

Jeep[®]

GRAND CHEROKEE 4xe

HYBRID SUPPLEMENT



4xe

Jeep

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INTRODUCTION

Dear Customer,

The all-new Jeep® Grand Cherokee continues to build on its proud legacy as the most celebrated SUV ever, while raising the bar in luxury and performance. With legendary 4x4 capability, this vehicle breaks new ground in exceptional performance, comfort, and functionality. We have improved on-road refinement and premium styling and craftsmanship inside and out. With an unsurpassed blend of sophistication, dynamic performance, cutting edge technologies, and superior levels of elegance, the new Jeep® Grand Cherokee carries an attractive presence and capability that is uncommon in its class, unquestionably Jeep® brand, and unmistakably world class.

This Hybrid Supplement has been prepared with the assistance of service and engineering specialists to acquaint you with the operation and maintenance of your vehicle. Within this information, you will find a description of the hybrid services that FCA US LLC offers to its customers. Please take the time to read this entire Supplement carefully before driving your vehicle for the first time. Following the instructions, recommendations, tips, and important warnings in this Supplement will help ensure safe and enjoyable operation of your vehicle. For additional information, refer to your vehicle's Owner's Manual.

After you have read this Supplement, it should be stored in the vehicle for convenient reference and remain with the vehicle when sold or transferred to another.

When it comes to service, remember that authorized dealers know your Jeep® best, have factory-trained technicians, offer genuine Mopar® parts, and care about your satisfaction.

SYMBOLS KEY

WARNING!	These statements apply to operating procedures that could result in a collision, bodily injury and/or death.
CAUTION!	These statements apply to procedures that could result in damage to your vehicle.
NOTE:	A suggestion which will improve installation, operation, and reliability. If not followed, may result in damage.
TIP:	General ideas/solutions/suggestions on easier use of the product or functionality.
PAGE REFERENCE ARROW 	Follow this reference for additional information on a particular feature.
FOOTNOTE 	Supplementary and relevant information pertaining to the topic.

If you do not read the entire Owner's Manual, you may miss important information. Observe all Cautions and Warnings.

SYMBOL GLOSSARY

Some car components have colored labels with symbols indicating precautions to be observed when using this component. It is important to follow all warnings when operating your vehicle. See below for the definition of each symbol ➞ page 35.

NOTE:

Warning and Indicator lights are different based upon equipment options and current vehicle status. Some telltales are optional and may not appear.

Red Warning Lights	
	Hybrid Electric Vehicle System Service Warning Light ➞ page 35
	Plug Status Fault Warning Light ➞ page 35
	Torque Limited Warning Light ➞ page 36
	Traction Battery Coolant Fluid Level Low Warning Lights ➞ page 36

Red Warning Lights

Traction Battery Failure Warning Light
 ⇨ page 36



Hybrid Electric Vehicle System Failure Warning Light
 ⇨ page 36

Yellow Warning Lights

PHEV Traction Battery Cut-off Warning Light
 ⇨ page 36

Green Indicator Lights

Ready To Drive Indicator Light
 ⇨ page 36



Plug Status Indicator Light
 ⇨ page 36

Green Indicator Lights

Max Regeneration Indicator Light
 ⇨ page 36

White Indicator Lights

Max Regeneration Indicator Light
 ⇨ page 36



Electric Mode Indicator Light
 ⇨ page 37



Hybrid Mode Indicator Light
 ⇨ page 37



e-Save Indicator Light
 ⇨ page 37

GETTING TO KNOW YOUR VEHICLE

HIGH VOLTAGE BATTERY

Your vehicle is equipped with a Lithium-ion high voltage battery that is used to power the electric powertrain systems and the 12 Volt vehicle electrical system.

The high voltage battery is located underneath the vehicle.

Lithium-ion batteries provide the following benefits:

- Lithium-ion batteries are much lighter than other types of rechargeable batteries of the same size.
- Lithium-ion batteries hold their charge; they only lose approximately three percent of their charge per month.
- Lithium-ion batteries have no memory, which means that you do not have to completely discharge them before recharging, as with some other batteries.
- Lithium-ion batteries can be recharged and discharged thousands of times.

High Voltage Battery Service Disconnect

The high voltage battery service disconnect is located under the load floor of the cargo area, at the front left side. Only a qualified service technician should access the high voltage battery service disconnect.

If your vehicle requires high voltage battery service, see an authorized dealer.

WARNING!

- Never try to remove the high voltage battery service disconnect. The high voltage battery service disconnect is used when your vehicle requires service by a qualified technician at an authorized dealership. Failure to follow this warning can result in electrical shock, toxic emissions, fire, and other hazards which can cause death or serious injury including severe burns, respiratory injuries, and blindness.
- The high voltage battery and battery case have no parts that you or an unqualified technician can service. Under no circumstances should you or an unqualified technician open, disassemble, penetrate, or tamper with the high voltage battery, battery case, their cables, or connectors. Damage to these components can result in electrical shock, toxic emissions, fire, and other hazards which can cause death or serious injury including severe burns, respiratory injuries, and blindness. You should take the vehicle to an authorized dealership for any service or maintenance on these high voltage components.
- The high voltage system can be hot during and after starting, and when the vehicle is shut off or charging. Be careful of both the high voltage and the high temperature. Failure to do so can result in severe burns.

Disposal of the High Voltage Battery

Your vehicle's high voltage battery is designed to last the life of your vehicle. See an authorized dealer for information on the disposal of the battery if it should require replacement.

WARNING!

Your vehicle contains a sealed Lithium-ion high voltage battery. If the battery is disposed of improperly, there is a risk of electrical shock and toxic emissions which can cause severe burns, respiratory injuries, fires, and other hazards resulting in serious injury or death.

General Information

The vehicle is also equipped with a Battery Management system that is designed to:

- Ensure safe operation
- Maximize driving range
- Maximize the life expectancy of the high voltage battery

NOTE:

During vehicle start up and shut down, a clicking noise may be heard from within the vehicle. When the vehicle is preparing to start, the high voltage battery contactors inside the battery are closed to make the stored electricity inside available for vehicle use. After the vehicle is shut down, the contactors open to electrically isolate

the battery from other vehicle systems. The clicking noise is the sound of these contactors as they open and close during normal operation.

WARNING!

In the event of a collision:

- If your vehicle is still drivable, pull off the road and place the transmission in the PARK position, apply the parking brake, and turn the vehicle off.
- Beware of any exposed high-voltage parts or cables. To avoid electrical shock which can result in serious injury or death, never touch wiring, connectors, and other high-voltage parts, such as the inverter unit and the Lithium-ion battery.
- Leaks or damage to the Lithium-ion battery may result in a fire and toxic emissions which can cause severe burns, respiratory injuries, and other serious injuries or death. If you discover these leaks, contact emergency services immediately. Since the fluid leak may be Lithium Manganate from the Lithium-ion battery, never touch the fluid leak inside or outside of the vehicle. If the fluid contacts your skin or eyes, wash these areas immediately with a large amount of water and obtain immediate medical attention to help avoid serious injury.
- If a fire occurs inside your vehicle, leave the vehicle as soon as possible. Only use a type ABC, BC, or C fire extinguisher that is meant for use on electrical fires. Using a small amount of water, or the incorrect fire extinguisher can result in serious injury or death from electrical shock.

(Continued)

WARNING!

- If you are not able to safely assess the vehicle due to vehicle damage, do not touch the vehicle. Leave the vehicle and contact emergency services. Advise first responders that this is a hybrid-electric vehicle.
- In the event of an accident that requires bodywork, refer to an authorized dealership.

BATTERY CONDITIONING

In extreme temperatures, high or low, the high voltage battery may need to be conditioned, and therefore may require the vehicle to be plugged in prior to the next use of the vehicle.

If the ambient temperature is 5°F (-15°C) or below at vehicle shut down, the instrument cluster will display the message “Plug In Vehicle To Condition Battery”.

If the battery temperature is below -22°F (-30°C), or 131°F (55°C) or above, the vehicle will NOT start:

- If the vehicle is plugged in at these battery temperatures, the vehicle will not start and the instrument cluster will display the message “Please Leave Key In RUN — Battery Conditioning Needed” until battery conditioning is complete.
- If the vehicle is not plugged in at these battery temperatures, the vehicle will not start and the “Plug In Vehicle To Condition Battery” message will be shown in the instrument cluster display.

NOTE:

- When the “Please Leave Key In RUN — Battery Conditioning Needed” message is displayed, keep the ignition in the RUN position for the battery to recover. Place the ignition back in the OFF position when the message disappears, and then start the vehicle. When this message is displayed, do not operate any air conditioning controls.
- Under these high or low temperatures, while the vehicle is plugged in and the ignition is in the OFF position, the vehicle may “wake up” to precondition the high voltage battery for use.
- It is recommended that the vehicle be plugged in overnight when possible, to maximize the electric range of the vehicle.

The messages will only be displayed when the ignition is in the RUN position and the high voltage battery is not ready to provide propulsion power. The messages will also display if there was a failed attempt to achieve READY state when the high voltage battery cell temperatures were either too cold, or too hot.

REGENERATIVE BRAKING SYSTEM (RBS)

Your vehicle has a RBS. The RBS replenishes the vehicle's high voltage battery during deceleration, and is particularly useful in stop-and-go city traffic. The electric motors, which propel the vehicle forward, can operate as generators when braking. The RBS recharges the high voltage battery under certain braking conditions by recapturing energy that would otherwise be lost while braking. The electric power that is generated goes back into the high voltage battery for later use, for example when acceleration is desired.

The RBS uses conventional hydraulic friction brakes, regenerative braking, or a combination to slow the vehicle. If the system detects slippery conditions while braking, ONLY friction is used to slow the vehicle. The RBS can result in extended life of the hydraulic service brakes; however, all inspection, scheduled maintenance, and service intervals for the vehicle service brakes must be followed.

Max Regeneration

Max Regeneration is a supplemental feature of the RBS. When activated, it will use the RBS to help slow the vehicle when the driver releases the accelerator pedal. This feature allows you to moderately reduce driving speed without pressing the brake pedal. It is always necessary to apply the brake pedal to bring the vehicle to a complete stop.



Max Regeneration Button

This feature can be activated by pressing the Max Regeneration button, located above the Uconnect screen.

NOTE:

The Max Regeneration feature will remain on once selected, even after the vehicle is restarted.

E-SELEC MODE

This system allows the driver to select different modes by pushing the following buttons located above the headlight switch.



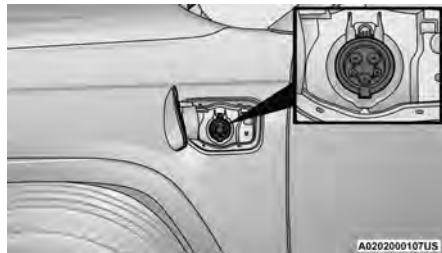
E-Select Mode Switch

- Hybrid: Prioritizes electric range first, then gas range.
 - Automatically switches between using gas and battery for greatest efficiency and performance.
 - Best heating/cooling and acceleration performance.
- Electric: Prevents the engine from running, unless you absolutely need it.
 - Driving in electric mode allows the vehicle to use up to the full capability of the electric drivetrain, and if the electric drivetrain is operating at its peak power, then pressing the accelerator pedal more will not result in more power. To access the full capability of the engine plus electric motors, switch to Hybrid or e-Save.
- Engine will switch on during a Wide Open Throttle (WOT) event, or if cruise control requires it.
- Vehicle will switch to hybrid mode upon reaching < 1% State of Charge (SOC) or due to system needs. See  page 17 for information on where to view your vehicle's SOC.
- e-Save: Aims to maintain a high level of SOC/Electric range for later use. It can be customized in settings to increase the SOC to predefined levels.
 - e-Save settings can be found in the Uconnect Hybrid Electric App.
 - When e-Save is selected on a fully charged vehicle, the SOC will drop slightly for optimal performance.
 - The Battery Save setting aims to maintain the SOC at the current level. Under heavy load, such as while pulling a trailer, SOC may decrease. When coasting, the SOC may increase.
 - The Battery Charge setting uses power from the engine to increase SOC to the selected target. If the SOC is above the target when e-Save mode is activated, then the vehicle will automatically switch between gas and battery until SOC reaches the target.
 - The e-Save mode button must be pressed to activate Battery Save or Battery Charge.

HIGH VOLTAGE CHARGING OPERATION

SAE J1772 CHARGING INLET

Your vehicle uses an industry standard SAE J1772 charge inlet (vehicle charge inlet) for both AC Level 1 (120 V) and AC Level 2 (240 V) charging.



Vehicle Charge Inlet Location

Open the charge port door by pushing near the rear outer edge of the door, near the center to unlatch. To close the charge port door, engage the door latch by pushing on the rear outer edge near the center.

AC LEVEL 1 CHARGING (120 VOLT, 12 AMP)

Your vehicle is equipped with a 120 Volt AC, SAE J1772 Level 1 Electric Vehicle Supply Equipment (EVSE), also referred to as a Portable Charging Cordset (EVSE). AC Level 1 charging requires a conventional NEMA 5-15R 120 Volt AC grounded wall outlet along with the Portable Charging Cordset (EVSE) provided with the vehicle.

WARNING!

Please be sure to follow the warnings below. Failure to do so may result in serious injury or death.

- Discontinue use of the Portable Charging Cordset (EVSE) immediately if the plug or outlet becomes hot to the touch or if you notice any unusual odors.
- Do not use the Portable Charging Cordset (EVSE) in building structures that use fuse-based circuit protection. Use only with electrical circuits protected by circuit breakers.
- Do not use the Portable Charging Cordset (EVSE) if other devices are plugged into the same circuit.
- When unplugging the Portable Charging Cordset (EVSE) from the wall outlet, be sure to pull by the plug, and not the cord.
- Do not pull, twist, bend, step on or drag the cord of the Portable Charging Cordset (EVSE).
- Stop using the Portable Charging Cordset (EVSE) immediately if charging stops before it's completed when the plug or cord is moved or adjusted.
- Do not use the Portable Charging Cordset (EVSE) if the plug has a loose connection with the wall outlet or if the wall outlet is damaged or rusted.
- If in any doubt about the wall outlet and/or circuit, contact a qualified electrician.
- Do not use if a malfunction occurs or if the Portable Charging Cordset (EVSE) has been damaged in any manner. It is recommended that you contact an authorized dealership.

(Continued)

WARNING!

- There are no user serviceable parts inside the Portable Charging Cordset (EVSE). Do not attempt to repair or service the Portable Charging Cordset (EVSE), doing so will void the New Vehicle Warranty.



AR202000072US

Portable Charging Cordset (EVSE)

WARNING!

INSTRUCTIONS PERTAINING TO A RISK OF FIRE OR ELECTRIC SHOCK: Electrical shock, fire, and other serious hazards can occur if the Portable Charging Cordset (EVSE) is not used properly. This vehicle uses a high voltage current. Failure to follow the proper charging instructions in this publication can cause serious injury or death. There are no serviceable parts in the Portable Charging Cordset (EVSE). Do not open, disassemble, penetrate, or tamper with the

(Continued)

WARNING!

Portable Charging Cordset (EVSE). Failure to follow this warning can result in electrical shock, fire, property damage, and death or serious injury.

The Portable Charging Cordset (EVSE) is stored in the rear cargo area below the load floor. To access this area, lift the handle of the load floor cover, and remove the Portable Charging Cordset (EVSE) from the storage bag in the rear cargo area on the right side.

Moving, Transporting, And Storage Instructions

After use, the Portable Charging Cordset (EVSE) should be placed in the storage bag and put back in the cargo storage area. If the Portable Charging Cordset (EVSE) will be left outside the vehicle, be sure to protect the device's connection end from moisture, dirt, and debris accumulation and contamination.



Lift Load Floor Cover Handle



Portable Charging Cordset (EVSE) Storage Bag Location

NOTE:

The Portable Charging Cordset (EVSE) is used for AC Level 1 charging only.

WARNING!

IMPORTANT SAFETY INSTRUCTIONS PERTAINING TO A RISK OF FIRE OR ELECTRIC SHOCK: This publication contains important instructions and warnings that should be followed during charging operations. Failure to follow these warnings and instructions can result in electrical shock and fire which can cause death or serious injury.

- Read this entire publication before using the Portable Charging Cordset (EVSE).
- Do not put fingers or objects into the Portable Charging Cordset (EVSE) connector.
- Do not use the Portable Charging Cordset (EVSE) if the flexible power cord is frayed, broken, has cracked insulation, or any other signs of damage.

(Continued)

WARNING!

- Do not use the Portable Charging Cordset (EVSE) if the enclosure or the connector is broken, cracked, open, or shows any other indication of damage.
- Do not use the Portable Charging Cordset (EVSE) with an extension cord or plug adapters.
- The Portable Charging Cordset (EVSE) may attempt to reset and run after a power interruption.
- There are no user serviceable parts inside the Portable Charging Cordset (EVSE). Do not attempt to repair or service the Portable Charging Cordset (EVSE) yourself – personal injury may result.
- When using a charging station with the Portable Charging Cordset (EVSE) attached, ensure the charging station's cable is not visibly damaged before plugging into the vehicle.
- Do not allow children to operate the Portable Charging Cordset (EVSE). Adult supervision is mandatory when children are in proximity to the charge station that is in use.
- Do not use a charge station or vehicle charge inlet that is worn or damaged with the AC Level 2 charging cable. Plugging into worn or damaged receptacles may cause damage to the Portable Charging Cordset (EVSE) and vehicle.
- Ensure that the Portable Charging Cordset (EVSE) is always stored in a safe place. Do not expose the EVSE J1772 vehicle connector to rain or wet conditions. Avoid allowing water or other liquids to pour or drip onto the vehicle connection end of the J1772 EVSE connector. If water penetrates the electrical device, the risk of electrical shock increases. Ensure that all plugs and cables are free of moisture before using the Portable Charging Cordset (EVSE).

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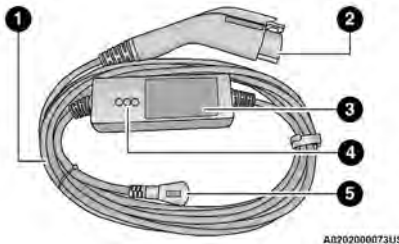
WARNING!

- In a collision, a loose Portable Charging Cordset (EVSE) in the vehicle could cause injury. It could fly around in a sudden stop and strike someone in the vehicle. Do not store the Portable Charging Cordset (EVSE) on the cargo load floor, or in the passenger compartment.
- The Portable Charging Cordset (EVSE) has been tested for use in temperatures ranging from -40°F to 122°F (-40°C to 50°C).
- The Portable Charging Cordset (EVSE) should be stored at temperatures between -40°F and 176°F (-40°C and 80°C).
- SAVE THESE INSTRUCTIONS.

Portable Charging Cordset (EVSE)

The Portable Charging Cordset (EVSE) is compliant with SAE J1772, and applicable for use with vehicles fitted with standard SAE J1772 charge inlets. The Portable Charging Cordset (EVSE) includes:

- A charge connector
- A NEMA 6 rated enclosure with a Charge Current Interrupt Device (CCID) with a status indicator display
- An AC Power Cord with a NEMA 5-15P right angle plug
- An indoor/outdoor charge cable, EV-rated
- A Status Indicator Display



Portable Charging Cordset (EVSE)

- 1 — Charge Cable
- 2 — Charge Connector
- 3 — Portable Charging Cordset (EVSE) Enclosure
- 4 — Status Indicator Display
- 5 — AC Plug

Grounding Instructions

For A Grounded, Cord-Connected Product:

The Portable Charging Cordset (EVSE) must be grounded. If it should malfunction or break down, grounding provides a path of least resistance for an electric current to reduce the risk of electric shock. The Portable Charging Cordset (EVSE) is equipped with a cord having an equipment-grounding conductor and a grounding plug. The plug must be plugged into an appropriate outlet that is properly installed and grounded in accordance with all local codes and ordinances.

WARNING!

INSTRUCTIONS PERTAINING TO A RISK OF FIRE OR ELECTRIC SHOCK: Do not use the Portable Charging Cordset (EVSE) on electrical circuits with two-prong outlets; use with improper outlets could result in electric shock, fire, property damage, and death or serious injury. Check with a qualified electrician if you are in doubt as to whether the wall outlet is properly grounded. Do not modify the plug prongs provided with the Portable Charging Cordset (EVSE) – if it does not fit the outlet, you must have a proper outlet installed by a qualified electrician.

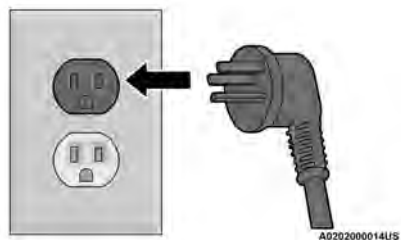
2

Portable Charging Cordset (EVSE) Installation And Operating Instructions

1. Always insert the AC plug prongs of the Portable Charging Cordset (EVSE) into a 15 A, or 20 A, 120 VAC, 60 Hz, grounded wall outlet first. Do not use an extension cord, outlet/plug adapter, or a worn outlet. The Portable Charging Cordset (EVSE) will not operate safely unless it is plugged directly into the wall outlet.

NOTE:

The Portable Charging Cordset (EVSE) should be plugged into a dedicated circuit, not a circuit shared with other devices drawing electricity on the circuit.

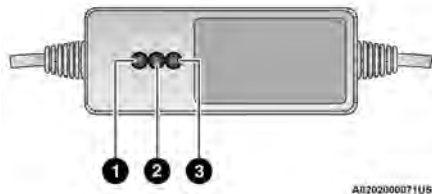


AC Plug And Wall Outlet

WARNING!

INSTRUCTIONS PERTAINING TO A RISK OF FIRE OR ELECTRIC SHOCK: Do not use the Portable Charging Cordset (EVSE) on electrical circuits with two-prong outlets; use with improper outlets could result in electric shock, fire, property damage, and death or serious injury. Check with a qualified electrician if you are in doubt as to whether the wall outlet is properly grounded. Do not modify the plug prongs provided with the Portable Charging Cordset (EVSE) – if it does not fit the outlet, you must have a proper outlet installed by a qualified electrician.

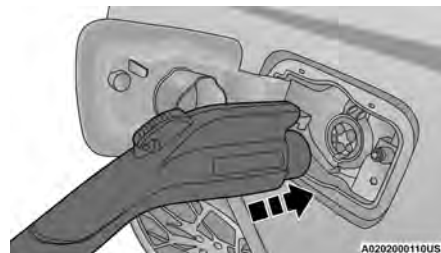
2. Check to see if the Portable Charging Cordset (EVSE) is ready to charge by reviewing the indicator lights.



Portable Charging Cordset (EVSE) Indicator Lights

- 1 — AC Power Indicator Light
- 2 — Fault Indicator Light
- 3 — Check Outlet Indicator Light

3. If the Portable Charging Cordset (EVSE) is ready to charge, ensure the vehicle is in PARK, and then connect the charge connector to the vehicle's charge inlet. You will hear a "click" when the charge connector is inserted correctly and coupled with the vehicle's charge inlet.



Inserting The Charge Connector Into The Vehicle Charge Inlet

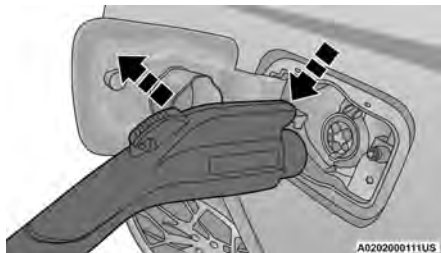
4. When the vehicle commences charging, the green indicator light will turn on.

NOTE:

The vehicle should start charging automatically. If not, please check the following:

- Portable Charging Cordset (EVSE) — The Portable Charging Cordset (EVSE) status indicator lights illuminate green, red, or yellow to identify the charging status ➡ page 13.
- Wall Outlet — Check whether the wall outlet is functional (no power outage) and/or plug the Portable Charging Cordset (EVSE) into a different wall outlet.

- **Charging Schedule** — Check whether or not the charging schedules have been enabled. If enabled, check that you are within the scheduled time and day of the week. If a charging schedule has been enabled in the vehicle, and it is outside the time and day of the week, you may override the schedule for this charging event by plugging in the charge connector, unplugging it, and then plugging it back into the vehicle charge inlet. Complete the double plug sequence within 10 seconds for it to override the set schedule.
 - **Hood Ajar** — Check whether the hood is open. Charging is disabled while the hood is open, and will resume when the hood closes.
5. To stop the charging process, disconnect the Portable Charging Cordset (EVSE) from the vehicle first, and then from the wall outlet. To disengage the vehicle coupler, push the button on the connector.



Removing The Charge Connector From The Vehicle Charge Inlet

6. Close the inlet door when a Portable Charging Cordset (EVSE) is not connected to the vehicle.

NOTE:

It is good practice to keep the ignition in the OFF position while conducting Level 1 charging. This minimizes any additional vehicle loads the Portable Charging Cordset (EVSE) has to support. The additional electrical loads will extend the high voltage battery charging time.

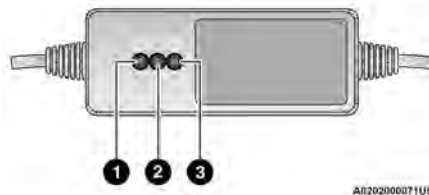
Troubleshooting Using The Status Indicator Display

If the vehicle is not charging properly, consult the status indicator lights.

The **Green LED** signals correct operation of the system.

The **Red LED** signals a failure in the charging system.

The **Yellow LED** signals a failure with the outlet.



LED Indicator Lights

- 1 — Green LED
- 2 — Red LED
- 3 — Yellow LED

Any faults in charging are displayed by the LEDs, either steady or flashing, located on the status indicator display of the Portable Charging Cordset (EVSE). Refer to the following troubleshooting table:

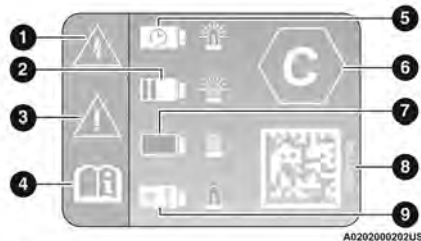
Portable Charging Cordset (EVSE) Charging System Failure Troubleshooting				
Green LED	Red LED	Yellow LED	Description	Action/Consequences
OFF	OFF	OFF	Portable Charging Cordset (EVSE) not connected to the domestic charging outlet or power failure in the domestic power supply mains.	
ON	OFF	OFF	There are no faults in the domestic power supply mains, so the Portable Charging Cordset (EVSE) can be connected to the charge inlet on the vehicle.	
ON	ON (Flashing)	ON	Overheating at the charging outlet of the domestic power supply mains.	When the normal temperature is reached, the system will make a new charge attempt at a lower current level.
ON	OFF	ON (Flashing)	Charging to a lower current level due to overheating of the charging outlet of the domestic power supply mains.	
ON	ON	ON (Flashing)	Overheating at the charging outlet of the domestic power supply mains.	Carefully disconnect the Portable Charging Cordset (EVSE) from both the vehicle and power outlet and wait for the plug and outlet to return to normal temperatures. Then, reconnect the Portable Charging Cordset (EVSE) to the power outlet and vehicle and charge again. Contact a qualified electrician in case of a new anomaly.
ON	ON (2 Blinks)	ON (2 Blinks)	Lack of grounding cable in the charging outlet of the domestic power supply mains.	The system will make a new charge attempt after 30 seconds (6 attempts in total).
ON	ON	ON (2 Blinks)	Lack of grounding cable in the charging outlet of the domestic power supply mains.	The new charge attempt failed. Disconnect the Portable Charging Cordset (EVSE) from the vehicle and the outlet and reconnect it, then try to charge again. Contact a qualified electrician in case of a new anomaly.

Portable Charging Cordset (EVSE) Charging System Failure Troubleshooting				
Green LED	Red LED	Yellow LED	Description	Action/Consequences
ON (Flashing)	OFF	OFF	Domestic mains power incorrectly supplied.	The system will make a new charge attempt after 30 seconds (6 attempts total). If the fault persists, disconnect the Portable Charging Cordset (EVSE) from the vehicle and the outlet and reconnect it, then try to charge again. Contact a qualified electrician in case of a new anomaly.
ON	ON (Flashing)	OFF	Charge Current Interrupt Device (CCID) fault trip over one second after relay closure. Portable Charging Cordset (EVSE) retrying to charge the vehicle.	The system will make a new charge attempt after 30 seconds (6 attempts in total).
ON	ON	OFF	Charge Current Interrupt Device (CCID) fault, Retry Exhausted or Retry is disallowed if trips within one second of relay closure.	The new charge attempt failed. Disconnect the Portable Charging Cordset (EVSE) from the vehicle and the outlet and reconnect it, then try to charge again. Contact an authorized dealership in case of a new anomaly.
ON	ON	OFF	Dispersion of the electricity on the vehicle.	Disconnect the Portable Charging Cordset (EVSE) from the vehicle and the outlet and reconnect it, then try to charge again. Contact an authorized dealership in case of a new anomaly.
ON	ON (Flashing)	OFF	Electric charging current too high.	The system will make a new charge attempt after 30 seconds (6 attempts total).
ON	ON (7 Blinks)	OFF	Electric charging current too high.	The new charge attempt failed. Disconnect the Portable Charging Cordset (EVSE) from the vehicle and the outlet and reconnect it, then try to charge again. Contact an authorized dealership in case of a new anomaly.

Portable Charging Cordset (EVSE) Charging System Failure Troubleshooting				
Green LED	Red LED	Yellow LED	Description	Action/Consequences
ON	ON (2 Blinks)	OFF	Charging abnormality on the vehicle.	The system will make a new charge attempt after 30 seconds (6 attempts total). If the fault persists, disconnect the Portable Charging Cordset (EVSE) from the vehicle and the domestic power outlet and reconnect it, then try to charge again. Contact an authorized dealership in case of a new anomaly.
ON	ON (3 Blinks)	OFF	Portable Charging Cordset (EVSE) failure.	
ON	ON (4 Blinks)	OFF		
ON	ON (5 Blinks)	OFF		
ON	ON (6 Blinks)	OFF		

Guidelines for preventing fire and electric shock:

- Ensure the Portable Charging Cordset (EVSE) is positioned so it will not be stepped on, tripped over, or otherwise subjected to damage or stress.
- There are no user serviceable parts inside.
- Do not use the Portable Charging Cordset (EVSE) if it is visibly damaged. Contact an authorized dealership for service.
- Do not place fingers, or any other objects inside the charge connector.
- Do not allow children to operate the Portable Charging Cordset (EVSE). Adult supervision is mandatory when children are in proximity when the Portable Charging Cordset (EVSE) is in use.
- Do not use the Portable Charging Cordset (EVSE) with an extension cord or plug adapters.
- Do not unplug the Portable Charging Cordset (EVSE) from the wall outlet during a charging operation.



Charging Inlet Warning Label

- 1 — Risk Of Electric Shock
- 2 — Charging Procedure In Progress
- 3 — Dangerous Situation
- 4 — Reference Owner's Information
- 5 — Charging Timer Set
- 6 — Charge Port Type Symbol
- 7 — Charging Procedure Complete
- 8 — Label Part Number
- 9 — Fault In Charging Procedure

NOTE:

During normal operation, the charge connector or AC plug may feel warm. If either one feels hot during charging, unplug the Portable Charging Cordset (EVSE) and have a qualified electrician inspect the wall outlet before you continue charging ➡ page 61.

WARNING!

INSTRUCTIONS PERTAINING TO A RISK OF FIRE OR ELECTRIC SHOCK: Do not use the Portable Charging Cordset (EVSE) with an outlet that is worn or damaged. Failure to follow this warning can result in electrical shock, fire, property damage, and death or serious injury.

AC LEVEL 2 CHARGING (240 VOLT, 40 AMP)

AC Level 2 (240 Volt) charging requires a 240 Volt, Level 2 Electric Vehicle Supply Equipment (EVSE) charging station. A 40 Amp Level 2 EVSE for home installation is recommended. The Level 2 EVSE connects to a 40 Amp circuit breaker and delivers 32 Amp maximum to the vehicle.

When using public charging stations, ensure the charging station is ready to provide charge and the vehicle is in PARK before the Level 2 EVSE is plugged into the vehicle's charge inlet. You will hear a "click" when the charge connector is inserted correctly and is coupled with the vehicle's charge inlet.

NOTE:

The vehicle should start charging automatically. If not, please check the following:

- Charging Station — Check the indications and instructions at the charging station.
- Charging Schedule — Check whether the charging schedule is enabled and if so, whether the vehicle is currently within the scheduled charge time/day (weekday/weekend). If the charging schedule is enabled within the vehicle, you may override it for this charging event by plugging in the charge connector, unplugging it, and then plugging it back into the vehicle charge inlet. Complete the double plug sequence within 10 seconds for it to override the set schedule.
- Hood Ajar — Check whether the hood is open. Charging is disabled while the hood is open, and will resume when the hood closes.

To stop the charging process:

- Press the button located on the Level 2 EVSE vehicle connector.
- Remove the connector from the vehicle charge inlet.
- Plug the charge handle into the Level 2 EVSE station and coil the charging cord onto its holder. Do not leave the charging cord lying on the ground.

CHARGING TIMES

The following factors determine the time it takes to charge the high voltage battery:

- The high voltage battery's current State Of Charge (SOC)
- The type of Electric Vehicle Supply Equipment (EVSE) used (Level 1 – 120 V or Level 2 – 240 V)
- Ambient temperature
- Whether the vehicle's ignition is in the RUN position during charging

NOTE:

- The following charging times are estimates based on charging a high voltage battery that has a <1% State Of Charge (SOC) value displayed in the instrument cluster.
- Charging times will vary based on the age, condition, SOC, available current being provided to the charger from its energy source, and temperature of the high voltage battery.
- Charging times may be longer if a thermal self-protection reduces the charging current from the EVSE being used.

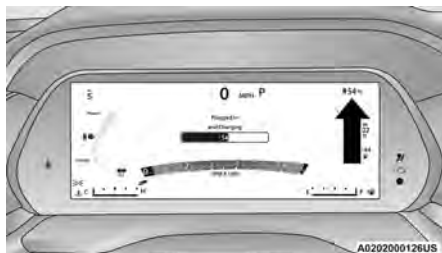
- If the vehicle's ignition is in the ON/RUN position, the vehicle charge indicator may not indicate greater than a 99% SOC and will continue to charge the vehicle, due to the vehicle loads.

Type of EVSE	Estimated Charge Time
Level 1 (120 V/12 A)	Approximately 12-13 hours
Level 2 (240 V/32 A)	Approximately 2-3 hours

VEHICLE CHARGE INDICATORS

Instrument Cluster High Voltage Battery Display

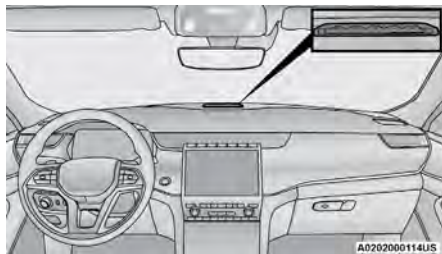
There is a battery display indicator located on the instrument cluster. The battery display will indicate the current State Of Charge (SOC) for the high voltage battery; with the percentage value located to the right of the symbol. When plugged in, the battery symbol also indicates the battery level along with messages about the charge or whether the system is waiting to charge due to the charge schedule. These will appear unless there is a charging fault. A green plug telltale will be shown in the cluster, as well as applicable messaging when charging.



High Voltage Battery Display

Instrument Panel State Of Charge Indicator

In addition to the battery display in the instrument cluster, your vehicle is equipped with a visual SOC indicator. The SOC indicator is made up of five lights that are mounted to the top center of the instrument panel, which will illuminate when the vehicle is plugged into the charging system.



State Of Charge Indicator

The SOC indicator provides a visual indication of the high voltage battery's charge status during charging. It is also used to indicate a charging problem as well as waiting for a scheduled charge to begin.

NOTE:

The lights scroll one at a time when the vehicle is plugged in outside of its charging schedule time/day of the week, and it is waiting on the schedule to begin charging.

In extreme hot or cold environments, the lights on the SOC indicator may not illuminate. Charge status is available in the instrument cluster display. In the event of an error in the charging process, the outer two lights will blink.

When the hood is open, the lights on the SOC indicator will not be illuminated.

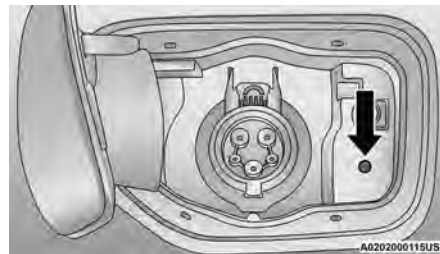
Number Of Indicator Lights Illuminated	Percent Of Battery Charge
1st light blinks	0 – 20%
1st light on, 2nd light blinks	21 – 40%
1st and 2nd lights on, 3rd light blinks	41 – 60%
1st, 2nd, and 3rd lights on, 4th light blinks	61 – 80%
1st, 2nd, 3rd, and 4th lights on, 5th light blinks	81 – 99%
All five lights on	100%
Two outer lights are blinking	Indicates an error in the charging process

Number Of Indicator Lights Illuminated	Percent Of Battery Charge
Lights turn on one at a time	Indicates system is waiting for scheduled time in charge schedule to begin charging
All lights turn on, then immediately turn off	Indicates a successful plug-in

NOTE:

For each segment of lights illuminated indicating the percent of battery charge, two different blink rates are used. A blink rate of 1 second on/1 second off indicates that the first half is charging. The blink rate will increase to 0.5 second on/0.5 second off to indicate that the second half is charging. When the battery is fully charged, the blinking stops and the lights remain illuminated as charging continues.

Next to the charging inlet, there is an LED that changes color based on charging status.



Charging Inlet LED Location

LED Charging Inlet	
LED Light Color	Status
Blue	Indicates that the system is waiting for a scheduled recharge.
Flashing Green	Charging process in place.
Solid Green	Indicates the vehicle is fully charged.
Blinking Red	Indicates a fault in the charging system.

HYBRID ELECTRIC PAGES

Within your Uconnect system is the Hybrid Electric App that allows you to see your vehicle's power flow, understand your driving history, and set a charging schedule for your vehicle's high voltage battery. To access this app, press the Apps button on the main menu bar of the radio's touchscreen, and locate the Hybrid Electric App. Pressing the app icon brings you to a set of hybrid electric pages: Power Flow, Driving History, Charging Schedule, e-Save, and Charge Settings (if equipped).



Apps Menu Screen

Power Flow

The Power Flow screen shows the current power readings for all of the following:

- **Engine** - Shows the amount of power (in kW) the engine is generating. Based on vehicle operating conditions, this power is used to: propel the vehicle, provide passenger compartment heating, power vehicle electrical loads, and charge the high voltage battery. Engine operation is controlled to maximize fuel economy.
- **Battery** - Shows the amount of power (in kW) the high voltage battery is currently providing/absorbing. A negative kW indicates the vehicle's high voltage battery is charging.
- **Climate** - Shows the amount of power (in kW) the Climate Control system is using to maintain the current interior temperature.

Power Flow paths are indicated by the direction of the arrows on the touchscreen.

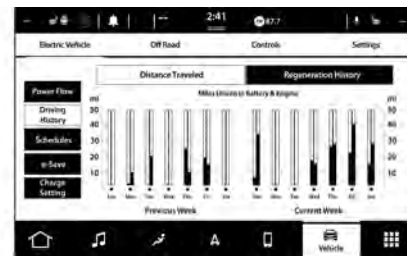


Power Flow Screen

Driving History

The Driving History screen shows the miles (km) driven in both Full Electric and Hybrid (battery and engine powered) modes for both the previous week and the current week. The data is displayed in a bar graph: Electric mode in teal and Hybrid mode in blue.

On the bar graph, miles (km) driven on the same day in Electric mode (battery only) are always shown below miles (km) driven in Hybrid mode. When one day of the week exceeds 100 miles (160 km) driven, the values for miles (km) driven in Electric and Hybrid modes will be listed above the bar graph in respective colors (teal for Electric and blue for Hybrid).



Driving History Screen

Charging Schedule

To set a charging schedule, select the Hybrid Electric App on the touchscreen and follow these steps:

1. Select "Schedules".



Charging Schedules Screen

2. Select one of the two charging schedules by pressing the appropriate arrow on the right side of the screen.
3. Select if Scheduled Charging should "Charge Until Full".
4. Set the Charge Start Time: Hours, Minutes, and AM/PM.

NOTE:

This is to occur every week (as long as the vehicle is connected to an EVSE).



Set Charge Schedule

5. When done, press the back arrow. The active schedule will be indicated by the check mark to the right of the schedule event line. The Event Action and Time will be displayed.
6. To add another Scheduled Charging event, repeat these steps.

NOTE:

A maximum of two independent Scheduled Charging events can be scheduled at a given time.

Charge Until Full

If "Charge Until Full" is selected, the vehicle must be plugged in within five minutes of the start time. The following are situations in which "Charge Until Full" may not be honored:

- If selected for five days (Monday through Friday), and the vehicle is plugged in five or more minutes after the start time on any of those days, "Charge Until Full" will not be honored for that day. "Charge Until Full" will resume on the next day at the scheduled time.

- If there are multiple plug/unplug events after first being plugged in within five minutes, "Charge Until Full" will not be honored for that day.
- If other schedules (Charge Interval, etc.) are set at a later time in addition to "Charge Until Full" being selected, and the vehicle is plugged in five or more minutes after the scheduled start time, "Charge Until Full" will not be honored for that day. The next available schedule will be followed.

NOTE:

- If the charging schedule is not enabled, the vehicle will charge whenever plugged in. It is not necessary to set up the charging schedule to charge the vehicle.
- If the vehicle is plugged in outside of the charging schedule set in the Uconnect system (and Charge Until Full is not selected), the vehicle's battery will not charge. Charging will only begin immediately if the vehicle is plugged in within the time and day of the week set in the schedule. Otherwise, charging will automatically begin when the selected charge time/day of the week occurs or whenever the vehicle is plugged in with no charge schedule set.
- Scheduled Charging may be bypassed and charging will begin automatically if the high voltage battery state of charge is below its optimal operating point.
- If the vehicle is turned off outside of the charging window, a radio pop-up message will be displayed, which provides an option to begin charging the vehicle immediately. The pop-up message asks the driver if they would like to "Charge Now?" and provides other information, including the next charging schedule start time and estimated time to charge the battery to 100%. If within one hour of selecting

"Yes," the vehicle is connected to a powered EVSE, the vehicle will immediately begin to charge (temporarily ignoring any set charge schedule). To fully deactivate the charge schedule, refer to the "Schedules" feature within the Hybrid Electric app.

- The charging schedule can also be overridden if an EVSE is plugged in, unplugged, and then plugged in a second time to the vehicle. After the first plug in of the vehicle, wait until the battery charge indicator on the instrument panel lights up before unplugging. This "double plug sequence" will override the schedule that is set in the radio, and begin charging the vehicle immediately. The double plug sequence must be completed within 10 seconds for it to override the programmed schedule.
- If "Charge Until Full" is selected, and the vehicle is plugged in after the start time of the schedule, the vehicle will start charging when it reaches the start time the next day. If you would like to begin charging immediately, and continue charging until the vehicle is fully charged, you can select the "Charge Now" option or use the double plug override option.

SCHEDULE BYPASS

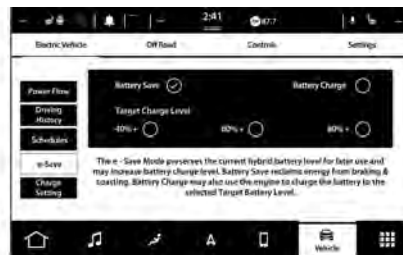
NOTE:

If the vehicle is turned off outside of the charging window, a radio pop-up message will be displayed. The pop-up message asks the driver if they would like to "Charge Now?" and provides the next charging schedule start time and estimated time to charge the battery to 100%. If within one hour of selecting "Yes", the vehicle is connected to a powered EVSE, the vehicle will immediately begin to charge (temporarily ignoring any set charge schedule). To fully deactivate the charge schedule, select the "Enable Schedule" checkbox until the check mark is removed from the box.

The charging schedule can also be overridden if the EVSE is plugged in, unplugged, and then plugged in a second time to the vehicle. This double plug sequence will override the set schedule in the Hybrid Electric App, and begin charging the vehicle immediately. The double plug sequence must be completed within 10 seconds for it to override the programmed schedule.

e-Save

The fourth screen within the Hybrid Electric App is the e-Save screen. From this screen, you can specify the behavior of the e-Save drive mode:



e-Save Screen

- Battery Save - Maintains the high voltage State of Charge (SOC) at its current level under most driving scenarios.

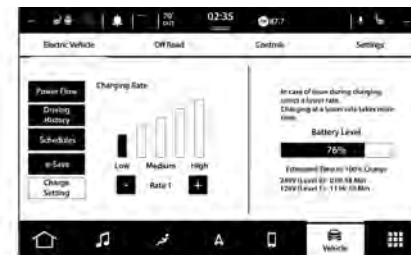
NOTE:

- The SOC may increase if there is sufficient energy capture through regenerative braking.
- Battery Charge - Uses additional power from the gas engine to increase the high voltage SOC, up to 40%, 60%, or 80% capacity. If the vehicle SOC is greater than the Battery Charge Target Level, the

vehicle will use the gas and battery to efficiently deplete down to the target level while the vehicle is driven.

Charge Settings — If Equipped

The fifth screen within the Hybrid Electric App is the Charge Setting screen. From this screen, you can select the rate at which your vehicle charges. Rate selections 1 (low rate of charge) through 5 (high rate of charge) are available. The lower the selected rate, the longer it will take for your vehicle to reach a full charge.



Charge Setting Screen

The Charge Setting can be adjusted by pressing the "+" or "-" buttons, and the estimated time until full charge will update on the right side of the screen to reflect the selected Charge Setting.

NOTE:

- The Charge Setting will be saved each time the vehicle is turned off, then back on again.

- For information on jump starting your vehicle, refer to the “In Case Of Emergency” chapter in the Owner’s Manual.

Keyless Enter ‘n Go™ Ignition — Hybrid Only

This feature allows the driver to operate the ignition switch with the push of a button as long as the key fob is in the passenger compartment.

NOTE:

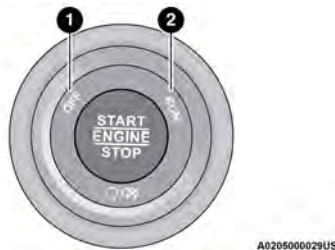
This vehicle is equipped with an automatic shutdown feature. If the vehicle is left with the ignition in the RUN position (engine not running) with gear selector in PARK for 30 minutes, it will automatically turn off the vehicle. If the driver door is opened, then closed while propulsion is active and the vehicle is in PARK, the vehicle will shut down. Notifications have been designed into this feature to raise awareness of the timed event. The instrument cluster display will show the message “Ready to Drive” accompanied with three audible chimes while exiting. The interior warnings will occur regardless of whether the key fob remains in the vehicle or is removed. The horn will sound three times, and the turn signals will flash if the key fob is removed from the vehicle and the ignition state is in READY mode.

To restart the vehicle, follow the normal process for starting your vehicle.

The START/STOP ignition button has several operating modes that are labeled and will illuminate when in position. These modes are OFF, ON/RUN, and START.

NOTE:

- Pushing the START/STOP ignition button may only activate the Electric Propulsion system and not start the vehicle’s engine (if running the engine is not currently required by the Hybrid system). READY will show in the instrument cluster display whenever the vehicle is operating in Electric mode and the vehicle is stationary.
- If the vehicle’s ignition is in the ON/RUN position, the vehicle’s charge indicator may not display a value greater than 99% State Of Charge (SOC) due to vehicle loads.



Keyless Push Button Ignition

- 1 — OFF
2 — ON/RUN

The ignition can be placed in the following positions:

OFF

- The vehicle is stopped
- Some electrical devices (e.g. power locks, alarm, etc.) are still available

- Mechanical power (vehicle propulsion) is not available

ON/RUN

- Driving position
- All electrical devices are available (e.g. climate controls, heated seats, etc.)
- As long as READY appears in the instrument cluster display, it does not matter if the engine is running or not, vehicle propulsion is available

START

- The vehicle will start

NOTE:

Vehicle propulsion is only available after the vehicle has passed through the START position.

Conditions Which May Cause The Engine To Run

NOTE:

These conditions may cause the engine to run when the high voltage battery requires an extended thermal conditional period.

- When the Hybrid Battery State of Charge (SOC) has reached <1%
- When applying maximum vehicle acceleration
- While maintaining the Exhaust System Catalyst Temperature in Hybrid or e-Save modes
- When the hood is open with the ignition in RUN, post-START mode
- When AutoStick Mode/paddle shifters are in use
- When the engine is temporarily operating in Fuel and Oil Refresh Mode (e.g. if the system detects a stale fuel or aged oil condition after a long period without combustion engine operation or frequent short drives with the engine on)

NOTE:

Oil Refresh mode is required when the engine oil is diluted with fuel, which can occur with frequent short drives with the engine on (as would occur in cold weather).

- When the vehicle is started in very cold ambient temperatures
- When the vehicle is in a lower ambient temperature and may need to support passenger compartment heating

NOTE:

- In case the ignition switch does not change with the push of the START/STOP ignition button, the key fob may have a low or depleted battery. In this situation, a backup method can be used to operate the ignition switch. Put the nose side of the key fob (side opposite of the emergency key) against the START/STOP ignition button and push to operate the ignition switch. Replacement of the key fob battery is recommended.
- In extreme climates (hot or cold environments), the vehicle will need to be plugged in prior to starting the vehicle, or the vehicle may not start.

WARNING!

- When leaving the vehicle, always remove the key fob from the vehicle and lock your vehicle.
- Never leave children alone in a vehicle, or with access to an unlocked vehicle.

*(Continued)***WARNING!**

- Allowing children to be in a vehicle unattended is dangerous for a number of reasons. A child or others could be seriously or fatally injured. Children should be warned not to touch the parking brake, brake pedal or the gear selector.
- Do not leave the key fob in or near the vehicle, or in a location accessible to children, and do not leave the Keyless Enter 'n Go™ Ignition in the RUN position. A child could operate power windows, other controls, or move the vehicle.
- Do not leave children or animals inside parked vehicles in hot weather. Interior heat buildup may cause serious injury or death.

CAUTION!

An unlocked vehicle is an invitation. Always turn the vehicle off, remove the key fobs from the vehicle, and lock all the doors when leaving the vehicle unattended.

NOTE:

If the brake is pressed and the ignition is placed in the ON/RUN position with Level 1 or Level 2 Electric Vehicle Supply Equipment (EVSE) connected to the vehicle, the instrument cluster display will not display the READY state. When the EVSE is unplugged from the vehicle, the vehicle will go into the READY state. If the vehicle is not shifted out of PARK 30 minutes after being unplugged, the vehicle will disable the READY state. After an additional 30 minutes with no change in ignition status, the ignition will turn off and the vehicle will power down.

For more information on normal starting, see  page 38.

REMOTE START — IF EQUIPPED (Hybrid Only)

NOTE:

Remote Start while the vehicle is plugged in may not always start the engine.



This system uses the key fob to start the vehicle conveniently from outside the vehicle while still maintaining security. The system has a range of 328 ft (100 m).

Remote Start also activates the Climate Control system in temperatures above 80 °F (26.7 °C), and the heated seats (if equipped) and heated steering wheel (if equipped) in temperatures below 40 °F (4.4 °C).

NOTE:

Obstructions between the vehicle and key fob may reduce this range.

HOW TO USE REMOTE START

Push and release the Remote Start button on the key fob twice within five seconds. The vehicle doors will lock, the turn signals will flash twice (if enabled in Uconnect Settings), and the horn will chirp twice (if enabled in Uconnect Settings). Then the engine/vehicle will start, and the vehicle will remain in the Remote Start mode for a 15 minute cycle.

Pushing the Remote Start button a third time shuts the vehicle off.

NOTE:

- With Remote Start, the vehicle will only run for 15 minutes.
- Remote Start can only be used twice.
- If an engine fault is present or fuel level is low, the vehicle will start and then shut down in 10 seconds.
- The parking lights will turn on and remain on during Remote Start mode.
- For security, power window and power sunroof (if equipped) operations are disabled when the vehicle is in Remote Start mode.
- The ignition must be placed in the ON/RUN position before the Remote Start sequence can be repeated for a third cycle.

All of the following conditions must be met before the vehicle will remote start:

- Gear selector in PARK
- Doors closed
- Hood closed
- Liftgate closed
- Hazard switch off
- Brake switch inactive (brake pedal not pressed)
- 12 Volt battery at an acceptable charge level
- Key fob Panic button not pushed
- System not disabled from previous Remote Start event
- Vehicle Security system indicator flashing
- Ignition in OFF position
- Fuel level meets minimum requirement
- Malfunction Indicator Light (MIL) is off while the vehicle's propulsion system is active

WARNING!

- Do not start or run an engine in a closed garage or confined area. Exhaust gas contains carbon monoxide (CO) which is odorless and colorless. Carbon monoxide is poisonous and can cause serious injury or death when inhaled.
- Keep key fobs away from children. Operation of the Remote Start system, windows, door locks or other controls could cause serious injury or death.

TO EXIT REMOTE START MODE

Push and release the Remote Start button one time or allow the Remote Start cycle to complete the entire 15 minute cycle.

In addition, the ignition can be placed in the RUN (Propulsion System Available) position by pushing the ignition button with the key fob inside the vehicle, and then pushing the ignition button one more time to place the ignition in the OFF position.

NOTE:

To avoid unintentional shutdowns, the system will disable for two seconds after receiving a valid Remote Start request.

Refer to the Owner's Manual for further information.

SCHEDULED CABIN CONDITIONING (SCC) — IF EQUIPPED

This feature allows the driver to pre-condition (warm up or cool down) the passenger cabin based on a planned departure time. The target temperature is preset to the same values used by the Remote Start feature. Unlike Remote Start, the driver does not need to initiate the

cabin conditioning by pushing the Remote Start button, instead, a programmed departure time will be used.

Also, all scheduled cabin conditioning will be powered by the vehicle's high voltage battery working in conjunction with any Electrical Vehicle Supply Equipment (EVSE) connected to the vehicle. Unlike Remote Start, in SCC the vehicle's gas engine will not start to provide power or heat for cabin conditioning.

In order to conserve the vehicle's high voltage battery power, the driver can choose between allowing the battery to be drained of power down to <1%, or to stop the SCC when the high voltage battery has been depleted to 25% State Of Charge (SOC). The battery percentages are displayed in the instrument cluster display.

A maximum of two independent schedule event timers are available for use by the SCC feature and Scheduled Charging feature for charging the high voltage battery. The timers may be used in any combination for SCC and Scheduled Charging, but only three total timers are available.

The SCC event times are used to wake up the vehicle so that the Climate Control system can condition the passenger cabin prior to the scheduled departure time. Based on vehicle operating conditions, ambient temperature, and the next programmed departure time, the vehicle will determine when to begin cabin conditioning. Cabin conditioning can begin up to 30 minutes prior to the scheduled departure time, provided the stated high voltage battery conditions are met.

The SCC will continue for a maximum of 15 minutes after the scheduled departure time.

Once a scheduled event has been created, it can be applied to one or more days of the week. The scheduled event can also be set to occur only during the current week, or repeat every week until the feature is turned off or the event is changed.

All of the following conditions must be met before the vehicle will initiate a scheduled SCC event:

- Gear selector in PARK
- Doors closed
- Hood closed
- Liftgate closed
- Hazard switch off
- 12 Volt battery at an acceptable charge level
- Key fob not located inside the vehicle
- Ignition in the OFF position
- Remote Start has not been activated

Scheduling An SCC Event:

To set a cabin schedule, select the Hybrid Electric Pages App on the touchscreen and follow these steps:

1. Select "Schedules".



Charging Schedules Screen

2. Select "Climate Schedules".

3. Select one of two Climate Schedules by pressing the appropriate arrow on the right side of the touchscreen.
4. Select if SCC should stop when the high voltage battery drops to 25% or lower.
5. Set the Departure Time: Hours, Minutes, and AM/PM.



Set Climate Schedule

6. Select the days that this SCC event will occur.
7. Select when to allow the SCC event: "Anytime (even when not plugged in)", or "Only When Plugged In".
8. To schedule another SCC event, press the back arrow and repeat these steps.

NOTE:

When "Anytime (even when not plugged in)" is selected, the vehicle will pre-condition every time the departure time occurs, drawing power from the wall inlet if plugged in, or using the vehicle's high voltage battery if not plugged in.

SEATS

WARNING!

- It is dangerous to ride in a cargo area, inside or outside of a vehicle. In a collision, people riding in these areas are more likely to be seriously injured or killed.
- Do not allow people to ride in any area of your vehicle that is not equipped with seats and seat belts. In a collision, people riding in these areas are more likely to be seriously injured or killed.
- Be sure everyone in your vehicle is in a seat and using a seat belt properly.

2

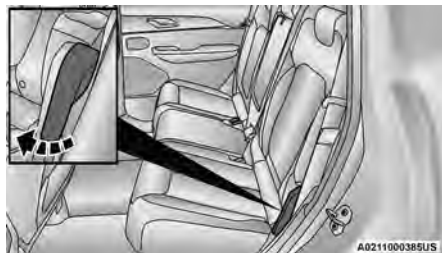
MANUAL REAR SEAT ADJUSTMENT

WARNING!

Do not place luggage or cargo higher than the top of the seatback. This could impair visibility or become a dangerous projectile in a sudden stop or collision.

Second Row Bench Seat Recline

To recline the rear seat, lean forward slightly and lift the recline lever located on the outboard side of the seat. Then, push the seat rearward to the desired position and release the lever. To return the seatback to its normal position, lean forward and lift the lever. To ensure the seatback is latched, use body pressure to lean forward and rearward.

**Rear Seat Recline Lever****WARNING!**

Do not ride with the seatback reclined so that the shoulder belt is no longer resting against your chest. In a collision you could slide under the seat belt, which could result in serious injury or death.

Second Row Bench Seat Fold Flat

To provide additional storage area, each side of the rear bench seat can be folded flat. This allows for extended cargo space and still maintains some rear seating room.

NOTE:

Prior to folding the rear seat, it may be necessary to position the front seat to its mid-track position. Also, be sure that the front seats are fully upright and positioned forward. This will allow the rear seat to fold down easily.

To lower the seatback, pull upward on the recline lever located on the outboard side of the seat, and let the seatback fold forward automatically. The outboard head restraints will automatically fold as the seat folds forward.

**Second Row Bench Seat Folded Flat**

To raise the seatback, unfold the seatback up into its original position and lock it into place. Then, manually raise the head restraints until they lock into place.

WARNING!

Be certain that the seatback is securely locked into position. If the seatback is not securely locked into position the seat will not provide the proper stability for child seats and/or passengers. An improperly latched seat could cause serious injury.

Unfolding The Rear Armrest

The center part of the rear seat can be used as a rear armrest with cupholders.

To unfold the armrest, pull the armrest tab to release it from the seat and pull forward.

**Armrest Tab Location****HEAD RESTRAINTS****WARNING!**

- All occupants, including the driver, should not operate a vehicle or sit in a vehicle's seat until the head restraints are placed in their proper positions in order to minimize the risk of neck injury in the event of a crash.
- Head restraints should never be adjusted while the vehicle is in motion. Driving a vehicle with the head restraints improperly adjusted or removed could cause serious injury or death in the event of a collision.

Rear Seat Head Restraints

The second row bench seat head restraints are not adjustable or removable. The outboard head restraints automatically fold forward when the seatback is folded, and do not return to their normal position when the seatback is raised. After returning the seatback to its upright position after a folding operation, raise the outboard head restraints until they are locked into place.

WARNING!

Sitting in a seat with the head restraint in its lowered position could result in serious injury or death in a collision. Always make sure the outboard head restraints are in their upright positions when the seat is to be occupied.

HOOD

OPENING THE HOOD

WARNING!

Always place the ignition in the OFF position before opening the hood. If the ignition is in the RUN position and the Propulsion System is active when the hood is opened, the engine could automatically start, and persons not clear of the vehicle could be injured by the engine's moving parts.

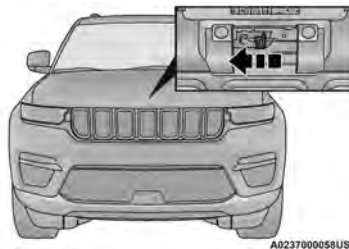
To open the hood, two latches must be released.

1. Pull the release lever located at the bottom of the driver's side of the instrument panel.



Hood Release

2. Reach under the hood from outside the vehicle, move the safety latch to the left and lift the hood.



Safety Latch Location

NOTE:

- Vehicle must be at a stop and the gear selector must be in PARK.

- Electric drive mode will not be available while the hood is open. A message will show in the instrument cluster display to alert the driver.
- If the vehicle was actively charging the high voltage battery when the hood was opened, the vehicle will stop charging until the hood is closed.
- While lifting the hood, use both hands.
- Before lifting the hood, check that the wiper arms are not in motion and not in the lifted position.

CLOSING THE HOOD

NOTE:

If the vehicle stopped charging the high voltage battery when the hood was opened, the vehicle will resume charging when the hood closes.

WARNING!

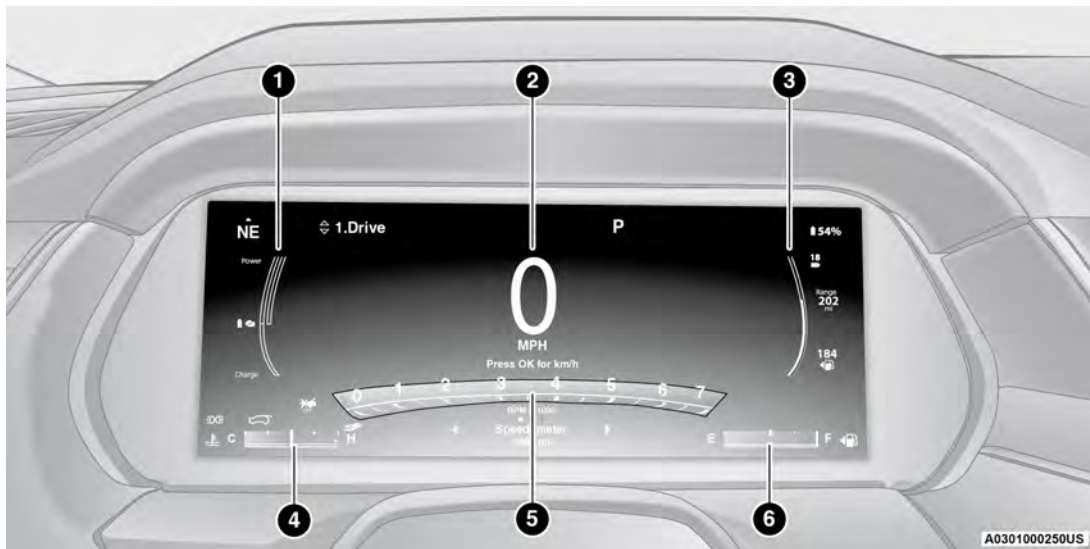
Be sure the hood is fully latched before driving your vehicle. If the hood is not fully latched, it could open when the vehicle is in motion and block your vision. Failure to follow this warning could result in serious injury or death.

CAUTION!

To prevent possible damage, do not slam the hood to close it. Lower hood to approximately 12 inches (30 cm) and drop the hood to close. Make sure hood is fully closed for both latches. Never drive vehicle unless hood is fully closed, with both latches engaged.

GETTING TO KNOW YOUR INSTRUMENT PANEL

INSTRUMENT CLUSTER



INSTRUMENT CLUSTER DESCRIPTIONS

1. Power/Charge Gauge

- This gauge represents the source of the power utilized to accelerate the vehicle. The green outer ring represents the High Voltage (HV) battery output during acceleration, and input power during regeneration. The blue inner ring represents the engine output power.

2. Speedometer

- Indicates vehicle speed

3. Range to empty Gauge

- Displays battery range to empty
- Fuel range to empty
- Combined battery and fuel range

4. Temperature Gauge

- Displays engine coolant temperature. Any reading within the normal range indicates that the engine cooling system is operating satisfactorily.
- The pointer will likely indicate a higher temperature when driving in hot weather, up mountain grades, or when towing a trailer. It should not be allowed to exceed the upper limits of the normal operating range.

WARNING!

A hot engine cooling system is dangerous. You or others could be badly burned by steam or boiling coolant. It is recommended to call an authorized dealer for service if your vehicle overheats ➡ page 51.

CAUTION!

Driving with a hot engine cooling system could damage your vehicle. If the temperature gauge reads "H" pull over and stop the vehicle. Idle the vehicle with the air conditioner turned off until the pointer drops back into the normal range. If the pointer remains on the "H", turn the engine off immediately and call an authorized dealer for service.

5. Tachometer

- Indicates the engine speed in revolutions per minute (RPM x 1000).

6. Fuel Gauge

- The pointer shows the level of fuel in the fuel tank when the Keyless Push Button Ignition is in the ON/RUN position.
- The fuel pump symbol points to the side of the vehicle where the fuel door is located.



NOTE:

The Instrument Cluster Warning Indicators will illuminate briefly for a bulb check when the ignition is first cycled.

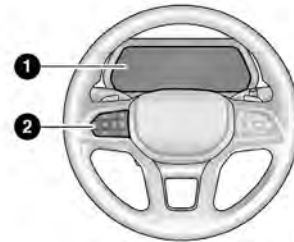
INSTRUMENT CLUSTER DISPLAY

Your vehicle is equipped with an instrument cluster display, which offers useful information to the driver. With the ignition in the OFF mode, opening/closing of a door will activate the display for viewing, and display the total miles or kilometers in the odometer. Your instrument cluster display is designed to display important information about your vehicle's systems and features. Using a

driver interactive display located on the instrument panel, your instrument cluster display can show you how systems are working and give you warnings when they are not. The steering wheel mounted controls allow you to scroll through and enter the main menus and submenus. You can access the specific information you want and make selections and adjustments.

INSTRUMENT CLUSTER DISPLAY LOCATION AND CONTROLS

The Instrument Cluster Display is located in the center of the instrument cluster.

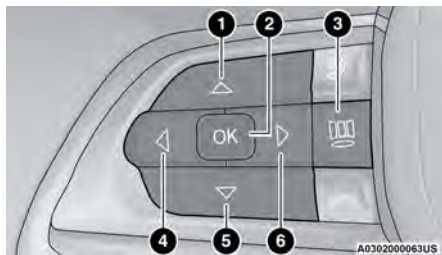


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Instrument Cluster Display And Controls Location

- 1 — Instrument Cluster Display Screen
- 2 — Instrument Cluster Display Controls

The system allows the driver to select information by pushing the following buttons mounted on the steering wheel:



Instrument Cluster Display Control Buttons

- 1 – Up Arrow Button
- 2 – OK Button
- 3 – Menu Button
- 4 – Left Arrow Button
- 5 – Down Arrow Button
- 6 – Right Arrow Button

1. Up Arrow Button

Push and release the **up** $\triangle$ arrow button to scroll upward through the main menu.

2. OK Button

Push the **OK** button to access/select the information screens or submenu screens of a main menu item. Push and hold the **OK** button for one second to reset displayed/selected features that can be reset.

3. MENU Button

Push the **MENU** button to access/select the information screens or submenu screens of the Home Screen display. Push and hold the **OK** button to enter edit mode.

4. Left Arrow Button

Push the **left** $\triangleleft$ arrow button to return to the main menu from an info screen or submenu item.

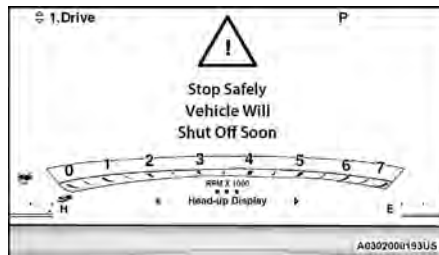
5. Down Arrow Button

Push and release the **down** $\triangledown$ arrow button to scroll downward through the main menu.

6. Right Arrow Button

Push and release the **right** $\triangleright$ arrow button to access the information screens or submenu screens of a main menu item.

Stop Safely Vehicle Will Shut Off Soon



Stop Safely Vehicle Will Shut Off Soon Warning Message

This warning will be displayed on the instrument panel display when the vehicle has determined an operational issue will occur shortly, which will cause the vehicle's electric propulsion system to turn off. If the light turns on while driving, stop the vehicle in a safe location as soon as possible. Have the vehicle transported to an authorized dealer.

- This message will be displayed continuously
- Cannot be cleared with button press
- A single chime will sound

Stop Safely And Leave The Vehicle As Soon As Possible



Stop Safely And Leave The Vehicle As Soon As Possible Warning Message

A warning will appear on the instrument panel display if the system detects the high voltage battery has overheated. This can result in a vehicle fire, and the release of toxic and/or flammable gases. To reduce the risk of a larger fire, **the vehicle's high voltage propulsion system will turn off within thirty seconds of displaying this warning.** At that time, the vehicle may not accelerate. You can still steer and brake the vehicle.

Stop and park the vehicle in an open area. Have all passengers exit the vehicle as soon as possible and move to a safe distance away from the vehicle. After all passengers safely exit the vehicle, call emergency responders immediately. Even if you do not see flames, a fire may start at any moment, so do not attempt to re-enter or start the vehicle.

- This message will be displayed continuously.
- Cannot be cleared with a button press.
- A continuous and rapid chime will sound.

WARNING!

- An overheated high voltage battery may result in a vehicle fire and possible release of toxic and/or flammable gases. Vehicle occupants could be injured or killed. Leave the vehicle immediately and stay as far away from the vehicle as possible.
- Power to the vehicle may shut off thirty seconds after this message appears. Stop the vehicle in a safe location away from traffic, other vehicles and building structures. Failure to bring the vehicle to a safe stop could result in serious injury or death.

CAUTION!

- An overheated High Voltage Battery may result in electrical systems damage. Do not attempt to restart the vehicle. The vehicle must be towed to an authorized dealer.

OIL LIFE RESET

- Your vehicle is equipped with an engine oil change indicator system. The "Oil Change Due" message will display for approximately five seconds after a single chime has sounded, to indicate the next scheduled oil change interval has been reached. The engine oil change indicator system is duty cycle based, which means the engine oil change interval may fluctuate due to ambient temperatures, engine warm-up and personal driving style.
- Unless reset, this message will continue to display each time the ignition is placed in the ON/RUN position.
- To reset the oil change indicator, refer to the following procedure.

NOTE:

This procedure should only be performed after scheduled maintenance is completed. Resetting oil life other than when associated with a scheduled maintenance may result in damage due to not properly maintaining the engine oil.

1. Without pressing the brake pedal, push the ENGINE START/STOP button and place the ignition in the ON/RUN position (do not start the vehicle).
2. Push the **OK** button to enter the instrument cluster display menu screen.
3. Push and release the **down** ▾ arrow button to access the "Vehicle Info" menu screen.
4. Push the **left** ◀ arrow button or **right** ▶ arrow button to access the "Oil Life" submenu.
5. Hold the **OK** button to reset the "Oil Life" to 100%.

6. Push the **up** ▲ arrow button to exit the instrument cluster display menu screen.

Secondary Method For Oil Life Reset Procedure

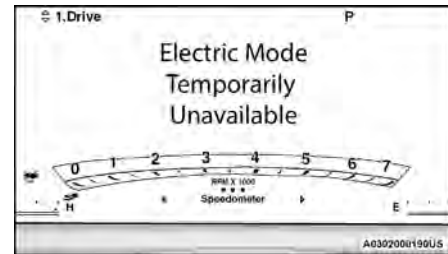
1. Without pushing the brake pedal, place the ignition in the ON/RUN position (do not start the engine).
2. Fully press the accelerator pedal, slowly, three times within 10 seconds.
3. Without pushing the brake pedal, place the ignition in the OFF position.

NOTE:

If the indicator message illuminates when you start the vehicle, the oil change indicator system did not reset. If necessary, repeat this procedure.

ELECTRIC MODE TEMPORARILY UNAVAILABLE

If Electric mode is unavailable, the reason will display for five seconds at start up. If your check engine light comes on, see an authorized dealer immediately.



Electric Mode Temporarily Unavailable Message

See the following information for the most common reasons the Electric mode would be unavailable:

Operator choices that can inhibit Electric Mode:

- Transmission control using Paddle Shifters - Return to auto mode to use Electric mode.
- Heavily depressed accelerator pedal position, requesting high power demand - Beyond the limits of the electric drivetrain, will cause engine to run, enabling the powertrain to produce its full combined power available in Hybrid mode.
- Sustained high speed operation in Electric mode - Using the engine is more efficient for high speeds than Electric mode.
- Transfer case and drive mode selection - eSave/Hybrid/Sport, Sand, Mud, 4WD Low/Hybrid will run the engine.
- Electric range is depleted - You need to recharge to enjoy Electric mode, or you can continue normally in Hybrid.
- Hood open (or a hood switch fault) - This is to prevent unexpected engine starts with the hood open.

Thermal protection that can inhibit Electric Mode:

- Engine, transmission or engine starting belt too cold - Some systems require warm-up to function properly if the ambient temperature is below 32 °F (15 °F in Electric mode).
- Electric cabin heating capacity limits (or electric cabin heater fault) - Unlike Battery Electric Vehicles (BEV's), the Hybrid can warm the cabin more efficiently with engine heat when operating below 15 °F outside temperature.

- HV battery, motors or contactors over temperature - This is a temporary hardware protection feature. Vehicle performance will resume once protection is no longer required. If the vehicle performance is accompanied with a Malfunction Indicator Lamp (MIL) , have the vehicle serviced at an authorized dealership.

Component protection that can inhibit Electric Mode:

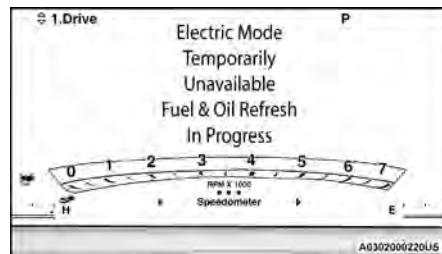
- HV battery undervoltage - Sustained EV operation at high speed, especially with aftermarket wheels and tires, can induce this.
- Other electric propulsion system faults indicated by a MIL - Please see an authorized dealer for service.
- Fuel and Oil Refresh Mode - See the following section.

Fuel And Oil Refresh Mode

Since it is possible to operate this vehicle for extended periods of time without running the gas engine, the fuel within the vehicle's fuel tank can become stale or the engine oil's lubricating properties can be reduced. To prevent engine and/or fuel system damage due to stale fuel, as well as maintaining internal engine lubrication, this vehicle is equipped with a Fuel and Oil Refresh Mode.

NOTE:

If the vehicle enters Fuel and Oil Refresh Mode to maintain engine lubrication, adding fuel will not exit the mode sooner.



Fuel And Oil Refresh Mode Message

The vehicle will automatically enter into the Fuel and Oil Refresh Mode to minimize potential for stale fuel, and to ensure lubrication of internal engine components. When operating in this mode, the gas engine will run to provide vehicle propulsion (electric only operation is inhibited). A message will be displayed in the instrument cluster whenever Fuel and Oil Refresh Mode is active.

The vehicle will automatically exit the Fuel and Oil Refresh Mode when fuel and lubrication conditions have been satisfied. If the vehicle enters Fuel and Oil Refresh Mode, due to fuel which has been in the fuel tank for a long period of time (becoming stale fuel), the engine will run whenever the vehicle is operational (no electric only operation) until the low fuel level warning is activated. It is also possible to exit the Fuel and Oil Refresh Mode sooner by adding a minimum of four gallons of new fuel to the vehicle's fuel tank.

If the vehicle enters Fuel and Oil Refresh Mode to maintain engine lubrication properties, the engine may run for a period of up to 2.5 hours when fully warm whenever the vehicle is operational (no electric only operation). If the vehicle is shut down before conditions to

exit the refresh mode have been satisfied, the engine may run for additional time on subsequent trips. Oil refresh may take significantly longer in freezing temperatures.

NOTE:

- Frequent short trips at low ambient temperature conditions where the engine does not reach normal operating temperatures are more likely to trigger the Fuel and Oil Refresh Mode.
- Electric drive mode will be temporarily unavailable while the Fuel and Oil Refresh Mode is active. Do not attempt to return to Electric mode until the Fuel and Oil Refresh Mode cycle is complete.

CAUTION!

If the instrument cluster instructs you to change the engine oil, do not reset the service indicator without changing the oil. Engine damage may result.

INSTRUMENT CLUSTER DISPLAY MENU ITEMS

NOTE:

The instrument cluster display menu items display in the center of the instrument cluster. Menu items may vary depending on your vehicle features.

Energy Economy

Push and release the **up** Δ or **down** ∇ arrow button until Energy Economy is highlighted in the instrument cluster display. Push the **left** $\triangleleft$ or **right** $\triangleright$ arrow button to scroll through the following information submenus:

- Average Energy Economy gauge + value (hold **OK** to reset)
- Current Energy Economy gauge + value
- Range to Empty

Hybrid Info

Push and release the **up** Δ or **down** ∇ arrow button until Hybrid Info is highlighted in the instrument cluster display. Push the **left** $\triangleleft$ or **right** $\triangleright$ arrow button to scroll through the following information submenus:

Range to Empty

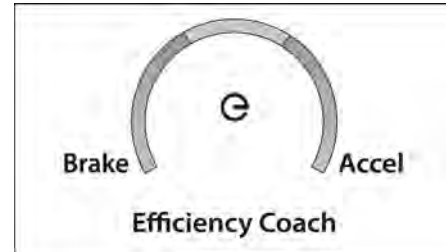
- Electric Range
- Hybrid Range
- Total Range

Efficiency Coach

Efficiency Coach will monitor your current driving to help you drive as efficient as possible.

- “Brake” is based on amount of deceleration (slowing down).
 - The gauge will only move down when brake pedal is pushed (or decelerating with Cruise Control or ACC).
 - The color of the gauge bar will change from green to yellow to orange.

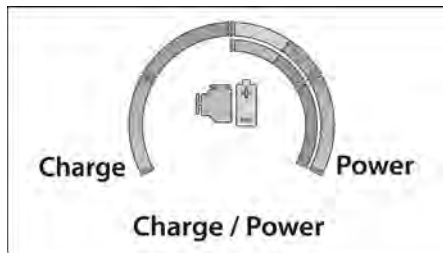
- “Accel” is based on amount of acceleration (Difference from MPG).
 - The gauge will only move up when accelerator pedal is pushed (or accelerating with Cruise Control or ACC).
 - Above a certain rate of change will be considered inefficient.
 - The color of the gauge bar will change from green to yellow to orange.
- The gauge bar color will transition smoothly up and down, and have a gradual change based on efficiency.
 - Center of gauge is 0% Accel and 0% Brake.
 - +/-0-35% of gauge fills green, +/-36-80% yellow, and +/-81-100% orange (with a blend between each color).



Efficiency Coach Gauge

Charge/Power

- Charging is represented by the gauge filling on the left hand side.
- Power is represented by the gauge filling on the right hand side.

**Charge / Power Gauge****E-Drive Mode**

- Hybrid automatically adapts for most efficient driving.
- Electric mode saves fuel for later use.
- e-Save mode saves battery for later use.

Trip Info

Push and release the **up** Δ or **down** ∇ arrow button until Trip Info is highlighted in the instrument cluster display. Push the **left** $\triangleleft$ or **right** $\triangleright$ arrow button to scroll through the Trip A and Trip B submenus. The Trip information will display the following:

Trip A

- Distance Electric
- Distance with Engine On

- Distance Total
- Average Energy Economy
- Elapsed Time

Hold the **OK** button to reset feature information.

Trip B

- Distance Electric
- Distance with Engine On
- Distance Total
- Average Energy Economy
- Elapsed Time

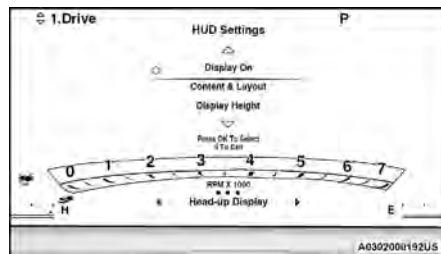
Hold the **OK** button to reset feature information.

HEAD UP DISPLAY — IF EQUIPPED**NOTE:**

The HUD feature Settings are available at any vehicle speed.

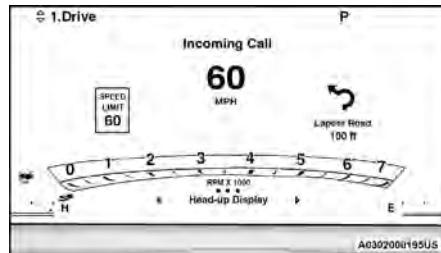
Push and release the **up** Δ or **down** ∇ arrow button until the Settings Menu icon/title is highlighted in the instrument cluster display. Push and release the **left** $\triangleleft$ or **right** $\triangleright$ arrow button until the HUD Menu icon/title is highlighted in the instrument cluster display. Push and release the **OK** button to enter HUD. Use the **up** Δ or **down** ∇ arrow button to select a setting, then push and release the **OK** button to adjust the setting.

- ON/OFF

**HUD ON/OFF**

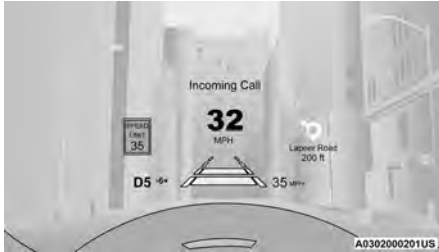
When “Display On” is selected, the HUD will display on the windshield. When it is not selected, no display on the windshield.

- Content and Layout
 - **Simple:** Speed, Speed Limit
 - **Standard:** Speed, Speed Limit, Navigation

**Standard Mode**

When “Standard” mode is selected, the HUD image is split into thirds with the speed limit indicator shown to the left, vehicle speed in the center, and turn-by-turn navigation to the right.

- **Advanced:** Speed, Speed Limit, Navigation, Driver Assist (ACC/Cruise, Active Lane Management, Active Driving Assist), Gear (available in Sport mode)



Advanced Mode

When “Advanced” mode is selected, the HUD displays the vehicle speed, turn-by-turn navigation, speed limit, driver assist function(s), and current gear.

- **Custom 1:** Speed, Speed Limit
 - **Custom 2:** Speed, Speed Limit, Navigation
 - **Custom 3:** Speed, Speed Limit, Navigation, Driver Assist (ACC/Cruise, Active Lane Management, Active Driving Assist)
 - **Custom 4:** Speed, Speed Limit, Navigation, Driver Assist (ACC/Cruise, Active Lane Management, Active Driving Assist), Gear (available in Sport mode)
- Display Height
 - Brightness

NOTE:

The HUD basic settings (Brightness, Display Height and Non Custom layouts), are controlled through the Settings Screen in the Instrument Cluster ➔ page 29.

WARNING/INDICATOR LIGHTS AND MESSAGES

The warning/indicator lights will illuminate in the instrument panel together with a dedicated message and/or acoustic signal when applicable. These warning and indicator lights must not be considered as exhaustive and/or alternative to the information contained in the Owner's Manual, which you are advised to read carefully in all cases. Always refer to the information in this chapter in the event of a failure indication. All active indicators will display first when applicable. The system check menu may appear different based upon equipment options and current vehicle status. Some warning/indicator lights are optional and may not appear in your vehicle.

RED WARNING LIGHTS

Hybrid Electric Vehicle System Service Warning Light



This warning light will illuminate when service to the hybrid electric system is needed. It will be accompanied by a message in the cluster. If the telltale stays on or continues to come on, contact an authorized dealer as soon as possible.

Plug Status Fault Warning Light



This warning light will illuminate when a plug status fault is detected (when vehicle not in motion). It will be accompanied by a cluster message indicating the type of fault. You may receive one of the following messages if a fault is detected:

- **Service Charging System** – If you see a service charging system message, it is recommended to unplug and plug in again, or try a different charging station. If an issue continues, contact an authorized dealer.
- When charging with J1772 non-compliant EVSE models, it may take up to 20 seconds for the vehicle to start charging. The red plug and EVIC message will disappear when charging commences.
- **Issue Detected Check External Charging Station** – If you see an issue detected message, the charging station might be powered off, have an internal fault or be scheduled to charge later. It is recommended to try a different charging station. If an issue continues, then contact an authorized dealer.

NOTE:

- Older or non-compliant J1772 EVSE models may not support charging of this vehicle. If this vehicle does not charge, it may be connected to a non-compliant Level 2 EVSE, and will flash indicators. Please identify this failure to the site operator and/or EVSE provider.
- Before this vehicle can be driven, the EVSE Charging Cord must be disconnected from the vehicle.

Torque Limited Warning Light



This warning light illuminates when vehicle acceleration is limited due to a reduction in engine or electric motor performance. If the telltale stays on or continues to come on, contact an authorized dealer as soon as possible.

Traction Battery Coolant Fluid Level Low Warning Light



This indicator will illuminate when the high voltage battery coolant fluid is low. Contact an authorized dealer if illumination persists.

Traction Battery Failure Warning Light



This light alerts the driver that there is a failure in the Traction Battery System. Contact an authorized dealer if illumination persists.

Hybrid Electric Vehicle System Failure Warning Light



This light alerts the driver that there is a failure in the Hybrid Electric Vehicle System. Contact an authorized dealer if illumination persists.

YELLOW WARNING LIGHTS

Traction Battery Cut-off Warning Light



This telltale will turn on to indicate the Traction Battery system is not functioning properly. Contact an authorized dealer if illumination persists.

GREEN INDICATOR LIGHTS

Ready To Drive Indicator Light



This indicator light will illuminate to indicate that the vehicle has enough power to be driven, regardless of the speed of the vehicle.

Plug Status Indicator Light



When plugged in, the green plug indicator light will illuminate if the Electric Vehicle Supply Equipment (EVSE) charging plug is securely attached to the charging port. This indicates that the plug is detected, but doesn't mean it is charging. It may be accompanied with a cluster message indicating the charge status:

- Plugged In And Charging
- Plugged In And Waiting to Charge On A Set Schedule
- Plugged in and Charging Complete

NOTE:

The vehicle cannot be driven until it is unplugged.

Max Regeneration Indicator Light



This indicator light will illuminate to indicate that Max Regeneration is on and capable.

When the switch is pressed, the following instrument cluster messages will be seen:

- “Max Regeneration On” – appears when the feature is turned on.
- “Max Regeneration Off” – appears when the feature is turned off.
- “Max Regeneration Unavailable” – appears when the feature is requested, but the vehicle is unable to comply. LED will flash for five seconds to indicate unavailability ➡ page 7.

WHITE INDICATOR LIGHTS

Max Regeneration Indicator Light



This indicator light will illuminate to indicate that Max Regeneration is on and not ready.

When the switch is pressed, the following instrument cluster messages will be seen:

- “Max Regeneration On” – appears when the feature is turned on.
- “Max Regeneration Off” – appears when the feature is turned off.
- “Max Regeneration Unavailable” – appears when the feature is requested, but the vehicle is unable to comply. LED will flash for five seconds to indicate unavailability ➡ page 7.

Electric Mode Indicator Light



This light alerts the driver that the Electric mode is currently active.

Hybrid Mode Indicator Light



This light alerts the driver that the Hybrid mode is currently active.

e-Save Indicator Light



This light alerts the driver that the e-Save mode is currently active.

STARTING AND OPERATING

STARTING THE ENGINE — GRAND CHEROKEE 4XE

Before starting your vehicle, adjust your seat, adjust the inside and outside mirrors, fasten your seat belt, and if present, instruct all other occupants to buckle their seat belts.

WARNING!

- Before exiting a vehicle, always come to a complete stop, then shift the automatic transmission into PARK and apply the parking brake.
- Always make sure the keyless ignition node is in the OFF position, key fob is removed from the vehicle and vehicle is locked.
- Never leave children alone in a vehicle, or with access to an unlocked vehicle. Leaving children in a vehicle unattended is dangerous for a number of reasons. A child or others could be seriously or fatally injured. Children should be warned not to touch the parking brake, brake pedal or the gear selector.
- Do not leave the key fob in or near the vehicle, or in a location accessible to children, and do not leave the ignition of a vehicle equipped with Keyless Enter 'n Go™ in the ON/RUN position. A child could operate power windows, other controls, or move the vehicle.

(Continued)

WARNING!

- Do not leave children or animals inside parked vehicles in hot weather. Interior heat buildup may cause serious injury or death.

To achieve Propulsion System Active (PSA) or Ready to Drive mode, press the brake pedal while pushing the ENGINE START/STOP button.

In extreme temperatures, high or low, the high voltage battery may need to be conditioned, and therefore may require the vehicle to be plugged in ➞ page 7.

NOTE:

If the ignition switch does not change modes when the button is pushed, the key fob may have a low or depleted battery. A back-up method can be used to operate the ignition switch. Place the nose side of the key fob (side opposite of the emergency key) against the ENGINE START/STOP button and push to operate the ignition switch.

NORMAL STARTING

Achieving Vehicle READY Using The ENGINE START/STOP Button.

1. The transmission must be in PARK or NEUTRAL.
2. Press and hold the brake pedal while pushing the ENGINE START/STOP button once.

3. The READY indicator will appear in the instrument cluster display when the vehicle is in Ready to Drive mode, which may include the start of the engine depending on conditions such as battery state of charge and engine temperature.
4. If you wish to terminate Ready to Drive mode, push the button again.

ENGINE START/STOP Button Functions — With Driver's Foot Off The Brake Pedal (In PARK Or NEUTRAL Position)

The ENGINE START/STOP button operates similar to an ignition switch by providing two positions: OFF and ON/RUN. To change the ignition mode without starting the vehicle (to power certain accessories), follow these steps:

1. Start with the ignition in the OFF position.
2. Push the ENGINE START/STOP button one time, without the brake pedal being pressed, to place the ignition in the ON/RUN position (instrument cluster will display "Ignition or Accessory On").

NOTE:

The vehicle is not able to be driven in the Ignition or Accessory On mode, see "Achieving Vehicle READY Using The ENGINE START/STOP Button" previously defined in this section for further information.

3. Push the ENGINE START/STOP button a second time, without the brake pedal being pressed, to return the ignition to the OFF position (instrument cluster will display "OFF").

NOTE:

Only press one pedal at a time while driving the vehicle. Torque performance of the vehicle could be reduced if both pedals are pressed at the same time. If pressure is detected on both pedals simultaneously, a warning message will display in the instrument cluster  page 29.

AFTER STARTING

To optimize energy efficiency, the vehicle will automatically control engine operation.

TO TURN OFF THE VEHICLE USING THE ENGINE START/STOP BUTTON

1. Place the gear selector in PARK, then push and release the ENGINE START/STOP button.
2. The ignition button indicator will return to the OFF position.
3. If the gear selector is not in PARK, with vehicle speed less than 5 mph (8 km/h), when the ENGINE START/STOP button is pushed, the instrument cluster display will display a "Vehicle Not In Park" message, and the vehicle will remain running.
4. If the gear selector is not in PARK, with vehicle speed greater than 5 mph (8 km/h), when the ENGINE START/STOP button is pushed continuously for at least two seconds (or three short pushes in a row), the vehicle ignition will exit the Ready to Drive mode and enter ON/RUN position. Never leave a vehicle out of the PARK position, or it could roll.

NOTE:

- This vehicle is equipped with an automatic shut-down feature. If the vehicle is left in a READY state (vehicle running) with the gear selector in PARK for 30 minutes, the vehicle will automatically turn itself off.
- The vehicle provides automatic notification using a three horn chirp alert, cluster chiming, and a cluster message ("Key Fob Has Left The Vehicle") if the vehicle was not turned off (still "Ready to Drive") and a valid key fob for the vehicle is not detected within the passenger cabin, following the opening and closing of any passenger compartment door (requires all doors to be closed before the key fob check will occur). These automatic alerts are to remind the driver to turn off the vehicle before leaving it, as well as, to let the driver know that the vehicle's key fob may have been unintentionally removed from the vehicle by an exiting passenger. After providing the horn chirp alert, additional auto chirps will be inhibited until the gear selector has been moved out of PARK or ignition cycled.

WARNING!

Do not start or run an engine in a closed garage or confined area. Exhaust gas contains carbon monoxide (CO) which is odorless and colorless. Carbon monoxide is poisonous and can cause serious injury or death when inhaled.

REFUELING THE VEHICLE — GRAND CHEROKEE 4XE

1. Put the vehicle in the PARK position.
2. Push the fuel filler door release button (located above the headlight switch).

**Fuel Filler Door Release Button**

3. Pushing the button will initiate a sequence of events to depressurize the fuel system. A message will display in the cluster when the vehicle is ready to be fueled.



Instrument Cluster Message

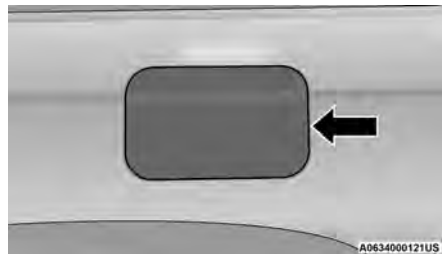
NOTE:

- After pushing the release button you will have 20 minutes to fuel the vehicle; beyond 20 minutes you will need to push the release button again.
 - The fuel door should take 15 seconds to open under normal conditions. It may take longer to open in some situations, such as high ambient temperatures or high altitudes.
 - If you hear a hissing sound, wait to begin fueling the vehicle until after the hissing sound stops.
4. The fuel door pops away from the vehicle when it has been released. To finish opening the fuel door, manually rotate it away from the vehicle.

NOTE:

- If the service station fuel pump repeatedly clicks off (stops delivering fuel) before the fuel tank has been filled, push the fuel door release button again.

- If pushing the fuel door release button a second time does not correct the problem, try using a different fuel pump. If premature fuel pump shut-off continues to be a problem, take the vehicle to an authorized dealer for service.
- If the fuel door does not re-latch upon closure, push the fuel door release button again to reset the latch. If pushing the fuel door release button a second time does not correct the problem, take the vehicle to an authorized dealer for service.



Fuel Filler Door

NOTE:

In certain cold conditions, ice may prevent the fuel door from opening. If this occurs, lightly push around the perimeter of the fuel door to break the ice buildup and re-release the fuel door using the inside release button. Do not pry on the door.

5. There is no fuel filler cap. Two flapper doors inside the pipe seal the system.

6. Insert the fuel nozzle fully into the filler pipe, the nozzle opens and holds both flapper doors while refueling.
7. Fill the vehicle with fuel. When the fuel nozzle "clicks" or shuts off the fuel tank is full.
8. Wait five seconds before removing the fuel nozzle to allow excess fuel to drain from nozzle.
9. Remove the fuel nozzle and then close the fuel door. Engage the fuel door latch by pushing on the rear outer edge near the center.

WARNING!

- Never have any smoking materials lit in or near the vehicle when the fuel door is open or the tank is being filled.
- Never add fuel when the engine is running. This is in violation of most state and federal fire regulations and may cause the Malfunction Indicator Light to turn on.
- A fire may result if fuel is pumped into a portable container that is inside of a vehicle. You could be burned. Always place fuel containers on the ground while filling.

CAUTION!

To avoid fuel spillage and overfilling, do not "top off" the fuel tank after filling.

Emergency Fuel Door Release

1. Place the vehicle's ignition in the RUN position and make sure the READY indicator is not on.

NOTE:

If this is not performed, then the tank vent valve will not open. This will result in premature fuel pump shutoffs.

2. Open the liftgate.
3. Locate the grocery hook on the left side of the vehicle on the rear side panel.



Rear Side Panel



Grocery Hook

NOTE:

Excessive force may break cable tether.

6. Wait 15 seconds and then begin fueling your vehicle.

4. Rotate the hook a quarter turn and pull the hook out of the side panel.
5. Pull the grocery hook directly out with the release cable attached and gently pull to unlock the fuel filler door.

TRAILER TOWING

TRAILER TOWING WEIGHTS (MAXIMUM TRAILER WEIGHT RATINGS)

Model	GCWR	Frontal Area	Maximum GTW	Maximum Trailer TW
PHEV 4x4 - Limited/Overland/ TrailHawk/Summit With Trailer Tow Prep Group	12,125 lb (5,568 kg)	55 ft ² (5.11 m ²)	6,000 lb (2,722 kg)	600 lb (272 kg)
PHEV 4x4 - Limited/Overland/ TrailHawk/Summit Without Trailer Tow Prep Group	9,625 lb (4,366 kg)	30 ft ² (2.79 m ²)	3,500 lb (1,588 kg)	350 lb (159 kg)
Refer to local laws for maximum trailer towing speeds.				

SAFETY

SAFETY FEATURES

AUDIBLE PEDESTRIAN WARNING SYSTEM

Your vehicle is equipped with an Audible Pedestrian Warning system. The Audible Pedestrian Warning system uses distinct sounds to alert pedestrians that your vehicle is approaching when driving in Electric mode because there is no engine noise. In addition, the system will indicate changes in vehicle speed by varying the relative volume of the alert sounds.

The Audible Pedestrian Warning system uses two external speakers. One is located in the under-hood compartment and the other is in the rear of the vehicle. The system is active when the vehicle is not in PARK and is traveling at lower speeds. Depending on the selected gear (REVERSE, DRIVE or NEUTRAL), the system activates the corresponding speaker location based on the intended direction of travel or activates both speakers in NEUTRAL.

NOTE:

The system is active when driving in Electric mode only.

WARNING!

The Audible Pedestrian Warning system does not intervene on the brake or accelerator pedals. It is always the driver's responsibility to be attentive to the vehicle's distance between other vehicles, people, and objects, and most importantly brake application to ensure safe operation of the vehicle under all conditions. Pay special attention to pedestrians when driving in Electric mode. Because there is no engine noise in this mode, pedestrians may not know the vehicle is approaching, moving, or about to move and may step into the path of vehicle travel. Your complete attention is always required while driving to maintain safe control of your vehicle. Failure to follow this warning could result in a collision and serious injury or death.

OCCUPANT RESTRAINT SYSTEMS

SUPPLEMENTAL RESTRAINT SYSTEMS (SRS)

This supplement describes the features of the occupant restraint systems that are unique to your hybrid vehicle. The vehicle's Owner's Manual contains the complete instructions for these important safety features. Please read the complete instructions for the Supplemental Restraint Systems in the vehicle's Owner's Manual.

Enhanced Accident Response System Reset Procedure

After an air bag deployment event occurs activating the Enhanced Accident Response System, a "Service Hybrid Electric Vehicle System" message will be displayed on the instrument cluster. The vehicle is not drivable in this state.

In order to reset the Enhanced Accident Response and High Voltage Battery systems, the vehicle must be towed to an authorized dealer to be inspected and have the Enhanced Accident Response System reset.

In order to reset the hazard flashers, interior lights, power door locks, and HVAC blower motor, the ignition switch must be cycled from the ON/RUN position to ignition OFF position.

IN CASE OF EMERGENCY

JUMP STARTING

If your vehicle has a discharged battery, it can be jump started using a set of jumper cables and a battery in another vehicle, or by using a portable battery booster pack. Jump starting can be dangerous if done improperly, so please follow the procedures in this section carefully.

The vehicle requires its 12 Volt battery power to turn-on the vehicle's high voltage battery. The high voltage battery is used to charge the 12 Volt battery, provide electric vehicle operation, and to start the vehicle's gas engine. If the 12 Volt battery has been discharged, the vehicle can be jump started using a set of jumper cables and a battery in another vehicle or by using a portable battery booster pack.

If the vehicle's high voltage battery has also been discharged, it will need to be recharged to a minimum operating State Of Charge (SOC) before the vehicle can be started:

- If the vehicle can be connected to a Level 1 or Level 2 charger where it is currently parked, the vehicle will still require a jump start to allow the vehicle to begin the battery charging process. Once the vehicle charging has begun (indicated by the charge status indicator on top of the vehicle's instrument panel), the jumper cables can be removed from the vehicle jump posts.

- If the vehicle cannot be connected to a Level 1 or Level 2 charger where it is currently parked, the vehicle can be moved by connecting 12 Volt power to the vehicle's jump posts and then shifting the transmission from PARK (P) into NEUTRAL (N). Power provided by the jumper cables will also allow the Electric Park Brake to be released. Carefully move the vehicle to a Level 1 or Level 2 charge location. While the vehicle is being moved, the external 12 Volt power must remain connected to the vehicle jump posts.

NOTE:

Be careful when moving the vehicle - ensure that control of the vehicle is maintained. Also, ensure that vehicle is secured to prevent unintentional movement during and after moving the vehicle. If the external 12 Volt power becomes disconnected from the vehicle jump posts or there is an interruption of the 12 Volt power while moving the vehicle, the vehicle's transmission may engage PARK. Do not allow the jumper cables to come in contact with each other or to the vehicle, this will result in a short.

When the vehicle is at the charging location, shift the transmission back to PARK, apply the Electric Park Brake, and start the high voltage battery charging. Once the vehicle has been secured against unintentional movement and high voltage battery charging has been initiated, the jumper cables can be removed from the vehicle jump posts.

WARNING!

Do not attempt jump starting if the battery is frozen. It could rupture or explode and cause personal injury.

CAUTION!

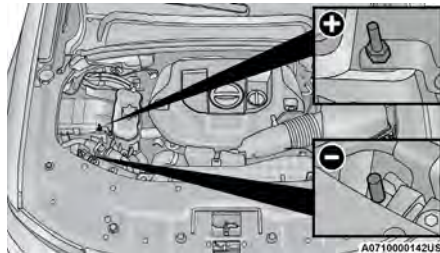
Do not use a portable battery booster pack or any other booster source with a system voltage greater than 12 Volts or damage to the battery, starter motor, alternator or electrical system may occur.

NOTE:

When using a portable battery booster pack, follow the manufacturer's operating instructions and precautions.

PREPARATIONS FOR JUMP START

There are remote terminals located under the hood to assist in jump starting.



Jump Starting Posts

Remote Positive (+) Post
Remote Negative (-) Post

NOTE:

The remote battery posts are viewed by standing on the right side of the vehicle looking over the fender. The positive battery post may be covered with a protective cap. Lift up on the cap to gain access to the positive battery post. Do not jump off fuses. Only jump directly off positive post which has a positive (+) symbol on or around the post.

See the following steps to prepare for jump starting:

1. Apply the parking brake, shift the automatic transmission into PARK (P) and turn the ignition OFF.
2. Turn off the heater, radio, and all electrical accessories.

3. If using another vehicle to jump start the battery, park the vehicle within the jumper cables' reach, apply the parking brake and make sure the ignition is OFF.

NOTE:

Be sure that the disconnected cable ends do not touch each other, or either vehicle, until properly connected for jump starting.

WARNING!

Do not allow vehicles to touch each other as this could establish a ground connection and personal injury could result.

WARNING!

- Take care to avoid the radiator cooling fan whenever the hood is raised. It can start anytime the ignition switch is ON. You can be injured by moving fan blades.
- Remove any metal jewelry such as rings, watch bands and bracelets that could make an inadvertent electrical contact. You could be seriously injured.
- Batteries contain sulfuric acid that can burn your skin or eyes and generate hydrogen gas which is flammable and explosive. Keep open flames or sparks away from the battery.

JUMP STARTING PROCEDURE

WARNING!

Failure to follow this jump starting procedure could result in personal injury or property damage due to battery explosion.

CAUTION!

Failure to follow these procedures could result in damage to the charging system of the booster vehicle or the discharged vehicle.

NOTE:

Make sure at all times that unused ends of jumper cables are not contacting each other or either vehicle while making connections.

Connecting The Jumper Cables

1. Connect the positive (+) end of the jumper cable to the remote positive (+) post of the discharged vehicle.
2. Connect the opposite end of the positive (+) jumper cable to the positive (+) post of the booster battery.
3. Connect the negative (-) end of the jumper cable to the negative (-) post of the booster battery.
4. Connect the opposite end of the negative (-) jumper cable to the remote negative (-) post (exposed metallic/unpainted post of the discharge vehicle) located directly in front of the underhood fuse box.

WARNING!

Do not connect the jumper cable to the negative (-) post of the discharged battery. The resulting electrical spark could cause the battery to explode and could result in personal injury.

5. Start the engine in the vehicle that has the booster battery, let the engine idle a few minutes, and then start the engine in the vehicle with the discharged battery.

CAUTION!

Do not run the booster vehicle engine above 2,000 RPM since it provides no charging benefit, wastes fuel, and can damage booster vehicle engine.

6. Once the engine is started, follow the disconnecting procedure.

Disconnecting The Jumper Cables

1. Disconnect the negative (-) end of the jumper cable from the remote negative (-) post of the discharged vehicle.
2. Disconnect the opposite end of the negative (-) jumper cable from the negative (-) post of the booster battery.
3. Disconnect the positive (+) end of the jumper cable from the positive (+) post of the booster battery.
4. Disconnect the opposite end of the positive (+) jumper cable from the remote positive (+) post of the discharged vehicle.

5. Reinstall the protective cover over the remote positive (+) post of the discharged vehicle.

If frequent jump starting is required to start your vehicle have the battery and charging system tested at an authorized dealer.

CAUTION!

Accessories plugged into the vehicle power outlets draw power from the vehicle's battery, even when not in use (i.e., cellular devices, etc.). Eventually, if plugged in long enough without engine operation, the vehicle's battery will discharge sufficiently to degrade battery life and/or prevent the engine from starting.

SERVICING AND MAINTENANCE

SCHEDULED SERVICING

Your vehicle is equipped with an automatic oil change indicator system. The oil change indicator system will remind you that it is time to take your vehicle in for scheduled maintenance.

Based on engine operation conditions, the oil change indicator message will illuminate. This means that service is required for your vehicle. Operating conditions such as frequent short-trips, trailer towing, and extremely hot or cold ambient temperatures will influence when the "Oil Change Required" message is displayed. Have your vehicle serviced as soon as possible, within the next 500 miles (805 km).

An authorized dealer will reset the oil change indicator message after completing the scheduled oil change.

NOTE:

Under no circumstances should oil change intervals exceed 10,000 miles (16,000 km), 12 months or 350 hours of engine run time, whichever comes first. The 350 hours of engine run or idle time is generally only a concern for fleet customers.

Once A Month Or Before A Long Trip:

- Check engine oil level.

- Check windshield washer fluid level.
- Check the tire inflation pressures and look for unusual wear or damage.
- Check the fluid levels of the coolant reservoir, brake master cylinder and fill as needed.
- Check function of all interior and exterior lights.

MAINTENANCE PLAN — GRAND CHEROKEE 4XE

Refer to the Maintenance Plan for the required maintenance intervals.

At Every Oil Change Interval As Indicated By Oil Change Indicator System:
• Change oil and filter.
• Rotate the tires at the first sign of irregular wear, even if it occurs before the oil indicator system turns on.
• Inspect the 12 Volt battery and clean and tighten terminals as required.
• Inspect the CV/Universal joints.
• Inspect brake pads, shoes, rotors, drums, hoses and parking brake.
• Inspect engine cooling system protection and hoses.
• Inspect exhaust system.
• Inspect engine air cleaner filter if using in dusty or off-road conditions. Replace engine air cleaner filter, as necessary.

Mileage Or Time Passed (Whichever Comes First)	20,000	30,000	40,000	50,000	60,000	70,000	80,000	90,000	100,000	110,000	120,000	130,000	140,000	150,000
Or Years:	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Or Kilometers:	32,000	48,000	64,000	80,000	96,000	112,000	128,000	144,000	160,000	176,000	192,000	208,000	224,000	240,000
Additional Inspections														
Inspect the CV/Universal joints.	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Inspect front suspension, tie rod ends, and replace if necessary.	X		X		X		X		X		X		X	
Inspect the front and rear axle fluid, change if using your vehicle for police, taxi, fleet, off-road or frequent trailer towing.		X			X			X			X			X
Inspect the brake linings, parking brake function.	X		X		X		X		X		X		X	
Inspect transfer case fluid.		X			X			X			X			X
Additional Maintenance														
Replace engine air cleaner filter.		X			X			X			X			X
Replace the cabin air filter.	To be replaced every 12,000 miles (19,000 km).													
Replace spark plugs — 2.0L.**					X						X			
Flush and replace the engine, power electronics, and battery coolant at 10 years or 150,000 miles (240,000 km), whichever comes first.									X					X
Replace accessory drive belt.														X

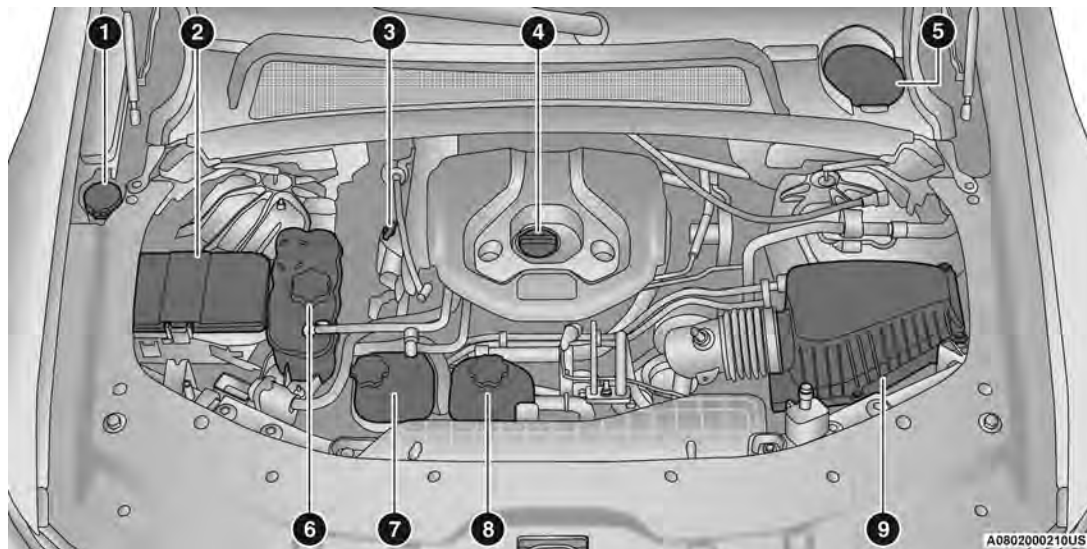
** The spark plug change interval is mileage-based only, yearly intervals do not apply.

Mileage Or Time Passed (Whichever Comes First)	20,000	30,000	40,000	50,000	60,000	70,000	80,000	90,000	100,000	110,000	120,000	130,000	140,000	150,000
Or Years:	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Or Kilometers:	32,000	48,000	64,000	80,000	96,000	112,000	128,000	144,000	160,000	176,000	192,000	208,000	224,000	240,000
Inspect accessory drive belt tensioner and pulley, replace if necessary.														X
Change transfer case fluid - Normal Usage.											X			
Change transfer case fluid — Severe Usage (police, taxi, fleet, off-road, or frequent trailer towing.)						X							X	
Replace PCV valve.									X					

WARNING!

- You can be badly injured working on or around a motor vehicle. Do only service work for which you have the knowledge and the right equipment. If you have any doubt about your ability to perform a service job, take your vehicle to a competent mechanic.
- Failure to properly inspect and maintain your vehicle could result in a component malfunction and affect vehicle handling and performance. This could cause an accident.

2.0L Hybrid



- 1 – Washer Fluid Reservoir Cap
- 2 – Power Distribution Center (Fuses)
- 3 – Engine Oil Dipstick
- 4 – Engine Oil Fill
- 5 – Brake Fluid Reservoir Access

- 6 – Engine Coolant Reservoir
 - 7 – Intercooler/Power Electronics Coolant Reservoir
 - 8 – Battery Coolant Reservoir
 - 9 – Engine Air Cleaner, Filter
-

VEHICLE MAINTENANCE

An authorized dealer has the qualified service personnel, special tools, and equipment to perform all service operations in an expert manner. Service Manuals are available which include detailed service information for your vehicle. Refer to these Service Manuals before attempting any procedure yourself.

NOTE:

Intentional tampering with emissions control systems may void your warranty and could result in civil penalties being assessed against you.

WARNING!

You can be badly injured working on or around a motor vehicle. Only do service work for which you have the knowledge and the proper equipment. If you have any doubt about your ability to perform a service job, take your vehicle to a competent mechanic.

COOLING SYSTEM — GRAND CHEROKEE 4XE

WARNING!

- Turn vehicle off and disconnect the fan motor lead before working near the radiator cooling fan.
- You or others can be badly burned by hot engine coolant (antifreeze) or steam from your radiator. If you see or hear steam coming from under the

(Continued)

WARNING!

hood, do not open the hood until the radiator has had time to cool. Never open a cooling system pressure cap when the radiator or coolant bottle is hot.

- Do not put your hands, tools, clothing, and jewelry near the radiator cooling fan. The fan may start at any time, whether the ignition is on or off.



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Cooling Fan Warning Label

This vehicle is equipped with an electric cooling fan mounted behind the radiator that starts automatically, and may start at any time. Your vehicle may determine the fan needs to start and to run if vehicle coolant is too hot, or if the ambient air temperature is too high. Even after the vehicle is turned off, the fan may start without warning and run for several minutes. Be aware of this if you are working in the engine compartment. Always keep fingers and tools away from the fan blades. The radiator fan and surrounding components must be serviced by an authorized dealer.

Engine Coolant Checks

Check the engine coolant (antifreeze) protection every 12 months (before the onset of freezing weather, where applicable). If the engine coolant is dirty, the system should be drained, flushed, and refilled with fresh Organic Additive Technology (OAT) coolant (conforming to MS.90032) by an authorized dealer. Check the front of the A/C condenser for any accumulation of bugs, leaves, etc. If dirty, clean by gently spraying water from a garden hose vertically down the face of the condenser.

NOTE:

If the engine coolant protection is changed, you must also adjust the coolant protection for the Electric/Battery Coolant systems ➞ page 52.

Check the engine cooling system hoses for brittle rubber, cracking, tears, cuts, and tightness of the connection at the coolant recovery bottle and radiator. Inspect the entire system for leaks. **DO NOT REMOVE THE COOLANT PRESSURE CAP WHEN THE COOLING SYSTEM IS HOT.**

Cooling System — Drain, Flush And Refill

NOTE:

Some vehicles require special tools to add coolant properly. Failure to fill these systems properly could lead to severe internal engine or electrical system damage. If any coolant is needed to be added to the system please contact an authorized dealer.

If the engine coolant (antifreeze) is dirty or contains visible sediment, have an authorized dealer clean and flush with OAT coolant (conforming to MS.90032).

For proper maintenance intervals ➞ page 47.

Electric/Battery Coolant System

These coolant systems must be serviced by an authorized dealer. If the coolant level is below what is specified on the reservoir, contact an authorized dealer for service.

These systems require the use of high purity water, such as deionized, or distilled water, when mixing the water and coolant (antifreeze) solution. The use of lower quality water will reduce the amount of corrosion protection in the cooling systems. If the coolant level of the battery coolant system is low, the Traction Battery Coolant Fluid Level Low Warning Light will be illuminated on the instrument cluster.

Selection Of Coolant

For further information ➞ page 60.

NOTE:

- Mixing of engine coolant (antifreeze) other than specified Organic Additive Technology (OAT) engine coolant, may result in engine damage and may decrease corrosion protection. OAT engine coolant is different and should not be mixed with Hybrid Organic Additive Technology (HOAT) engine coolant or any "globally compatible" coolant. If a non-OAT engine coolant is introduced into the cooling system in an emergency, the cooling system will need to be drained, flushed, and refilled with fresh OAT coolant (conforming to MS.90032), by an authorized dealer as soon as possible.
- Do not use water alone or alcohol-based engine coolant products. Do not use additional rust inhibitors or antirust products, as they may not be compatible with the radiator engine coolant and may clog the radiator.
- This vehicle has not been designed for use with propylene glycol-based engine coolant. Use of propylene glycol-based engine coolant is not recommended.
- Some vehicles require special tools to add coolant properly. Failure to fill these systems properly could lead to severe internal engine damage. If any coolant is needed to be added to the system please contact an authorized dealer.

Adding Coolant

Your vehicle has been built with an improved coolant (OAT coolant conforming to MS.90032) that allows extended maintenance intervals. This coolant (antifreeze) can be used up to ten years or 150,000 miles (240,000 km) before replacement. To prevent reducing this extended maintenance period, it is important that you use the same coolant (OAT coolant conforming to MS.90032) throughout the life of your vehicle.

Please review these recommendations for using Organic Additive Technology (OAT) coolant that meets the requirements of the manufacturer Material Standard MS.90032. When adding coolant:

- We recommend using Mopar® Antifreeze/Coolant 10 Year/150,000 Mile (240,000 km) Formula OAT that meets the requirements of the manufacturer Material Standard MS.90032.
- Mix a minimum solution of 50% OAT coolant that meets the requirements of the manufacturer Material Standard MS.90032 and deionized, or distilled water. Use higher concentrations (not to exceed 70%) if temperatures below -34°F (-37°C) are anticipated.

CAUTION!

Use only high purity water such as deionized, or distilled water when mixing the water/ coolant (antifreeze) solution for the engine, battery or high voltage electronics cooling systems. The use of lower quality water will reduce the amount of corrosion protection in the engine cooling system.

Please note that it is the owner's responsibility to maintain the proper level of protection against freezing according to the temperatures occurring in the area where the vehicle is operated.

NOTE:

- Mixing coolant types is not recommended and can result in cooling system damage. If HOAT and OAT coolant are mixed in an emergency, have an authorized dealer drain, flush, and refill with OAT coolant (conforming to MS.90032) as soon as possible.
- Low pressure expansion bottles for power electronics and battery cooling require a special tool for removing the cap from the expansion bottle. For the battery coolant bottle, it is important to not add coolant if level is low. The vehicle should be taken to an authorized dealer for proper servicing of the battery coolant loop if this should occur.

Cooling System Pressure Cap

The cap must be fully tightened to prevent loss of engine coolant (antifreeze), and to ensure that engine coolant will return to the radiator from the coolant expansion bottle/recovery tank (if equipped).

The cap should be inspected and cleaned if there is any accumulation of foreign material on the sealing surfaces.

WARNING!

- Do not open a hot engine cooling system. Never add engine coolant (antifreeze) when the engine is overheated. Do not loosen or remove the cap to cool an overheated engine. Heat causes pressure to build up in the cooling system. To prevent scalding or injury, do not remove the pressure cap while the system is hot or under pressure.
- Do not use a pressure cap other than the one specified for your vehicle. Personal injury or engine damage may result.

Disposal Of Used Coolant

Used ethylene glycol-based coolant is a regulated substance requiring proper disposal. Check with your local authorities to determine the disposal rules for your community. To prevent ingestion by animals or children, do not store ethylene glycol-based coolant in open containers or allow it to remain in puddles on the ground, clean up any ground spills immediately. If ingested by a child or pet, seek emergency assistance immediately.

Engine Coolant Level — 2.0L

WARNING!

- Do not open a hot engine cooling system. Never add engine coolant (antifreeze) when the engine is overheated. Do not loosen or remove the cap to cool an overheated engine. Heat causes pressure to build up in the cooling system. To prevent scalding or injury, do not remove the pressure cap while the system is hot or under pressure.
- Do not use a pressure cap other than the one specified for your vehicle. Personal injury or engine damage may result.

With the engine OFF and cold, the level of the engine coolant should be within the OK range between the ADD and FULL range on the dipstick.

1. Remove the cap with level dipstick from the engine coolant bottle.
2. Clean off the coolant from the dipstick.
3. Rest the cap on the opening of the coolant bottle without tightening the cap.
4. Remove the cap with dipstick and check the coolant level on the dipstick.

The radiator normally remains completely full, so there is no need to remove the radiator/coolant pressure cap unless checking for engine coolant freeze point or replacing coolant. Advise your service attendant of this. As long as the engine operating temperature is satisfactory, the coolant bottle need only be checked once a month.

When additional engine coolant is needed to maintain the proper level, only OAT coolant that meets the requirements of the manufacturer Material Standard MS.90032 should be added to the coolant bottle. Do not overfill.

Cooling System Notes

NOTE:

When the vehicle is stopped after a few miles/kilometers of operation, you may observe vapor coming from the front of the engine compartment. This is normally a result of moisture from rain, snow, or high humidity accumulating on the radiator and being vaporized when the thermostat opens, allowing hot engine coolant (antifreeze) to enter the radiator.

If an examination of the engine compartment shows no evidence of radiator or hose leaks, the vehicle may be safely driven. The vapor will soon dissipate.

- Do not overfill the coolant expansion bottle.
- Check the coolant freeze point in the radiator and in the coolant expansion bottle. If engine coolant needs to be added, the contents of the coolant expansion bottle must also be protected against freezing.
- If frequent engine coolant additions are required, the cooling system should be pressure tested for leaks.
- Maintain coolant concentration at a minimum of 50% OAT coolant (conforming to MS.90032) and deionized, or distilled water.

- Use only high purity water such as deionized, or distilled water when mixing the water/coolant solution for the engine, battery or high voltage electronics cooling systems. The use of lower quality water will reduce the amount of corrosion protection in the cooling system.
- Make sure that the coolant expansion bottle overflow hoses are not kinked or obstructed.
- Keep the front of the radiator clean. If your vehicle is equipped with air conditioning, keep the front of the condenser clean.
- Do not change the thermostat for Summer or Winter operation. If replacement is ever necessary, install ONLY the correct type thermostat. Other designs may result in unsatisfactory factory engine cooling performance, poor gas mileage, and increased emissions.
- The coolant freeze point in the battery and power electronics loop should be checked by an authorized dealer as a special tool is required to remove the cap from those expansion bottles.
- Electric/Battery coolant system must be serviced by an authorized dealer. If the coolant level is below what is specified on the reservoir, contact an authorized dealer for service. These systems require the use of high purity water such as deionized, or distilled water when mixing the water and coolant solution. The use of lower quality water will reduce the amount of corrosion protection in the cooling systems.

FUSES

General Information

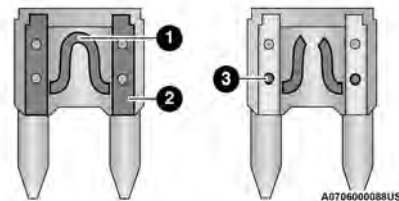
WARNING!

- When replacing a blown fuse, always use an appropriate replacement fuse with the same amp rating as the original fuse. Never replace a fuse with another fuse of higher amp rating. The use of a fuse with a rating other than indicated may result in a dangerous electrical system overload. If a properly rated fuse continues to blow, it indicates a problem in the circuit that must be corrected. Never replace a blown fuse with metal wires or any other material. Do not place a fuse inside a circuit breaker cavity or vice versa. Failure to use proper fuses may result in serious personal injury, fire and/or property damage.
- Before replacing a fuse, make sure that the ignition is off and that all the other services are switched off and/or disengaged.
- If the replaced fuse blows again, contact an authorized dealer.
- If a general protection fuse for safety systems (air bag system, braking system), power unit systems (engine system, transmission system) or steering system blows, contact an authorized dealer.

The fuses protect electrical systems against excessive current.

When a device does not work, you must check the fuse element inside the blade fuse for a break/melt.

Also, please be aware that using power outlets for extended periods of time with the engine off may result in vehicle battery discharge.



Blade Fuses

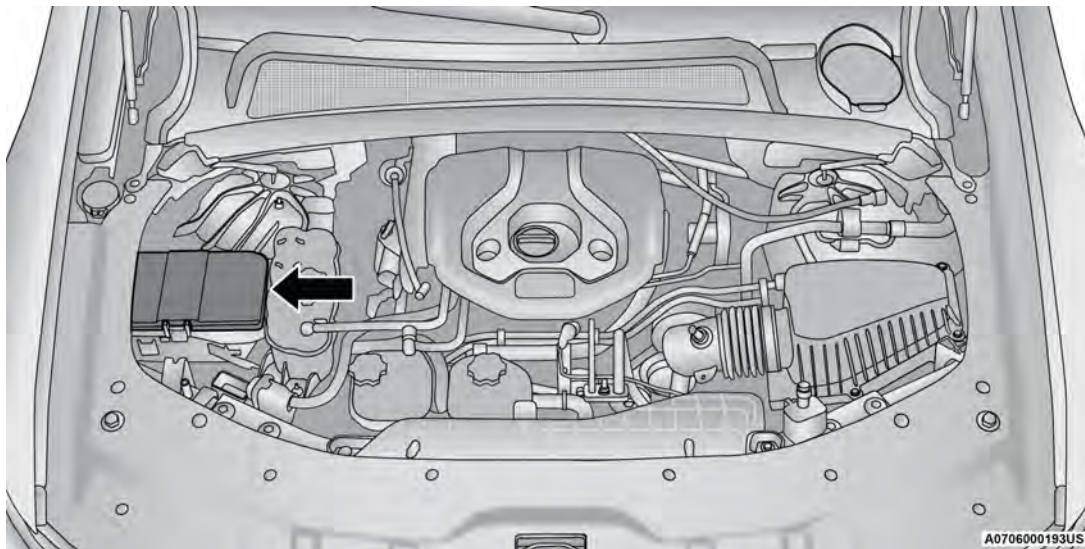
- 1 — Fuse Element
 2 — Blade Fuse with a good/functional fuse element
 3 — Blade fuse with a bad/not functional fuse element (blown fuse)

Underhood Fuses — Grand Cherokee 4xe

The Power Distribution Center (PDC) is located on the passenger side of the engine compartment, behind the headlamp. This center contains cartridge fuses, micro fuses, relays, and circuit breakers. A description of each fuse and component may be stamped on the inside cover, otherwise the cavity number of each fuse is stamped on the inside cover that corresponds to the following chart.

CAUTION!

When installing the power distribution center cover, it is important to ensure the cover is properly positioned and fully latched. Failure to do so may allow water to get into the power distribution center and possibly result in an electrical system failure.



Power Distribution Center

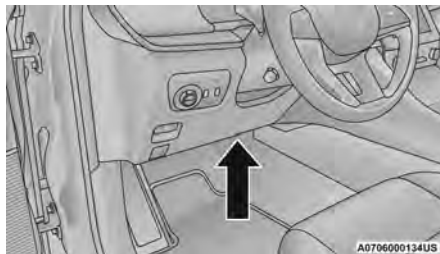
NOTE:

For a complete list of fuses, refer to “Fuses” section within the “Vehicle Maintenance” chapter of the Owner’s Manual. Fuses for safety systems must be serviced by an authorized dealer.

Cavity	Cartridge Fuse	Micro Fuse	Description
F23A	–	10 Amp Red	ECM / ESP / PIM / SLM / GPF
F55	–	15 Amp Blue	BPCM
F76	–	5 Amp Tan	IDCM
F79	–	10 Amp Red	Fuel Door / ELCM Mod / FTIV All Hybrid
F83	–	40 Amp Green	Trans Oil Pump
F94	–	10 Amp Red	Electric AC Compressor (EAC) / Electric Chiller Valve
F95	–	10 Amp Red	Battery Cooler Heater
F96	–	5 Amp Tan	HV Electric Coolant Heater
F104A	–	15 Amp Blue	PECP – Low Temp Passive Pump / PECP Enable
F104B	–		High Temp Aux Pump / AHP Enable
F105A	–	15 Amp Blue	Battery Coolant Pump (BCP) – Low Temp Active Pump / BCP Enable
F105B	–		PECP-2 / LTR Coolant Pump

Interior Power Distribution Center — Grand Cherokee 4xe

The Interior Power Distribution Center is located underneath the steering column on the driver’s side of the vehicle. This center contains cartridge fuses, micro fuses, relays, and circuit breakers. Fuse numbers are labeled next to each fuse cavity, fuse descriptions correspond with the following chart.



Interior PDC Location

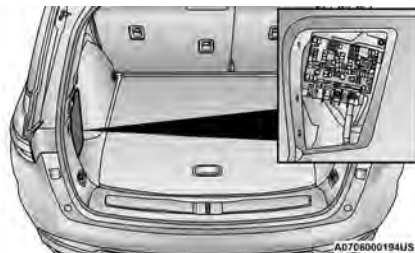
NOTE:

For a complete list of fuses, refer to “Fuses” within the “Vehicle Maintenance” chapter of the Owner’s Manual. Fuses for safety systems must be serviced by an authorized dealer.

Cavity	Cartridge Fuse	Micro Fuse	Description
F08	-	15 Amp Blue	SW Hybrid E-drive Mode / Automatic Gearbox Shifter Module (AGSM) / Steering Column Lock
F11	-	5 Amp Tan	Electric AC Compressor (IOD) / Battery Charge Indicator / Charge Port Indicator (CPIM)

Rear Power Distribution Center — Grand Cherokee 4xe

The Rear Power Distribution Center is located under the left rear quarter trim panel in the rear cargo area. This center contains cartridge fuses, micro fuses, relays, and circuit breakers. The following chart corresponds to the fuses inside.



Rear Power Distribution Center Location

NOTE:

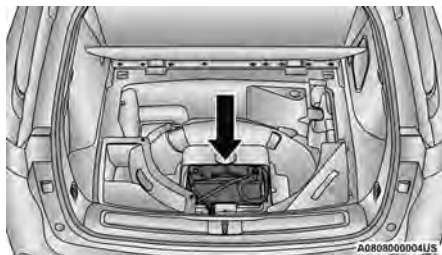
For a complete list of fuses, refer to “Fuses” within the “Vehicle Maintenance” chapter of the Owner’s Manual. Fuses for safety systems must be serviced by an authorized dealer.

Cavity	Cartridge Fuse	Micro Fuse	Description
F15A	-	10 Amp Red	Pwr Inverter Mod (PIM) — Redundant Main Pwr Supply
F19A	-	10 Amp Red	Mod PIM
F19B	-		Quiet Vehicle Pedestrian Mod (QVPM)
F47	20 Blue Yellow	-	PIM — Park PAWL Motor
F85	-	15 Amp Blue	Power Inverter Mod (PIM) — Main Power Supply

STORING THE VEHICLE — GRAND CHEROKEE 4XE

If the vehicle should remain stationary for more than a month, observe the following precautions:

- Park your vehicle in a covered, dry and possibly airy location with the windows open slightly.
- Check that the parking brake is not engaged.
- Disconnect the negative (-) terminal from the battery post and be sure that the battery is fully charged. During storage check battery charge quarterly. The 12 Volt battery is located in the rear of the vehicle underneath the spare tire.



12 Volt Battery Location

NOTE:

Disconnecting the 12 Volt battery will prevent the High Voltage (HV) battery from accepting a charge from the Electric Vehicle Supply Equipment (EVSE). Also, the vehicle will not condition the HV battery (if needed and connected to a powered EVSE). If the HV battery is not able to condition itself and it becomes cold enough (or hot enough), the vehicle will not start until the HV battery's cell temperatures are between -22 °F (-30 °C) and 122 °F (50 °C).

- If you do not disconnect the battery from the electrical system, check the battery charge every 30 days.
- Whenever you leave the vehicle stationary for two weeks or more, idle the vehicle for approximately five minutes, with the air conditioning system on and high fan speed. This will ensure proper lubrication of the system, thus minimizing the possibility of damage to the compressor when the vehicle is put back into operation.
- Plug in the vehicle when not using it whenever possible.

NOTE:

The hybrid has a feature of periodic wake-up that occurs every three weeks. This feature charges the 12 Volt battery from the HV battery. This will happen as long as the HV battery remains above the minimum state of charge ➡ page 38.

CAUTION!

Before removal of the positive and negative terminals to the battery, wait at least a minute with ignition switch in the OFF position and close the driver's door. When reconnecting the positive and negative terminals to the battery be sure the ignition switch is in the OFF position and the driver's door is closed.

TECHNICAL SPECIFICATIONS

FUEL REQUIREMENTS

While operating on gasoline with the required octane number, hearing a light knocking sound from the engine is not a cause for concern. However, if the engine is heard making a heavy knocking sound, see a dealer immediately. Use of gasoline with an octane number lower than recommended can cause engine failure and may void the New Vehicle Limited Warranty.

2.0L ENGINE — GRAND CHEROKEE 4XE

This engine is designed to meet all emissions requirements, and provide satisfactory fuel economy and performance, when using high-quality unleaded regular gasoline having an octane rating of 87, as specified by the (R+M)/2 method. The use of 91 or higher octane premium gasoline will allow these engines to operate to optimal performance. This increase in performance is most noticeable in hot weather or heavier load conditions, such as while towing.

FLUID CAPACITIES — GRAND CHEROKEE 4XE

	US	Metric
Fuel (Approximate)		
2.0L Engine	19 gal	71.9 L
Engine Oil With Filter		
2.0L Engine	5 qt	4.7 L
Cooling System *		
2.0L Engine	12.4 qt	11.7 L
2.0L Engine Intercooler/Power Electronics Coolant (Contact an authorized dealer for service)	5.5 qt	5.2 L
Battery Coolant (Contact an authorized dealer for service)	5.8 qt	5.5 L
* Includes heater and coolant recovery bottle filled to MAX level.		

ENGINE FLUIDS AND LUBRICANTS — GRAND CHEROKEE 4XE

Component	Fluid, Lubricant, or Genuine Part
Engine, Intercooler, Power Electric and Battery Coolant	We recommend using Mopar® Antifreeze/Coolant 10 year/150,000 mile (240,000 km) Formula OAT (Organic Additive Technology) meeting the requirements of the manufacturer Material Standard MS.90032.
Engine Oil — 2.0L Engine	We recommend using Mopar® API SP/GF-6A Certified SAE 5W-30 Full Synthetic Engine Oil which meets the requirements of the manufacturer Material Standard MS-13340. Equivalent full synthetic SAE 5W-30 engine oil can be used if it meets API SP/GF-6A Certification. If API SP/GF-6A or equivalent oil is unavailable then please contact a local dealership for recommendation.
	CAUTION!
	Failure to use the recommended API SP/GF-6A or equivalent oil can cause engine damage not covered by the vehicle warranty.
Engine Oil Filter	We recommend using a Mopar® Engine Oil Filter. If a Mopar® Engine Oil Filter is unavailable only use filters that meet or exceed SAE/USCAR-36 Filter Performance Requirements.
Fuel Selection — 2.0L Engine	87 Octane (R+M)/2 Method, 0-15% Ethanol.

CUSTOMER ASSISTANCE

GENERAL INFORMATION

The following regulatory statement applies to all Radio Frequency (RF) devices equipped in this vehicle:

This device complies with Part 15 of the FCC Rules and with Innovation, Science and Economic Development Canada license-exempt RSS standard(s). Operation is subject to the following two conditions:

1. This device may not cause harmful interference, and
2. This device must accept any interference received, including interference that may cause undesired operation.

Le présent appareil est conforme aux CNR d'Innovation, Science and Economic Development applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:

1. l'appareil ne doit pas produire de brouillage, et
2. l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

La operación de este equipo está sujeta a las siguientes dos condiciones:

1. es posible que este equipo o dispositivo no cause interferencia perjudicial y
2. este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

NOTE:

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

This unit complies with ICES-003E of Innovation, Science, and Economic Development (ISED) Canada, and EMC Directive 2004/108/EC.

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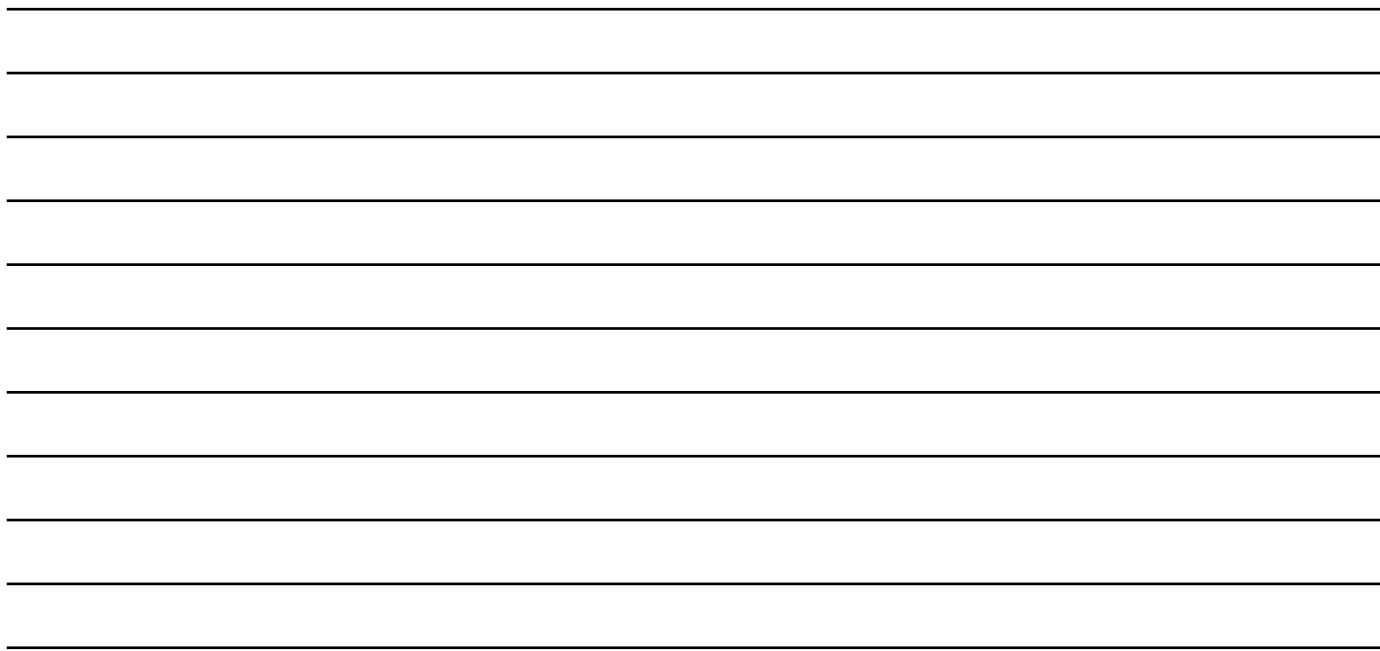
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FCA US LLC strongly recommends that the driver use extreme caution when using any device or feature that may take their attention off the road. Do not attempt water fording unless depth is known and consistent with the vehicle's water fording rating. Traversing water can cause damage that may not be covered by the new vehicle warranty. Always off road responsibly in approved areas.



Jeep®



SCAN TO ACCESS YOUR
VEHICLE'S VIDEO PLAYLIST

