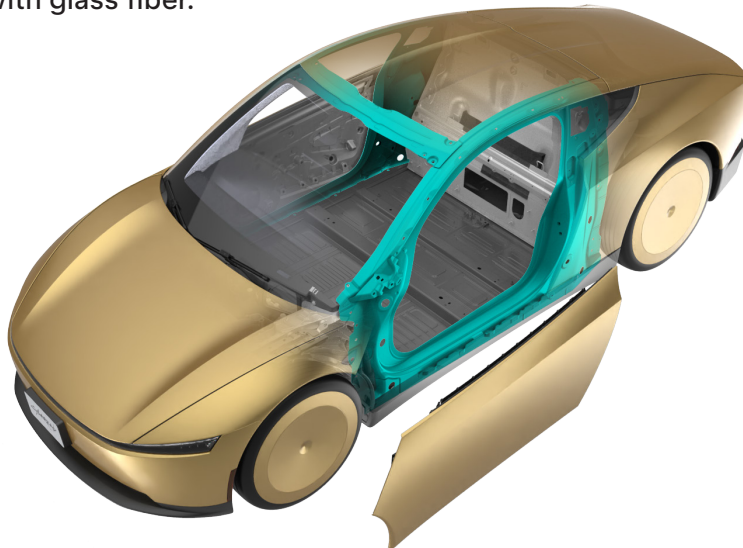


High Strength Zone

Cybercab is reinforced to protect occupants in a collision. Suitable tools must be used to cut or crush these areas. Reinforcements are shown in teal below.



The A and B pillars and door rings of Cybercab are constructed of ultra-high-strength reinforced steel. The overhead rail is constructed of high strength steel. All other vehicle structures and body components are made up of various strengths of steel or aluminum. Exterior panels are plastic, with some areas reinforced with glass fiber.



NOTE: High strength steels may require additional effort or specialized tools to cut through.

NOTE: The door hinges are constructed of high-strength steel and are notably thick. Significant time and effort might be required to cut it.



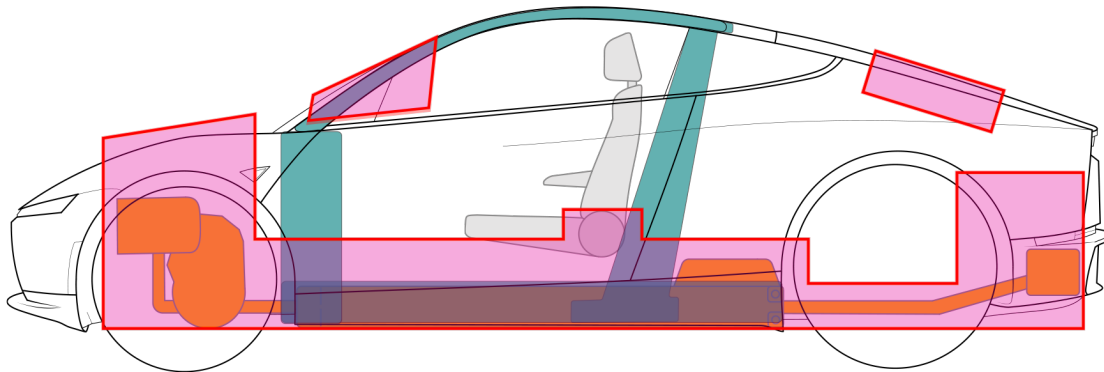
WARNING Always use appropriate tools, such as a hydraulic cutter, and always wear appropriate PPE when cutting Cybercab. Failure to follow these instructions can result in serious injury or death.



WARNING Regardless of the disabling procedure you use, ALWAYS ASSUME THAT ALL HIGH VOLTAGE COMPONENTS ARE ENERGIZED! Cutting, crushing, or touching high voltage components can result in serious injury or death.

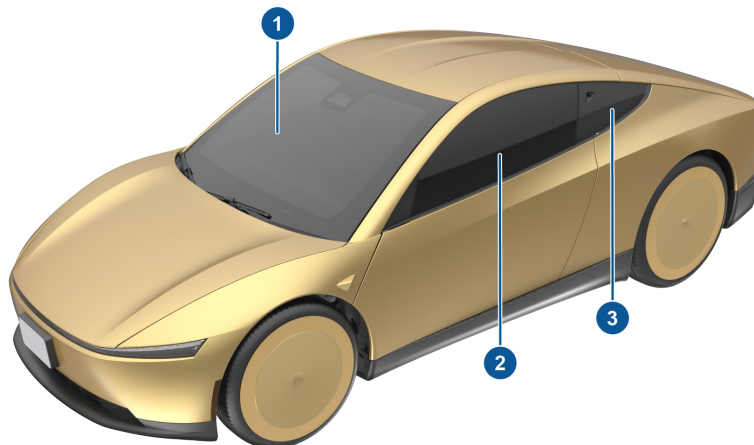
No-Cut Zones

Cybercab has areas that are defined as “no-cut zones” due to the presence of high voltage, gas struts, SRS components, or other hazards. Never cut or crush in these areas. Doing so could result in serious injury or death. The “no-cut zones” are shown in pink.



Windows

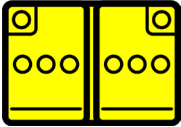



The windshield on Cybercab is made of laminated safety glass. The moving door glass is made of tempered safety glass. The B-pillar applique is plastic, and does not provide access to the cabin.



1. Laminated safety glass
2. Tempered safety glass
3. Plastic

NOTE: Cutting laminated safety glass can create a lot of glass dust. Consider additional respiratory PPE for both crew and passengers when cutting laminated glass.

5. Stored energy / liquids / gases / solids

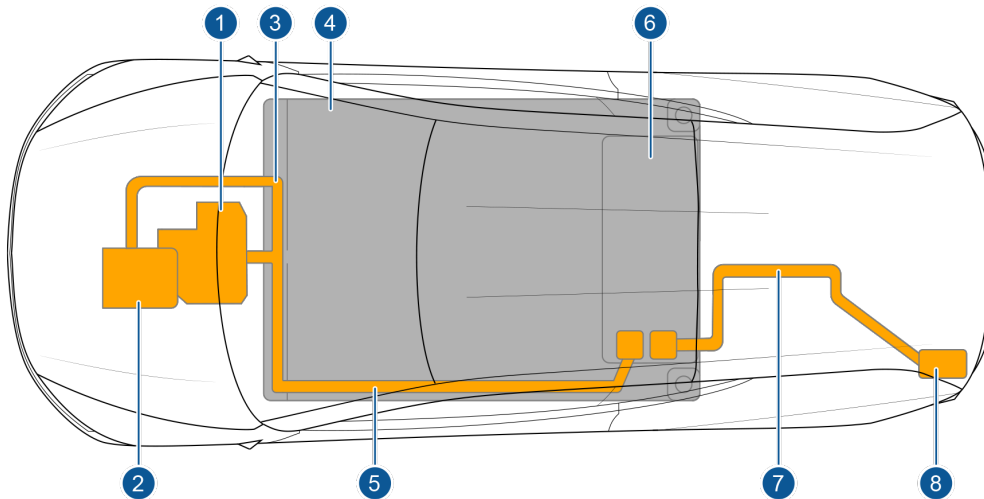
		48V
		400V



WARNING Clear liquid is likely water. Battery electrolyte is clear, but battery cells are sealed and have a limited volume of electrolyte per cell. The coolant is orange.



High Voltage Components

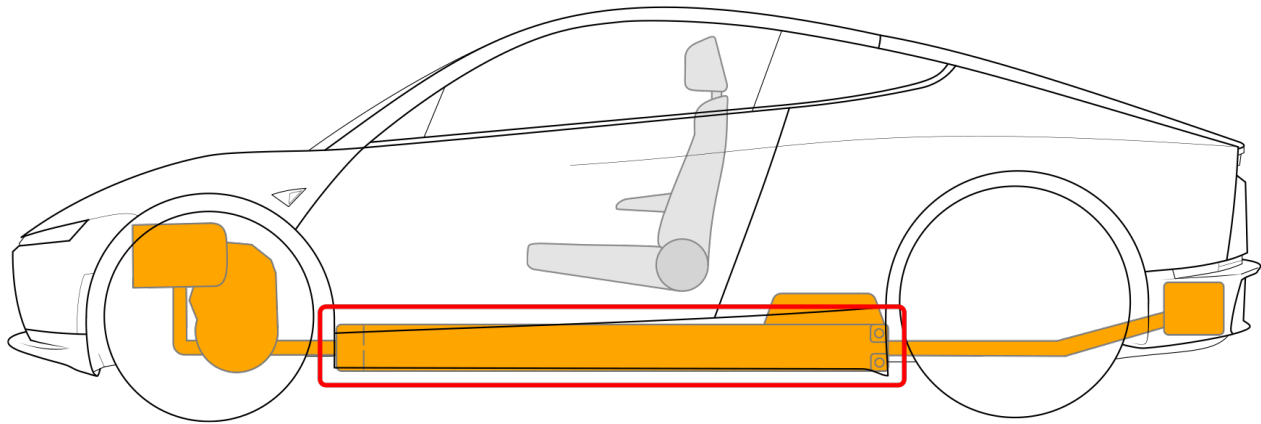


1. Front Drive Unit
2. Air Conditioning Compressor
3. High Voltage Cabling
4. High Voltage Battery
5. High Voltage Busbars and Cables
6. High Voltage Battery Service Panel
7. High Voltage Busbars and Cables
8. Charge Port



High Voltage Battery Pack

Cybercab is equipped with a floor-mounted 400V lithium-ion high voltage battery. The battery is made up of many cells that are liquid cooled with coolant. The coolant will appear orange in color and may leak from the battery pack if the pack has been compromised during a vehicle collision. The battery cells will have stored energy within them. Never breach the high voltage battery when lifting from under the vehicle. When using rescue tools, pay special attention to ensure that you do not breach the battery from the vehicle cabin. Refer to Chapter 2: Lift Areas for instructions on how to properly lift the vehicle.



Pushing on the Cabin Floor

The high voltage battery enclosure is the floor of the cabin. There is no floor pan between the cabin and the high voltage battery enclosure. The enclosure has a thin layer of high strength steel. At no time should the high voltage battery pack be compromised with rescue tools.



WARNING Never push on the floor from inside Cybercab or exert downward force with a sharp rescue tool. Doing so can breach the high voltage battery or damage the high voltage cables, which can cause serious injury or death.

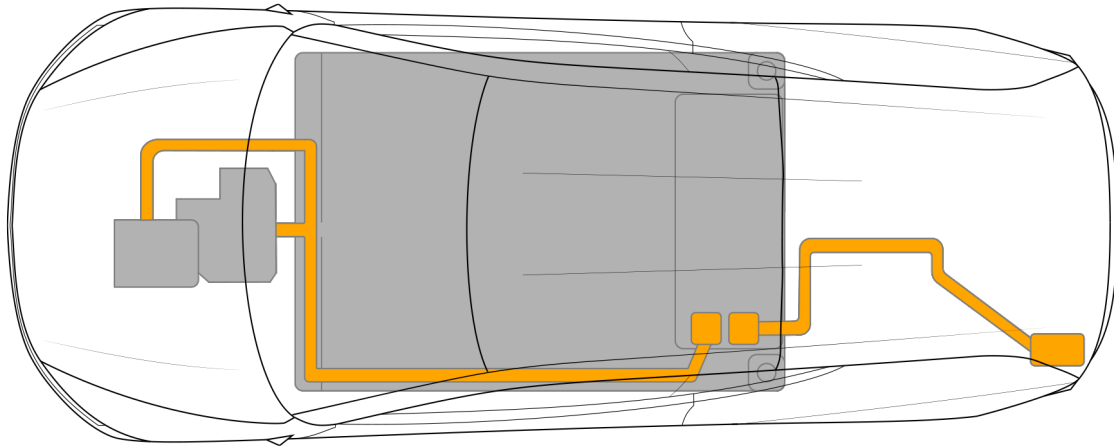


High Voltage Power Cable / Busbar / Component

High voltage cables and busbars are shown in orange. There are high voltage cables and busbars that run the length of the battery pack on the bottom side through an extrusion providing protection. The busbars might have an unfinished aluminum surface.

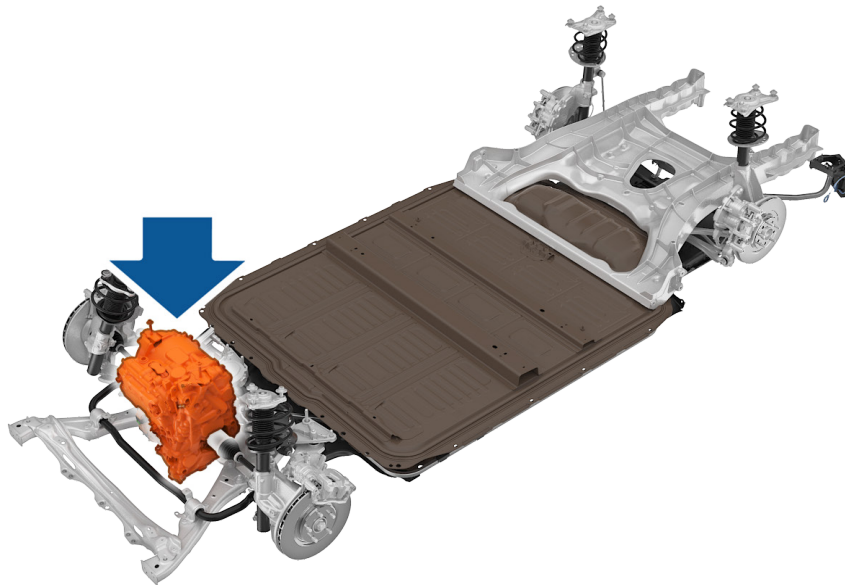


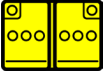
WARNING Do not compromise these high voltage components with rescue tools. The assumption should be made that there may be high voltage present in the orange high voltage cables at all times.



Drive Unit

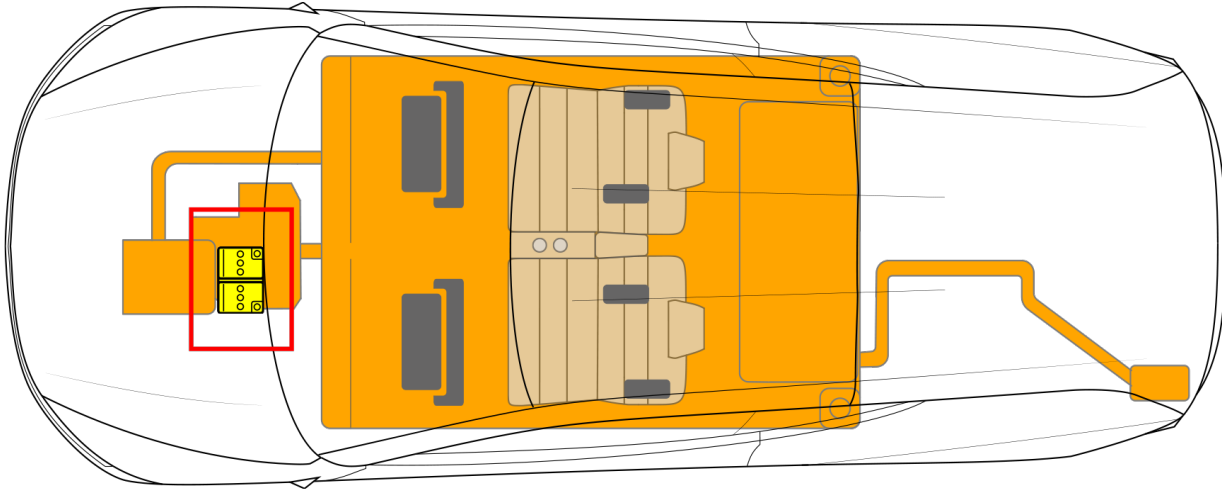
The front drive unit is located between the front wheels. The drive inverter is located within the drive unit. The drive units convert Direct Current (DC) from the high voltage battery into Alternating Current (AC) that the drive units use to power the wheels.





Low Voltage Battery Pack

In addition to the high voltage system, Cybercab has a low voltage electrical system. The battery of the low voltage electrical system is charged by the high voltage system. The low voltage battery operates the restraint system, seats, airbags, windows, door locks, touchscreen, and interior and exterior lights. The low voltage battery, outlined in red, is located under the hood.



WARNING Cutting the low voltage battery cables doesn't always disable the low voltage system. Cybercab is designed with redundancies that use the high voltage system to power the low voltage system.



1. First Responder Cut Loop
2. Low Voltage Battery

6. In case of fire

Firefighting



USE WATER TO FIGHT A HIGH VOLTAGE BATTERY FIRE. If the battery catches fire, is exposed to high heat, or is generating heat or gases, use water to cool the battery. It can take between approximately 3,000 - 8,000 gallons (11,356-30,283 liters) of water, applied directly to the battery, to fully extinguish and cool down a battery fire; always establish or request additional water supply early. If water is not immediately available, use CO₂, dry chemicals, or another typical fire-extinguishing agent to fight the fire until water is available.

NOTE: Tesla does not recommend the use of foam on electric vehicles.

Apply water directly to the battery. If safety permits, lift or tilt the vehicle for more direct access to the battery (see Chapter 2: Immobilization / stabilization / lifting). Water may be applied to the interior of the pack from a safe distance **ONLY** if a natural opening (such as a vent or opening from a collision) already exists. Do not open the battery for the purpose of cooling it.

Tesla does not recommend placing the vehicle in a large container full of water. The use of a Thermal Image Camera or Infrared (TIC or IR) is recommended to monitor battery temperatures during the cooling process. Continue to use water until the battery has reached ambient temperatures or below, indicated by the thermal image camera. When utilizing a thermal image camera, allow enough time, once the application of water has stopped, to allow for heat within the battery to transfer to the battery enclosure.

NOTE: Cybercab is equipped with infrared webbing on the seat belts for visibility of passengers at night or in the dark. This infrared webbing can show up as a hot spot under TIC or IR.

Extinguish fires that do not involve the high voltage battery using typical vehicle firefighting procedures.

During fire extinguishing, do not make contact with any high voltage components. Always use insulated tools for fire extinguishing.



Heat and flames can compromise airbag inflators, stored gas inflation cylinders, gas struts, and other components which can result in unexpected excessive heat, which can cause inflation cylinder explosion. Perform an adequate knock down before entering a hot zone.



Battery fires can take up to 24 hours to fully cool. After suppression and smoke has visibly subsided, a thermal image camera can be used to actively measure the temperature of the high voltage battery and monitor the trend of heating or cooling. There must be no fire, smoke, audible popping/hissing, or heating present in the high voltage battery for at least 45 minutes before the vehicle can be released to second responders (such as law enforcement, vehicle transporters, etc.). The battery must be completely cooled before releasing the vehicle to second responders or otherwise leaving the incident.

There is always a risk of battery re-ignition. Drain excess water out of the vehicle by tilting or raising the front of the vehicle approximately 1 foot (30 cm). This operation can assist in mitigating possible re-ignition.



WARNING When lifting and/or moving a waterlogged car to drain the HV battery, stand at least 5 feet (1.52 m) away from the HV battery and wear appropriate voltage-rated PPE.

Due to potential re-ignition, a Cybercab that has been involved in a submersion, fire, or a collision that has compromised the high voltage battery should be stored in an open area at least 50 feet (15 m) from any other vehicles, structures, or flammable objects or materials.



WARNING During all firefighting activities, consider the vehicle energized. Always wear full PPE.

High-Voltage Battery — Fire Damage



Similar to conventional and other electric and hybrid vehicles, a burning battery releases super-heated gases and toxic vapors. This release may include volatile organic compounds, hydrogen gas, carbon dioxide, carbon monoxide, soot, particulates containing oxides of nickel, aluminum, lithium, copper, cobalt, and hydrogen fluoride. Responders should always protect themselves with full PPE, including a SCBA, and take appropriate measures to protect civilians downwind from the incident.



A damaged high voltage battery can create rapid heating of the battery cells. If you notice smoke, steam, or audible popping or hissing coming from the high voltage battery, assume that it is heated and take appropriate action as described above.

7. In case of submersion

Treat a submerged Cybercab like any other submerged vehicle. The body of Cybercab does not present a greater risk of shock because it is in water. However, handle any submerged vehicle while wearing the appropriate PPE for water rescue. Remove the vehicle from the water and continue normal disabling procedures as outlined in Chapter 3: Disable direct hazards / safety regulations.

Vehicles that are waterlogged or have been submerged in water should be handled with greater caution due to the potential risk of electrical fire. After removing the vehicle from the water and completing disabling procedures, raise the front of the vehicle approximately 1 foot (30 cm) to allow water to drain out of the vehicle and the high voltage battery pack.



WARNING When lifting and/or moving a waterlogged car to drain the HV battery, stand at least 5 feet (1.52 m) away from the HV battery and wear appropriate voltage-rated PPE.

Submerged or waterlogged vehicles must be transported and stored more carefully. When loading the vehicle for towing, use a Thermal Image Camera or Infrared (TIC or IR) to monitor battery temperatures and check for potential hot spots and continue monitoring until the vehicle is taken away. Store the vehicle outside at a safe distance at least 50 feet (15 m) from other vehicles, structures, or flammable objects or materials.



WARNING Do not use firefighting foams with vehicles that were submerged or waterlogged with salt water. The use of firefighting foams on vehicles saturated with salt water have a higher risk of electrical fire.

8. Towing / transportation / storage

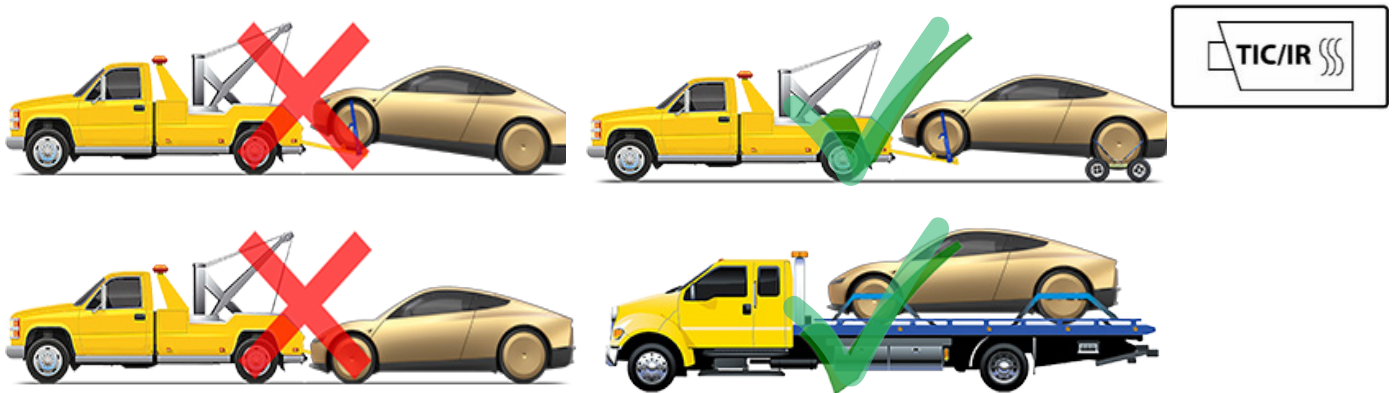
The motor in Cybercab can generate power when the wheels spin. Always transport with all four tires off of the ground. Ensure that the tires are unable to spin at any time during transport.



WARNING NEVER TRANSPORT THE VEHICLE WITH THE TIRES IN A POSITION WHERE THEY CAN SPIN. DOING SO CAN LEAD TO SIGNIFICANT DAMAGE AND OVERHEATING. IN RARE CASES EXTREME OVERHEATING MAY CAUSE THE SURROUNDING COMPONENTS TO IGNITE.



WARNING POSSIBLE BATTERY RE-IGNITION! AFTER A FIRE INCIDENT, STORE OUTSIDE AT A SAFE DISTANCE (50 FT/15 M) FROM OTHER VEHICLES AND STRUCTURES!



A roll-back truck or comparable transport vehicle is the recommended method of transport. The vehicle can face either direction when using a flatbed. If the vehicle must be transported without a roll-back truck, then wheel lifts, skates, or dollies must be used to ensure that the rear wheels are off of the ground. This method must not exceed the manufacturer speed rating of the dollies. With this method, Tesla recommends the vehicle faces forward so that the front wheels are lifted and the rear wheels are on dollies.



WARNING The vehicle is equipped with high voltage components that may be compromised as a result of a collision. Before transporting, it is important to assume these components are energized. Always follow high voltage safety precautions (wearing personal protective equipment, etc.) until emergency response professionals have evaluated the vehicle and can accurately confirm that all high voltage systems are no longer energized. Failure to do so may result in serious injury.

Towing

Cybercab towing procedures are slightly different from other Tesla vehicles. Cybercab must be towed with all four tires off the ground.

Before beginning tow procedures, contact Tesla Roadside Assistance and request confirmation that the vehicle is immobilized (see Chapter 2: Immobilization / stabilization / lifting). Refer to <https://www.tesla.com/support/roadside-assistance> for the applicable number.

To tow the vehicle:

1. Access the tow strap behind the front license plate by unscrewing and then rotating the license plate.
2. Pull out the tow strap(s) and carabiner (if equipped).
 - a. If the carabiner is present, ensure that the nut is fully tightened.



3. Hook the winch through the carabiner. If there's two straps and no carabiner, hook through **both** straps instead.



4. If towing with a flatbed, tire skates may be needed if the parking brake cannot be released. If towing with a wheel lift truck, dollies must be placed under the other set of tires.
5. If necessary, manually turn the front tires by hand to help position the vehicle.
6. Winch Cybercab into position.
7. Secure the wheels using the 8-point tie-down method. If the wheel covers rub against the straps, remove the wheel covers. See the **Removing Wheel Covers** section. Do not allow any wheels to spin while loaded onto a tow truck.
8. Fully disconnect the winch hook from the tow strap and securely stow the winch. Continuing to transport the vehicle while the winch is unsecured or hooked through the strap can damage Cybercab.

NOTE: A wheel lift-style truck with self-loading dollies, or tire skates on a flatbed must be used to load the vehicle into the approved transportation position. Tesla is not responsible for any damage caused by or during transport of the vehicle, including personal property damage or damage caused by using self-loading dollies or tire skates.

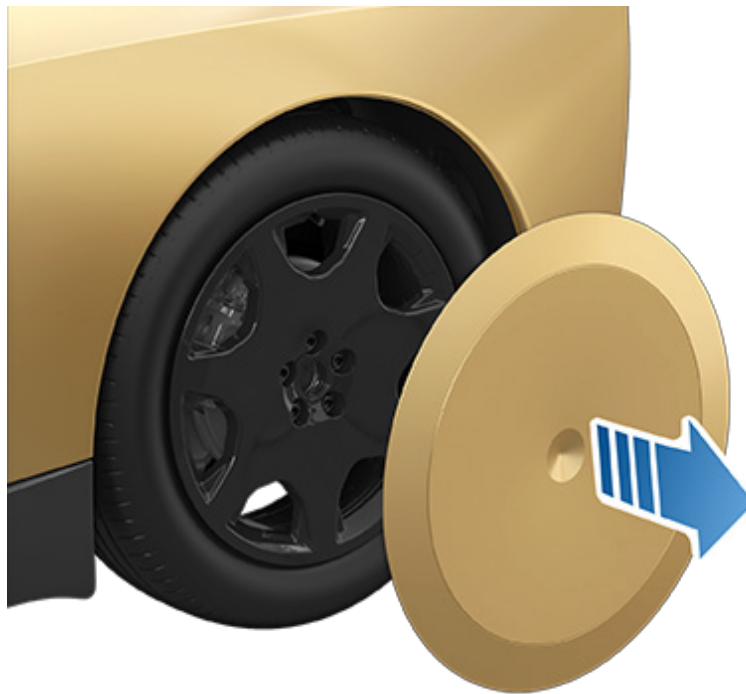
NOTE: Do not use control arms when attempting to tow Cybercab.



WARNING Allowing Cybercab wheels to spin can result in overheating the motor and potential risk of shock if electrical components are exposed, even if the first responder loop has been cut.

Removing Wheel Covers

If the wheel covers rub against the wheel straps during towing procedures, remove the wheel covers before attempting to move the vehicle. You also need to remove the wheel covers to access the lug nuts and valve stem.



To remove a wheel cover:

1. Reach around the cover's flexible outer ring and grasp the wheel cover edges firmly with both hands.
2. Pull the wheel cover towards you to release the retaining clip.
3. Repeat for full circumference of the wheel cover to release all the retaining clips.

Moving the Vehicle



WARNING The following instructions are intended to be used when only moving Cybercab a very short distance to improve traffic safety.



WARNING Pushing Cybercab when it is not in Neutral can result in overheating the motor and potential risk of shock if electrical components are exposed, even if the first responder loop has been cut.

In situations where there is minimal risk of fire or high voltage exposure (for example, the vehicle does not accelerate after coming to a stop at an intersection) and low voltage power is present, Cybercab can be quickly pushed or moved in order to clear the roadway.

Request assistance from Tesla Robotaxi First Responder Support to facilitate this process. You must be in uniform and prepared to show a badge or official identification to the camera on the B-pillar of the Robotaxi vehicle. For more information, see the First Responder Interaction Plan at <https://www.tesla.com/firstresponders/robotaxi> or contact Tesla at RobotaxiFirstResponderSafety@tesla.com.

NOTE: Low voltage power is required to move the car.

NOTE: The parking brake is applied if Cybercab is rolled faster than 5 mph (8 km/h) or low voltage power becomes low or absent.

NOTE: The touchscreen is unresponsive if Cybercab has no low voltage power. Use an external low voltage power to open the hood and jump start the vehicle's auxiliary low voltage battery.

NOTE: If airbags are deployed, you cannot push or move the vehicle unless the vehicle can shift to neutral. Otherwise, you must first secure the wheels for transport.

9. Important additional information

This document contains important instructions and warnings that must be followed when handling Cybercab in an emergency situation.



WARNING Always use appropriate rescue tools and always wear appropriate PPE. Failure to follow these instructions can result in serious injury or death.



WARNING Regardless of the disabling procedure you use, ALWAYS ASSUME THAT ALL HIGH VOLTAGE COMPONENTS ARE ENERGIZED! Cutting, crushing, or touching high voltage components can result in serious injury or death.



WARNING After deactivation, the high voltage circuit requires 2 minutes to de-energize.



WARNING The RCM has a backup power supply with a discharge time of approximately 10 seconds. Do not touch the RCM (under the center console) within 10 seconds of airbag or pre-tensioner deployment.



WARNING Handling a submerged vehicle without appropriate PPE for water rescue can result in serious injury or death.



WARNING When fire is involved, consider the entire vehicle energized. Always wear full PPE, including a SCBA.



WARNING When cutting the first responder loop, double cut the loop to remove an entire section. This mitigates the risk of the cut wires accidentally reconnecting.



WARNING When using the high voltage shut down methods recommended by this document, high voltage power is isolated to the battery. The high voltage battery is always energized.



WARNING Never transport the Cybercab with rear wheels on the ground. Doing so can lead to significant damage and overheating. In rare cases, extreme overheating may cause the surrounding components to ignite.

Contact Us

First Responders and Second Responders with emergencies, contact Tesla Robotaxi First Responder Support 24 hours, toll free, through these methods:

- Tesla Robotaxi First Responder Support at (512) 276-5391
- Tesla Roadside Assistance at (877) 798-3752
- Through the on-board two-way communication device located in the B-pillar

Refer to <https://www.tesla.com/firstresponders> for additional documentation and first responder information. First responders and training officers with questions, contact firstrespondersafety@tesla.com or RobotaxiFirstResponderSafety@tesla.com and request to speak with a Tesla First Responder Liaison.

Cybercab Variants













To facilitate testing and validation of safety systems, a number of Cybercabs are equipped with hardware for manual operation, such as a steering wheel and pedals for acceleration and braking. First responders interacting with such a variant should contact Tesla Robotaxi First Responder Support before interacting with the vehicle. In the event that support cannot be reached or the vehicle must be disabled and/or moved immediately, proceed with caution while following the steps in this guide, and wear all appropriate PPE.

If interacting with the vehicle, note these key differences about the Cybercab variant:

- A steer-by-wire steering wheel is present on the left (driver's) side of the vehicle.
- Electronic acceleration and brake pedals are present on the driver's side.
- The front airbag for the driver side is moved to inside the steering wheel.
- Additional low voltage cabling is present to support the steering wheel and airbag.
- Additional support structures are present for the steering column.
- A child safety seat can no longer be secured on the driver side.

All direct hazards for Cybercab are otherwise the same across variants produced starting April 2026.

10. Explanation pictograms used

	In some working environments, the Infrared (IR) device is referred to as a Thermal Image Camera (TIC).
	Refers to the hood of a vehicle and follows with detailed procedure for opening the hood both with and without power available.
	Refers to the trunk of a vehicle and follows with detailed procedure for opening the trunk with power.
	Warning
	Flammable
	Explosive
	Corrosive substances present
	Hazardous to human health
	Acute toxicity
	Contains gases under pressure
	Use water to extinguish
	Electricity Warning