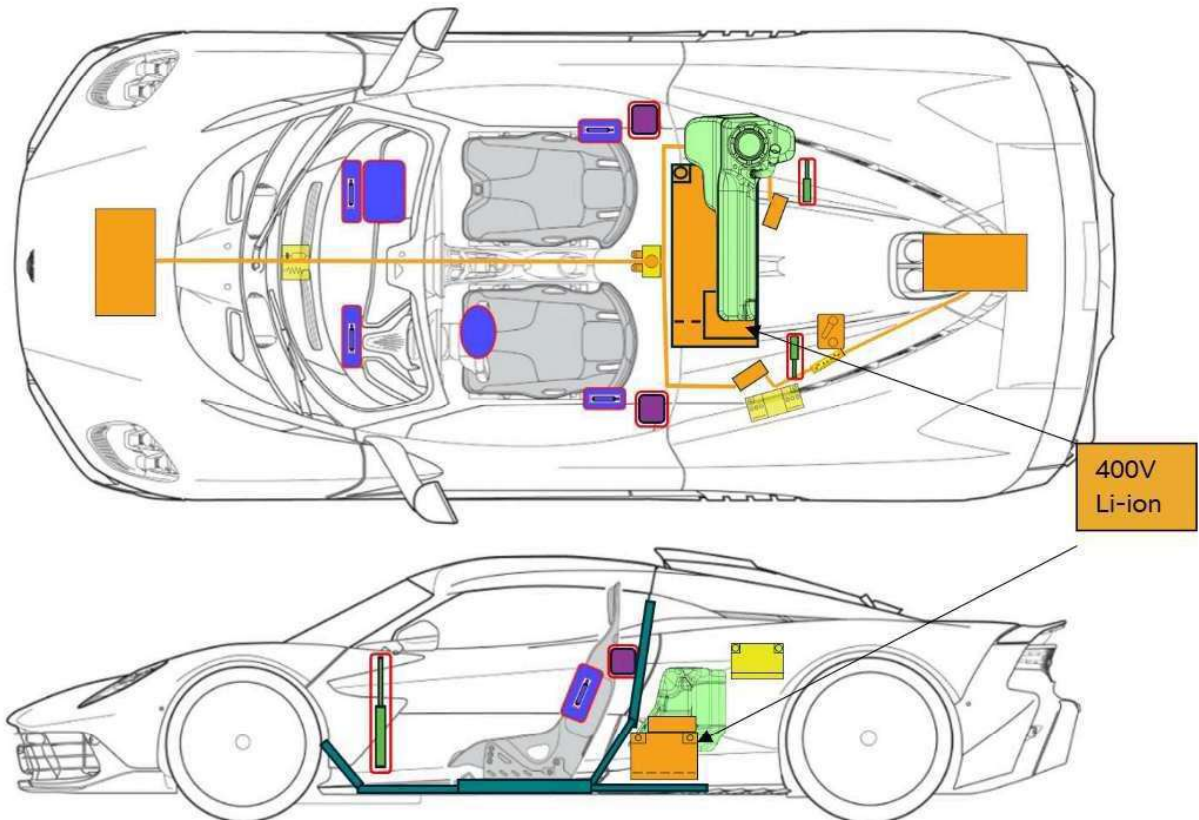


VALHALLA



Aston Martin Valhalla
From 2025 to Present
2 Door Coupe
Hybrid Electric Vehicle



	Airbag		Stored gas inflator		Seat belt pretensioner		SRS control unit		Pedestrian protection active system
	Automatic rollover protection system		Gas strut/Preloaded spring		High strength zone		Zone requiring special attention		
	Battery low voltage		Ultra capacitor low voltage		Fuel tank		Gas tank		Safety valve
	High voltage battery pack		High voltage power cable/component		High voltage disconnect		Fuse box disabling high voltage system		Ultra capacitor high voltage

	High voltage disconnect (cutting solution)
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1. Identification / recognition



WARNING: LACK OF ENGINE NOISE DOES NOT MEAN VEHICLE IS OFF. SILENT MOVEMENT OR INSTANT RESTART CAPABILITY EXISTS UNTIL VEHICLE IS FULLY SHUT DOWN. WEAR APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT (PPE).

All Valhalla models are hybrid vehicles.

A unique visual cue to the Aston Martin Valhalla is its split exhaust positions with two tailpipes on the top of the vehicle and two in the traditional position below the rear bumper (refer to Figure 1). Valhalla features a distinctive triangular side intake (refer to Figure 2) along with a roof snorkel/scoop (refer to Figure 3). Valhalla also features upwards opening dihedral doors (refer to Figure 4).

Valhalla does not feature a model logo or badge, or a hybrid badge, but does feature an Aston Martin badge in the panel between the rear lights and the Aston Martin "Wings" logo on the bonnet.



Figure 1



Figure 2



Figure 3



Figure 4

The Vehicle Identification Number (VIN) is shown in the left side bottom corner of the windscreen (refer to Figure 5).

Valhalla is identified with an "Z" in the twelfth and "0" in the thirteenth alphanumeric position.

For Example:

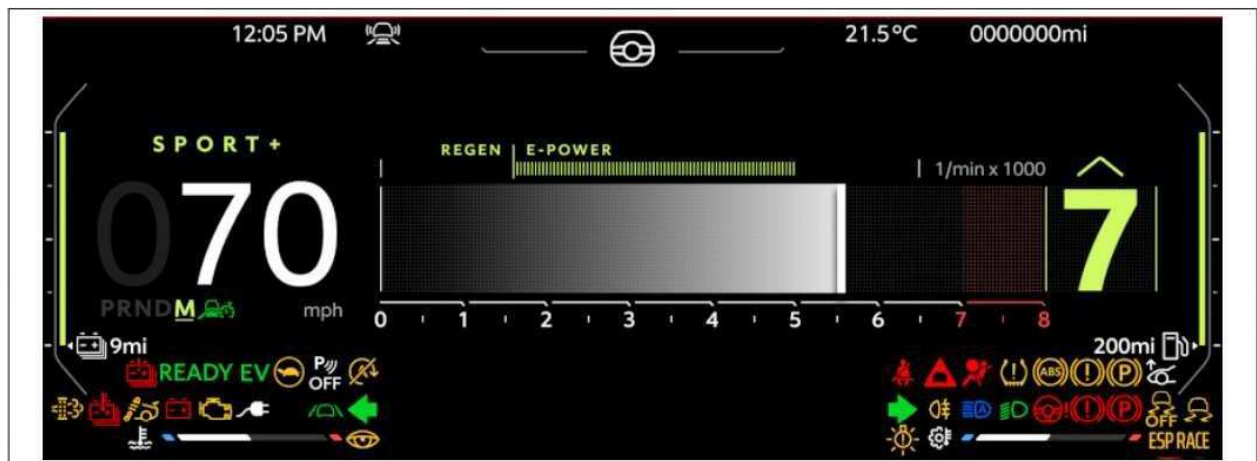
SCFXMRD31TGZ00000



Figure 5

1. Identification / recognition

Valhalla can be identified by the centrally mounted touch screen and the instrument cluster screen in front of the steering wheel. The steering wheel is unique to Valhalla and features a design with a flattened-off upper and lower profile.



2. Immobilisation / stabilisation / lifting

To immobilise or stabilise the vehicle:

Press the brake pedal to stop the vehicle.

Apply the parking brake with the park brake switch (A).



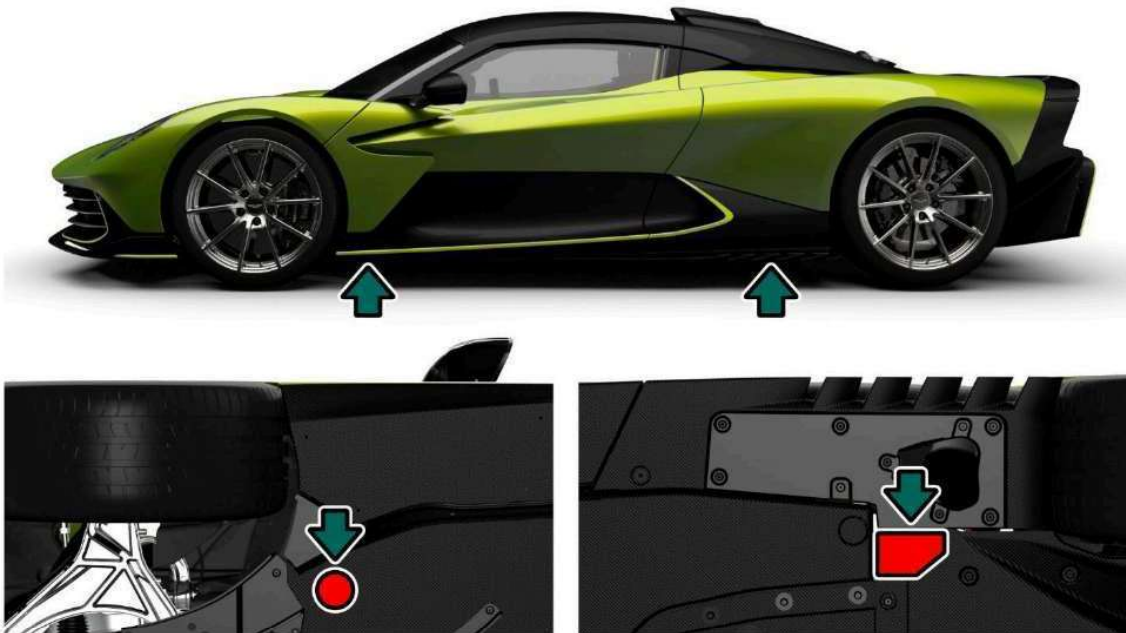
Press the P (Park) button (B) to set the transmission to Park.

Press the Start-Stop button (C) to switch off the ignition.



To lift the vehicle:

If it is necessary to lift the vehicle, you must use the specified jacking points.



3. Disable direct hazards / safety regulations

The high-voltage system for the Aston Martin Valhalla switches off automatically in accidents where the airbags or seat belt pre-tensioners are activated.

For all other cases, the high voltage system can be deactivated with the methods listed below:

Method 1 – First Responders Loop

Open the left side engine cover with the switch found on the driver's side of the instrument panel (LHD shown in image).

If the door cannot be opened, if there is no power to the switch, or the emergency release cable cannot be operated, the panel must be removed.



Remove the twist screw and cover to access the first responders loop.



Cut the first responders loop in such a way that the circuit cannot accidentally touch and be completed.

Cutting the first responder loop does not disable the low voltage battery system <confirm>.



In the unlikely event that either the charge flap release switch fails to operate or the vehicle battery is fully discharged, there is an emergency release cable for the charge flap.

Reach under the rear left wheel arch and there will be a pull ring for the release cable tucked behind the wheel arch liner. Pull the cable to open the emergency charge flap.



3. Disable direct hazards / safety regulations

Method 2 – Low Voltage Service Disconnect (LVSD)



Switch off the engine

Remove the Low Voltage Service Disconnect (LVSD) in the rear quarter panel.



Lock off using an isolated padlock.



In the unlikely event that either the charge flap release switch fails to operate or the vehicle battery is fully discharged, there is an emergency release cable for the charge flap.

Reach under the rear left wheel arch and there will be a pull ring for the release cable tucked behind the wheel arch liner. Pull the cable to open the emergency charge flap.



4. Access to the occupants

When rescuing occupants, it is important to consider the high-strength zones and the components of the restraint systems (particularly pyrotechnic elements), as outlined on page 1.

After a collision event that triggers the pretensioners or airbags, the doors will automatically unlock and can be opened using the exterior button (B) as usual.



Crash events also lower the side glass. In the event of 12V power loss, the doors can be opened using the interior emergency release located by the outer shoulder of each seat. Pull the release lever and lift the door to open.



If there is no 12V power to the door and the window is still in place, the window must be broken for access to the emergency door release.

5. Stored energy / liquids / gases / solids

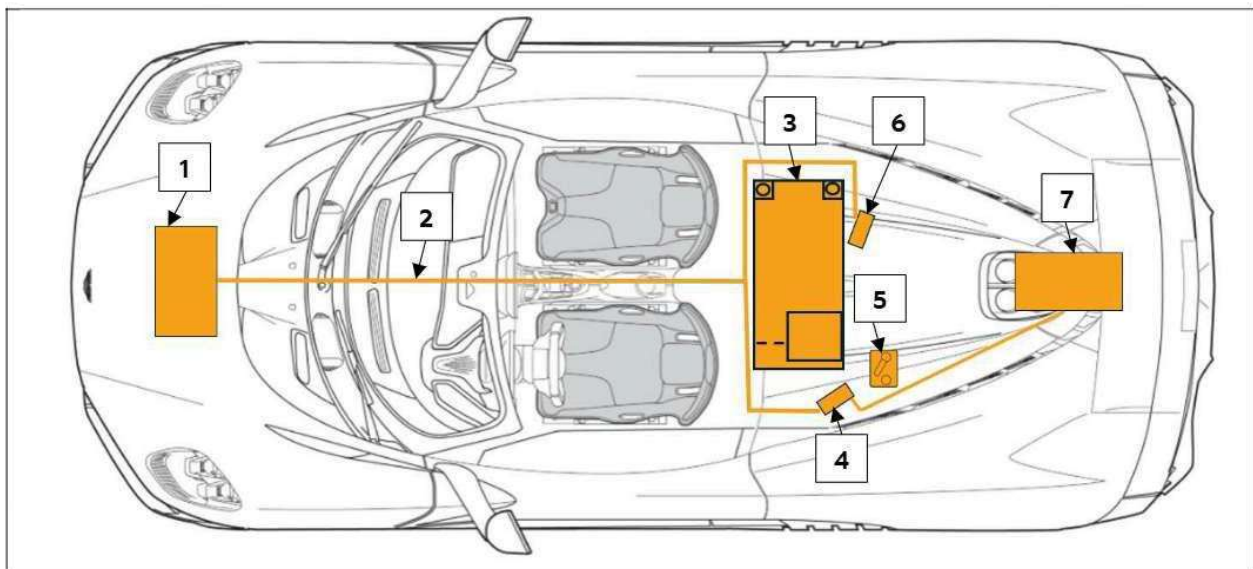
In the event of damage to the power storage unit: Make sure that you are compliant with safety regulations. See Section 3 for details.



High voltage cables have orange coloured isolation.



NEVER cut, damage, or come into contact with high-voltage components or cables, as this may lead to severe injury or fatality.

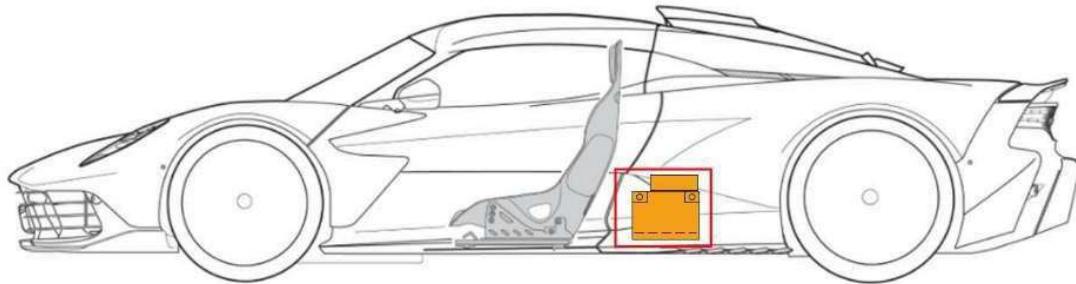


1. Front Drive Unit
2. High Voltage Cabling
3. High Voltage Battery
4. Inverter
5. Low Voltage Service Disconnect (LVSD) and First Responder Loop
6. Air Conditioning (AC) Compressor
7. Transmission Drive Unit

High Voltage Battery Pack

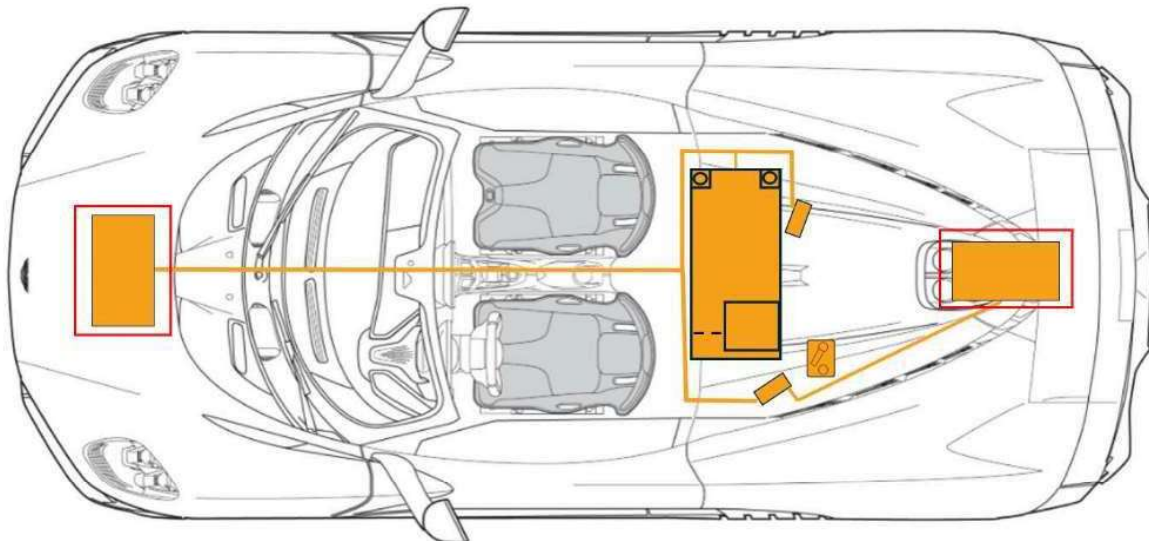
Valhalla has a 400V lithium-ion high voltage battery mounted behind the passenger compartment. The battery is made up of many cells. The battery cells will have stored energy within them. Never breach the high voltage battery when lifting from under the vehicle. When using rescue tools, pay special attention to make sure not to breach the area containing the battery.

Refer to Chapter 2: Immobilisation / stabilisation / lifting for instructions on how to properly lift the vehicle.



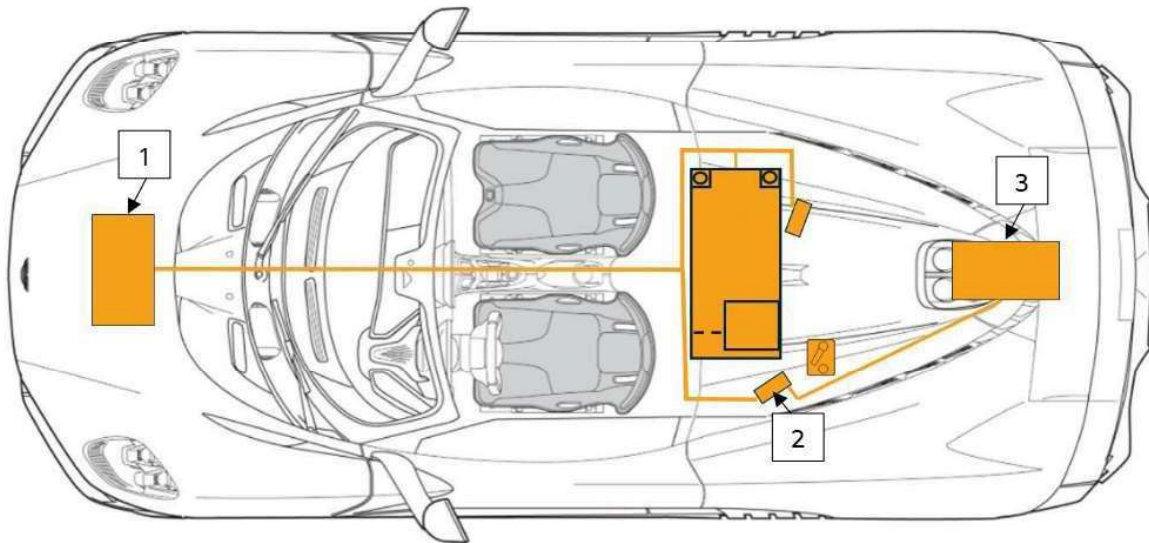
High Voltage Power Cable / Component

High voltage cables are shown in orange. Do not compromise these high voltage cables with rescue tools. At no time should any high voltage cables be compromised with rescue tools. The assumption should be made that at all times there is high voltage present in the orange high voltage cables.



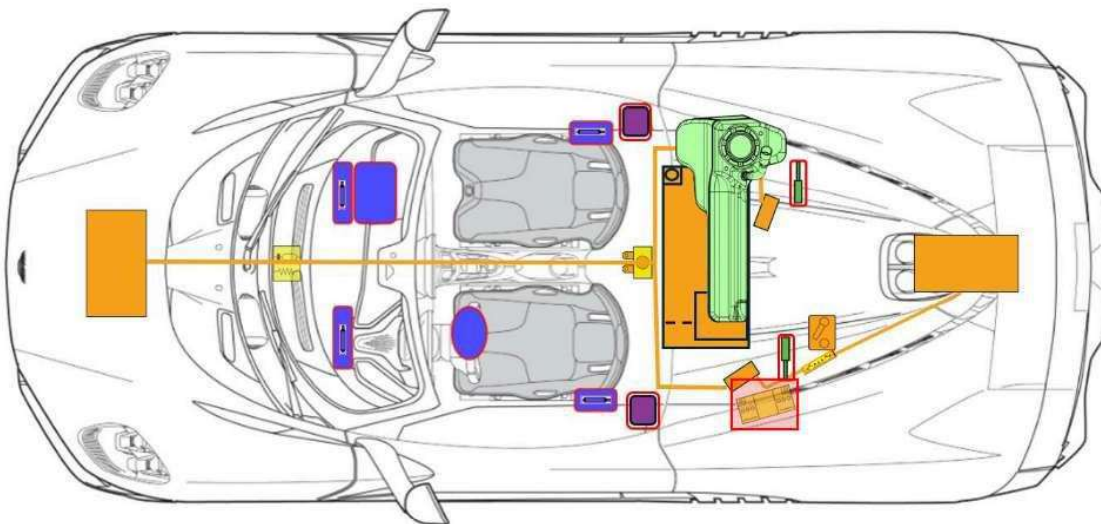
Drive Units

The rear drive unit is part of the transmission in the rear of the vehicle (3), and the front drive unit is located between the front wheels (1). The drive inverter (2) converts Direct Current (DC) from the high voltage battery into Alternating Current (AC) that the drive units use to power the wheels.



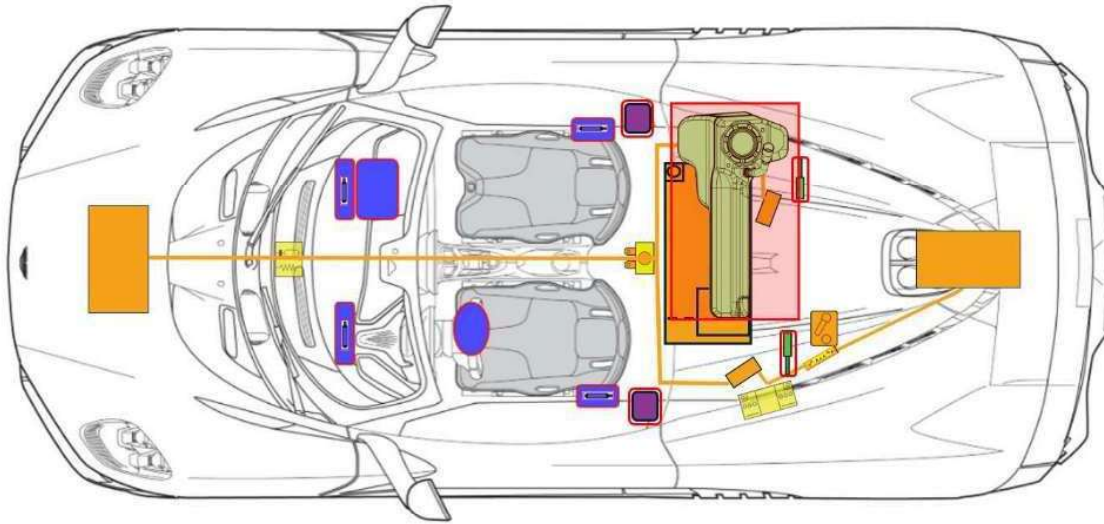
Low-Voltage Battery

In addition to the high voltage system, Valhalla has a low voltage electrical system that consists of a 12V Absorbent Glass Mat (AGM) battery. Its low voltage battery operates the restraint system, airbags, windows, door locks, touchscreens, and interior and exterior lights. The high voltage system charges the low voltage battery, and the low voltage battery supplies power to the high voltage contactors, allowing high voltage current to flow into and out of the high voltage battery. The low voltage battery is outlined and shaded in red below.



Fuel Tank

Valhalla has a 65 litre gasoline fuel tank, outlined and shaded in red below.



Body

The occupant safety structure of Valhalla is constructed from carbon fibre and Valhalla also features all carbon body panels.



Small Vehicle Fires (Not Involving High-Voltage Batteries):

- Use standard firefighting methods if the fire is small and does not involve the High-Voltage battery
- Be aware that containers such as gas struts or airbag inflators may explode or cause a BLEVE (Boiling Liquid Expanding Vapour Explosion) when exposed to heat
- Make sure that all visible flames are extinguished before entering the hot zone

High-Voltage Battery Fires or Damage:

- If the High-Voltage battery is exposed to high temperatures, catches fire, or shows signs of warping, cracking, or breach:
 - Cool the battery with LARGE amounts of water
 - Ensure a sufficient and continuous water supply is available
- Extinguishing a battery fire may take **up to 24 hours**. In some cases, it may be safer to let the battery burn. If this method is chosen, take precautions to protect the environment and nearby individuals
- Monitor for smoke or steam, as these indicate the battery temperature is still rising

After the Fire is Controlled:

- Use thermal imaging equipment to confirm the High-Voltage battery is completely cooled
- Monitor the battery temperature for at least **1 hour** after it has been declared cool
- Restrict access to the vehicle for all second responders, including police and recovery personnel, until the battery has been cool for a minimum of 1 hour

Re-Ignition Risk:

- Lithium-ion batteries can self-ignite or re-ignite even after being extinguished
- Warn second responders of the potential for re-ignition

Post-Collision Handling of High-Voltage Systems:

- If the High-Voltage battery's integrity has been compromised:
 - Store the vehicle in a restricted access, open-air parking area, well away from other vehicles, buildings, and flammable objects or surfaces with good access for emergency vehicles
 - If any part of the High-Voltage system is exposed to the weather, cover it with a weatherproof tarpaulin
 - When fire is involved, consider the entire vehicle energised and do not touch any part of the vehicle
 - Always wear appropriate PPE

7. In case of submersion

A fully or partly submerged vehicle should be treated the same as any other vehicle.

There is no risk of voltage being present on the vehicle body. Do not touch any of the high-voltage components or cables, including the service plug, while the vehicle is submerged. Doing so may result in electric shock.

Work on the vehicle only after the vehicle has been pulled out of the water. After recovering the vehicle:

1. Drain the water out of the vehicle
2. Initiate the deactivation of the high voltage system (see Section 3).

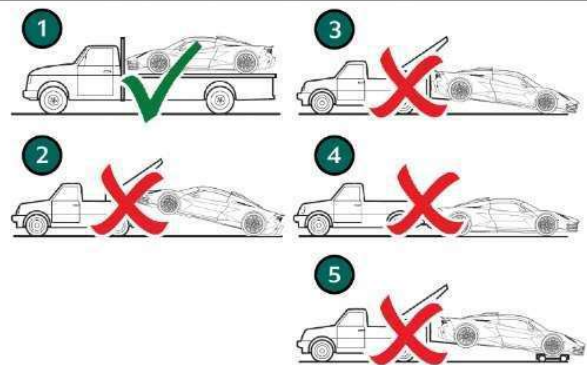


WARNING: ALWAYS WEAR APPROPRIATE PPE WHEN HANDLING A SUBMERGED VEHICLE.

8. Towing /transportation / storage

Transport the vehicle only with both axes on a tow truck or car transporter.

- The vehicle must only be transported with all four wheels off the ground, as shown in 1.
- It is prohibited to use towing methods 2,3,4, or 5.
- Before towing the vehicle, activate the hazard warning lamps, close and lock all vehicle doors.
- No persons are permitted inside the vehicle during the towing procedure.



9. Important additional information

Additional information about accident assistance and recovery of vehicles with high voltage systems can be found at

<https://www.gov.uk/government/publications/recovery-operators-working-with-electric-vehicles/recovery-operators-working-with-electric-vehicles>

10. Explanation of pictograms used

						
Flammable	Toxic	Caustic, skin irritant	Hazardous to health	Environmental hazard	High voltage	High voltage warning
						
Lithium-ion battery		Use lots of water to extinguish the fire		Jacking point	High Voltage disconnect	Caution, danger