

2020

Pacifica Hybrid

SUPPLEMENT

VEHICLES SOLD IN CANADA

With respect to any vehicles sold in Canada, the name FCA US LLC shall be deemed to be deleted and the name FCA Canada Inc. used in substitution therefore.

DRIVING AND ALCOHOL

Drunken driving is one of the most frequent causes of accidents.

Your driving ability can be seriously impaired with blood alcohol levels far below the legal minimum. If you are drinking, don't drive. Ride with a designated non-drinking driver, call a cab, a friend, or use public transportation.

WARNING!

Driving after drinking can lead to an accident. Your perceptions are less sharp, your reflexes are slower, and your judgment is impaired when you have been drinking. Never drink and then drive.

This manual illustrates and describes the operation of features and equipment that are either standard or optional on this vehicle. This manual may also include a description of features and equipment that are no longer available or were not ordered on this vehicle. Please disregard any features and equipment described in this manual that are not on this vehicle.

FCA US LLC reserves the right to make changes in design and specifications, and/or make additions to or improvements to its products without imposing any obligation upon itself to install them on products previously manufactured.

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INTRODUCTION

Dear Customer,

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 all of this publication carefully before driving your vehicle for the first time. Following the instructions, recommendations, tips, and important warnings in this manual will help assure safe and enjoyable operation of your vehicle. For additional information, refer to your vehicles Owner's Manual.

Following the instructions and recommendations provided herein, will help assure safe and reliable operation of your vehicle. After you have read the booklet, it should be stored in the vehicle for convenient reference and remain with the vehicle when sold.

When it comes to service, remember that an authorized dealer knows your vehicle best, has factory-trained technicians and genuine MOPAR® parts, and cares about your satisfaction.

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 under the middle section of the vehicle, below and in front of the second row seating. The high voltage battery is maintenance free and designed to last for the life of 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 access panel, in front of the second row passenger seating.

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 trained technician at an authorized dealer. Failure to follow this warning can cause severe burns or electrical shock that may result in serious injury or death.

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.

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 ignition is in the ON position, the high voltage battery contactors inside the battery are closed to make the stored electricity inside available for vehicle use. The clicking noise heard is the sound of these contactors as they open and

close during normal operation. The system will also emit a noise from the front of the vehicle when driving forward at speeds below 22 mph (35 km/h), and from the rear of the vehicle when in REVERSE. The system will emit a noise from both the front and rear of the vehicle when in NEUTRAL.

- 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. When the vehicle is not plugged-in, the message, "Plug In Vehicle for Battery Conditioning" might appear in the instrument cluster display. When the high voltage battery is not ready to crank the vehicle at start up, due to conditions including extreme temperatures, the message "Battery Conditioning Leave Ignition In Run" will be displayed in the instrument cluster display. Keep the ignition in the ON/RUN position for the battery to recover. Switch the ignition back to the OFF position when the message disappears, and then start the vehicle.

When the "Battery Conditioning Leave Ignition in Run" message is displayed on the instrument cluster display, do not operate any air conditioning controls.



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Battery Conditioning Instrument Cluster Display Message

- Under cold or hot temperatures, while the vehicle is plugged-in and the ignition is in the OFF position, the vehicle may wake-up to pre-condition the high voltage battery for usage.
- It is recommended that the vehicle be plugged-in over night when possible to maximize the electric range of the vehicle.



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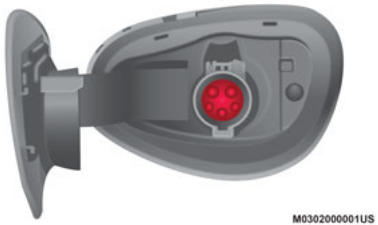
Battery Conditioning Leave Ignition In Run Instrument Cluster Display Message

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

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 (120V) and AC Level 2 (240V) charging.



Vehicle Charge Inlet

AC Level 1 Charging (120V, 15 Amp)

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



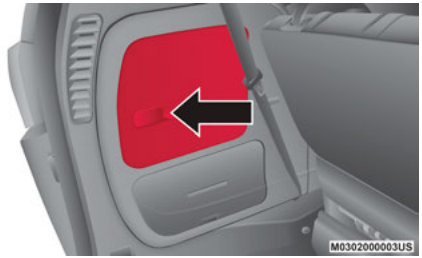
Portable Charging Cordset (EVSE)

WARNING!

Shock, fire, property damage, or personal injury may occur if the Portable EVSE Cordset is not used properly. There are no serviceable parts contained in the Portable EVSE Cordset. Any attempt to service it may result in shock, fire, property damage, or personal injury.

To access the portable charging cordset, open the door of the cargo area storage bin, on the driver's side, and remove the charging cordset from the storage bag.

NOTE:
After use, the EVSE should be placed in the storage bag and put back to the cargo area storage bin. If the charging cordset will be left outside the vehicle, be sure to protect the charging cordset's vehicle connection end from moisture, dirt, debris, etc. accumulation and contamination.



Cargo Area Storage Bin

NOTE:
The portable charging cordset is used for AC Level 1 charging only.

WARNING!

- Read all instructions before using this product.
- Do not put fingers or objects into the Charge Connector.
- Do not use this product if the flexible power cord or Electric Vehicle (EV) Cable is frayed, broken, has cracked insulation or any other signs of damage.
- Do not use this product if the enclosure or the Charge Connector is broken, cracked, open, or shows any other indication of damage.
- Do not use Portable EVSE Cordset with an extension cord. Use of an extension cord may cause burns, fire, or other damage or injury.
- This device may attempt to reset and run after a power interruption.

(Continued)

WARNING! (Continued)

- There are no user serviceable parts inside the AC Level 1 charging cord set. Do not attempt to repair or service the charging cord set yourself – personal injury may result.
- When using a charging station with the charging cable attached, ensure the cable is not visibly damaged before plugging into the vehicle.
- Do not allow children to operate this device. Adult supervision is mandatory when children are in proximity to a charge station that is in use.
- Do not use a charge station or vehicle receptacle that is worn or damaged with the AC Level 2 charging cable. Plugging into worn or damaged receptacles may cause damage to the EVSE and vehicle.

(Continued)

WARNING! (Continued)

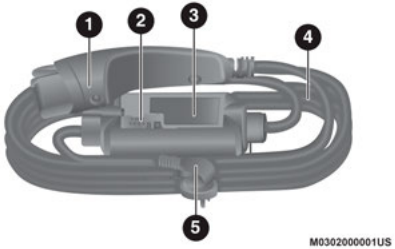
- Ensure that the EVSEs are always stored in a safe place. Do not expose the EVSE J1772 Vehicle Connector to rain or wet conditions. Avoid allowing water or other liquids to pour or drip on to the vehicle connection end of the J1772 EVSE connector. If water penetrates the electrical device, the risk or electrical shock increases. Ensure that all plugs and cables are free of moisture before using the EVSEs.

EVSE Charging Cordset

The EVSE charging cordset is compliant with SAE J1772, and applicable for use with vehicles fitted with the standard SAE J1772 charge inlets. The EVSE includes:

- A Charge Connector
- A NEMA 6 rated enclosure with a charge current interrupt device (CCID) with status indicator display
- An AC Power Cord with NEMA 5–15P, Right Angle plug

- ☐ An indoor/outdoor charge cable, EV- rated
- ☐ A Status Indicator Display



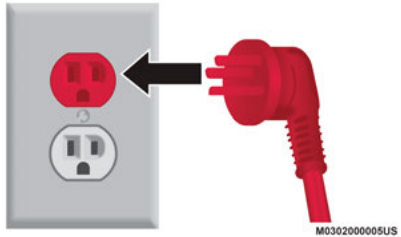
Charging Cordset

1 — Charge Connector
2 — Status Indicator Display
3 — Charging Cordset Enclosure
4 — Charge Cable
5 — AC Plug

Charging Cordset Operation

1. Plug the AC plug of the charging cordset into a 15 A, or 20 A, 120 VAC, 60 Hz, grounded wall receptacle. Do not use an extension cord, outlet/plug adapter, or a worn outlet. The charging cordset will not operate safely unless it is plugged directly into the wall receptacle.

NOTE:
The EVSE should be plugged into a dedicated circuit, not a circuit shared with other devices drawing electricity on the circuit.

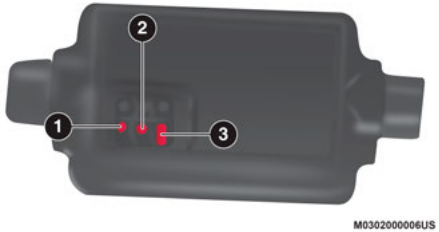


AC Plug And Wall Receptacle

WARNING!

Improper connection of the equipment-grounding conductor could result in a risk of electric shock. Check with a qualified electrician or serviceman if you are in doubt as to whether the wall receptacle is properly grounded. Do not modify the plug provided with the product – if it does not fit the outlet, you must have a proper outlet installed by a qualified electrician.

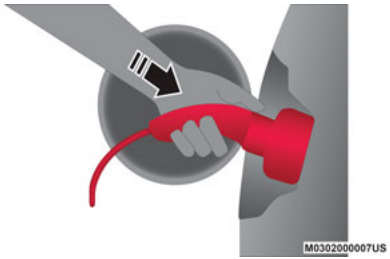
2. Check to see if the charging cordset is ready to charge by reviewing the indicator lights. After a brief self-check, where the indicator light will flash, a green AC indicator light and two green "charge active" indicator lights indicate that the cordset is ready for use.



Cordset Indicator Lights

1 — AC Power Indicator Light
2 — Fault Indicator Light
3 — Charge Active Indicator Lights

3. If the charging cordset 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.



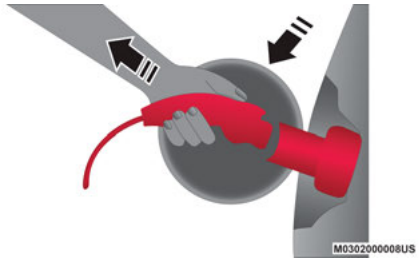
Inserting The Charge Connector Into The Vehicle Charge Inlet

4. When the vehicle commences charging, the Charge Active Indicator Lights on the EVSE will cycle from left to right, and then both turn off. This pattern will repeat while the vehicle is charging. The lights are illuminated at the rate of approximately one cycle per second.

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

- Charging Cordset — The charging cordset status indicators illuminate green or red to identify the charging cordset status. Refer to "Troubleshooting Using The Status Indicator Display" in this section for further information on the charging cordset status.
- Wall Receptacle — Check whether the wall receptacle is functional (no power outage) and/or plug the charging cordset into a different wall receptacle.
- 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 vehicle side connector first and then the charging cordset from the wall receptacle. To disengage the vehicle coupler, push the button on the charge connector first and then remove the connector from the vehicle charge inlet.



Removing The Charge Connector From The Vehicle Charge Inlet

6. Close the inlet door when an 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 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 **AC Power Indicator** displays the status and safety of the input power. If this indicator is green, the power is within acceptable limits to charge the vehicle. If only the AC Power Indicator is flashing red, then there is a problem with the AC power at the electrical outlet. If the AC Power Indicator does not return to green, then the outlet should be inspected by a licensed electrician to ensure the voltage, frequency, and grounding are complaint to national and local electrical codes and ordinances. It may be possible to attempt charging from a different outlet.

The **Fault Indicator** displays the status of the Portable EVSE Cordset and the vehicle connection. The Portable EVSE Cordset will not allow charging while the fault indicator is red. If it is off, the Portable EVSE Cordset has not detected any internal faults, or faults with the vehicle connection. If the Fault Indicator is flashing red, there is a fault detected either with the Portable EVSE Cordset, electronics, or with the vehicle connection. The Portable EVSE Cordset may attempt to retry to provide current to the vehicle if the fault is cleared. If the Portable EVSE Cordset does not attempt to provide charge to the vehicle, the charge connector will need to be removed from the vehicle to clear the fault.

The fault code list in the following table provides a reference for the important faults that are detected by the Portable EVSE Cordset. When a fault is detected, the AC Power Indicator, the Fault Indicator, or both the AC Power and Fault Indicators will flash red. If only the AC Power Indicator is red, there is a problem on the AC Power side of the unit. If only the Fault Indicator is flashing red, there is a problem internal to the unit or with the vehicle. If both the AC Power and Fault Indicators are flashing red, an over temperature condition is detected at either the AC plug or within the EVSE enclosure. Additional information about the faults is provided by a fault code that is displayed on the two green Charge Rate Indicators. The fault code consists of four digits, each with a value of 1 or 2. The value of a digit is the number of indicators illuminated for that part of the sequence. For example, fault code (1, 2, 1, 1) will display the following sequence: One indicator will illuminate for 0.3 seconds, then two indicators will illuminate, then one indicator, and finally one indicator will illuminate. After all four fault code digits have been displayed, the indicators will remain off for one second before repeating the sequence.

Portable EVSE Cordset Fault Code List			
Flashing Fault Code	**Flashing Indicator**	**Fault Indication**	**Recommended Actions**
1, 2, 2, 2	AC Power	Vehicle Current Draw is Too High	Check Portable EVSE Cordset and Vehicle at a service location.
1, 1, 2, 1	AC Power	Incorrect Electrical Supply	Attempt to charge the vehicle at a different outlet. Contact a certified electrician to check the electrical outlet and AC Supply (house wiring).
1, 1, 2, 2	AC Power	Incorrect Electrical Supply	Attempt to charge the vehicle at a different outlet. Contact a certified electrician to check the electrical outlet and AC Supply (house wiring).
1, 2, 1, 1	AC Power	Incorrect Electrical Supply	Attempt to charge the vehicle at a different outlet. Contact a certified electrician to check the electrical outlet and AC Supply (house wiring).
1, 2, 1, 2	AC Power	Incorrect Electrical Supply	Attempt to charge the vehicle at a different outlet. Contact a certified electrician to check the electrical outlet and AC Supply (house wiring).
1, 1, 1, 1	Fault	Portable EVSE Cordset Internal Fault	Unplug the Portable EVSE Cordset from the vehicle charge inlet and retry to charge. If the issue is not corrected, check the Portable EVSE Cordset and Vehicle at a service location.
1, 1, 1, 2	Fault	Portable EVSE Cordset Internal Fault	Unplug the Portable EVSE Cordset from the vehicle charge inlet and retry to charge. If the issue is not corrected, check the Portable EVSE Cordset and Vehicle at a service location.
1, 2, 2, 1	AC Power	Outlet Wiring Bad Ground	Attempt to charge the vehicle at a different outlet. Contact a certified electrician to check the electrical outlet and AC Supply (house wiring).
1, 2, 1, 1	Fault	Portable EVSE Cordset Internal Fault	Check Portable EVSE Cordset and Vehicle at a service location.
1, 2, 1, 2	Fault	CCID Leakage Current Detected	Disconnect charge connector and retry charging. If problem persists, check the Portable EVSE Cordset and Vehicle at a service location.

Portable EVSE Cordset Fault Code List			
Flashing Fault Code	**Flashing Indicator**	**Fault Indication**	**Recommended Actions**
2, 2, 2, 1	Fault	Vehicle Interface Connector	Error with the Vehicle Charge Connector Interface — Check for water or other contamination in the vehicle charge inlet or charge connector.
2, 2, 2, 2	Fault	Vehicle Interface Connector	Error with the Vehicle Charge Connector Interface — Check for water or other contamination in the vehicle charge inlet or charge connector.
1, 1, 2, 1	Fault & AC Power	EVSE Enclosure Internal Temperature is Too High	Use caution as the Portable EVSE Cordset housing may be hot. It is recommended to move the Portable EVSE Cordset out of direct sun exposure. Allow the unit to cool. If error persists, check the Portable EVSE Cordset at a service location.
1, 1, 1, 2	Fault & AC Power	Hot AC Power Plug Warning	Use caution as the Portable EVSE Cordset AC Power Plug may be hot. It is recommended to carefully unplug the unit from the wall outlet and allow it to cool down. Attempt to charge the vehicle at a different wall outlet. Contact a certified electrician to inspect/replace the wall outlet that was associated with the Hot AC Plug event. Charging will still occur, but at a reduced rate.
1, 1, 1, 1	Fault & AC Power	AC Power Plug Over Temperature	Use caution as the Portable EVSE Cordset AC Power Plug may be hot. It is recommended to carefully unplug the unit from the wall outlet and allow it to cool down. Attempt to charge the vehicle at a different outlet. Contact a certified electrician to inspect/replace the outlet that was associated with the Hot AC Plug event.

Guidelines for preventing fire and electric shock:

- Ensure the charging cable 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 charging cordset if it is visibly damaged. Contact an authorized dealer for service.
- Do not place fingers, or any other objects inside the charge connector.
- Do not allow children to operate this device. Adult supervision is mandatory when children are in proximity when the charging cordset is in use.
- Do not use the charging cable with an extension cord.

NOTE:
During normal operation, the charge connector or AC plug may feel warm. If either one feels hot during charging, unplug the charging cordset and have a qualified electrician inspect the wall receptacle before you continue charging.

WARNING!

Do not use the charging cordset with a receptacle that is worn or damaged. Using the charging cordset with a worn or damaged receptacle may cause burns or start a fire.

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.

AC Level 2 Charging (240V, 30 Amp Or 32 Amp)

AC Level 2 (240 V) charging requires a 240 V, Level 2 EVSE (Charging station). A 30 Amp or 32 Amp Level 2 EVSE for home installation is recommended.

When using public charging stations, ensure the charging station is ready to provide charge and the vehicle is in PARK before the charge connector 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. The vehicle should start charging automatically. If not, please check the instructions at the charging station.

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 them 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 "STOP" button located on the front of the EVSE station.
- Press the button on the charge connector first and then remove the connector from the vehicle charge inlet.
- Plug the charge handle into the EVSE station and coil the charging cord onto its holder. Do not leave the charging cord laying 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
- The type of EVSE used (Level 1 - 120V or Level 2 – 240V)
- Ambient temperature
- Whether the vehicle is ON during charging

NOTE:

- The charging times below 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, state of charge, 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.
- If the vehicle's ignition is in either the ACC or RUN position, the vehicle charge indicator may not indicate greater than a 99% state of charge, and will continue to charge the vehicle, due to the vehicle loads.

Type of EVSE	Estimated Charge Time
Level 1 (120V/15A)	Approximately 14 hours
Level 2 (240V/30A or 32A)	Approximately 2 hours

Vehicle Charge Indicators

Instrument Cluster High Voltage Battery Display

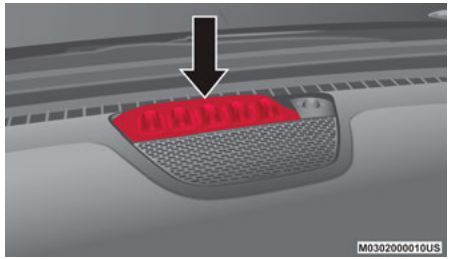
There is a battery display indicator located on the instrument cluster. The battery display will display the current state of charge for the high voltage battery; with the percentage value located to the left of the symbol. When plugged in, the battery symbol also gives the battery level along with messages 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 state of charge indicator. The state of charge 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 EVSE.



State Of Charge Indicator

The state of charge indicator provides a visual indication of the high voltage battery's charge status during charging. It's 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 state of charge indicator may not illuminate. Charge status is available in the cluster or APP. 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 state of charge indicator will not be illuminated.

Number Of Indicator Lights Illuminated	Percent Of Battery Charge
1st light blinks	0 – 20%
1st light ON, second light blinks	21 – 40%
1st and 2nd lights ON, 3rd light blinks	41 – 60%
1st, 2nd, and 3rd light ON, 4th light blinks	61 – 80%
1st, 2nd, 3rd, and 4th light ON, 5th light blinks	81 – 99%
All 5 lights ON	100%

Number Of Indicator Lights Illuminated	Percent Of Battery Charge
Two outer lights are blinking	Indicates an error in the charging process
Lights turn on one at a time from left to right (when looking at the front of the vehicle)	Indicates system is waiting for scheduled time in charge schedule to begin charging
All lights light up, and then turn off immediately	Indicates a successful plug-in

NOTE:
For each segment illuminated to indicate charging, two different blink rates are used. A blink rate of 1 sec ON/ 1 sec OFF indicates that the first half of the segment is charging. The blink rate will increase to 0.5 sec ON/ 0.5 sec OFF to indicate that the second half of the segment is charging. When the segment is fully charged, the blinking stops and the segment remains illuminated as charging continues.

Hybrid Electric Pages

Within your Uconnect 4C/4C NAV system is the "Hybrid Electric Pages" App that allows you to see your vehicle's power flow, understand your drive history, and set an EVSE 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 touch screen, and locate the "Hybrid Electric" App. Pressing the "Hybrid Electric Pages" App brings you to a set of three pages: Power Flow, Driving History, and Charging Schedule.



Hybrid Electric Pages App Location

Power Flow

The first screen within the "Hybrid Electric Pages" App is the Power Flow screen. 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 Screen

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

Driving History

The second screen in the "Hybrid Electric Pages" App is the Driving History screen. The Driving History screen shows the miles (km) driven in both Full Electric and Hybrid 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 of 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

The third screen within the "Hybrid Electric Pages" App is the Charging Schedule screen. From this screen you can set when you want you vehicle to charge. To do so, press the check box next to the setting "Enable Schedule" until a check mark appears in the

box, from there you can press the 'Weekdays' or 'Weekends' schedule to adjust the start and end time of desired charging. You can also choose "Charge Until Full" instead of choosing an end time, allowing the vehicle to continue to charge for an amount of time after the start time until the vehicle is fully charged, as long as the vehicle is plugged in. The Charging Schedule can also be set using the Uconnect App on your smartphone.

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.



Charging Schedule Screen

NOTE:
If the vehicle is plugged in outside of the charging schedule set in the Uconnect 4C radio (and Charge to 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.

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 "Charging Schedule" feature within the "Hybrid Electric Pages" App.

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 plugged-in" feature 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 to 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.

IGNITION SWITCH

This feature allows the driver to start the vehicle with the push of a button, as long as the key fob is in the passenger compartment, and the driver's foot is on the brake pedal.

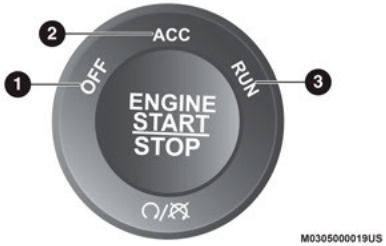
NOTE:
This vehicle is equipped with an automatic shutdown feature. If the vehicle is left in

READY state (vehicle running) with shifter in PARK for one hour, it will automatically turn off the vehicle. Notifications have been designed into this feature to raise awareness of the timed event. The instrument cluster display will display "Ready to drive" accompanied with three audible chimes while exiting. The interior warnings will occur regardless if the key fob remains in the vehicle or is removed. The horn will sound three times if the 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 Keyless Push Button Ignition has four operating positions; three of which are labeled and will illuminate when in position. The three positions are OFF, ACC, and ON/RUN. The fourth position is START: during start, the RUN indicator will illuminate.

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 instrument cluster display whenever the vehicle is operating in EV (Electric Vehicle) mode and the vehicle is stationary.
- If the vehicle's ignition is in either ACC or RUN, the vehicle charge indicator may not display a value greater than 99% state of charge due to vehicle loads.



Keyless Push Ignition Button

1 — OFF
2 — ACC
3 — ON/RUN

The ignition can be placed in the following positions:

OFF

- The vehicle is stopped
- Some electrical devices are available

ACC

- Some electrical devices are available
- Mechanical power (Vehicle Propulsion) is not available

ON/RUN

- Driving position
- All the electrical devices are available
- As long as the READY appears in the instrument cluster display, it does not matter if the engine is running or not, vehicle propulsion is available

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

Conditions Causing Engine To Run

- Maintaining Hybrid Battery State of Charge (SOC)
- Provide Maximum Vehicle Acceleration
- Provide Maximum Passenger Compartment Heating

- Maintain Exhaust System Catalyst Temperature (after engine start in current ignition cycle - emissions requirement)
- Engine Temporarily Operating in “Fuel and Oil Maintenance Mode”
- Hood Opened with Ignition in Run Post-Start Mode (eliminate unexpected engine start-ups)

In case the ignition switch does not change with the push of the button, the key fob may have a low or depleted battery. In this situation, a back up method can be used to operate the ignition switch. Put the nose side (side opposite of the emergency key) of the key fob against the START/STOP ignition button and push to operate the ignition switch.



Keyless Push Button Ignition

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.
- 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 ignition of a vehicle equipped with Keyless Enter-N-Go in the RUN mode. 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 build-up 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 RUN position with an EVSE connected to the vehicle, the instrument cluster display will not display the READY state. When the Electric Vehicle Supply Equipment (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. Refer to "Starting The Vehicle" in "Starting And Operating" for further information.

REMOTE STARTING SYSTEM — IF EQUIPPED

NOTE:
Remote start on Hybrid while 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).

The Remote Starting system also activates the Climate Control, vented seats (if equipped) in temperatures above 80°F (26.7°C), the optional heated seats, optional heated steering wheel, optional heated mirrors and rear defroster 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

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 pushed)
- ☐ 12 volt battery at an acceptable charge level
- ☐ Key fob PANIC button not pushed
- ☐ System not disabled from previous Remote Start event
- ☐ Vehicle alarm system indicator flashing
- ☐ Ignition in STOP/OFF position
- ☐ Fuel level meets minimum requirement
- ☐ Malfunction Indicator Light (MIL) is OFF while vehicle is in propulsion system 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.

(Continued)

WARNING! (Continued)

- ☐ 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 Enter Remote Start Mode

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.

NOTE:

- ☐ The vehicle can be started two consecutive times (two 15 minute cycles) from the key fob. After two remote start events have occurred, the ignition must be placed in the ON/RUN position before any additional remote start requests can be received.

- The park lamps will turn on and remain on during Remote Start mode.
- For security, power window operation is disabled when the vehicle is in the Remote Start mode.

To Exit Remote Start Mode Without Driving The Vehicle

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 cycled to the Run Propulsion System Available position by pressing the ignition button with the key fob in 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 the one time push of the Remote Start button for two seconds after receiving a valid Remote Start request.

Refer to your Owner's Manual for further information.

SEATS

Seats are a part of the Occupant Restraint System of the vehicle.

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.

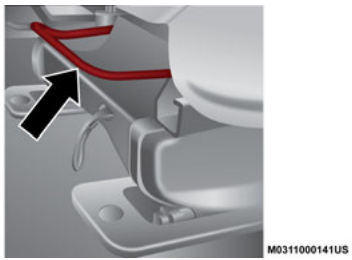
Manual Adjustment (Rear Seats)

WARNING!

- Adjusting a seat while the vehicle is moving is dangerous. The sudden movement of the seat could cause you to lose control. The seat belt might not be adjusted properly and you could be injured. Adjust the seat only while the vehicle is parked.
- 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 and be seriously or even fatally injured. Use the recliner only when the vehicle is parked.

Manual Rear Seat Adjuster

Both second row seats are adjustable forward or rearward. The manual seat adjustment handle is located under the seat cushion at the front edge of each seat.



Manual Rear Seat Adjuster

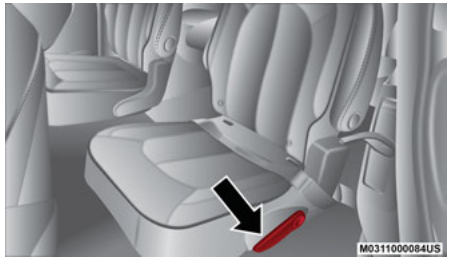
While sitting in the seat, pull up on the handle and slide the seat forward or rearward. Release the bar once you have reached the desired position. Then, using body pressure, move forward and rearward on the seat to be sure that the seat adjusters have latched.

WARNING!

- Adjusting a seat while driving may be dangerous. Moving a seat while driving could result in loss of control which could cause a collision and serious injury or death.
- Seats should be adjusted before fastening the seat belts and while the vehicle is parked. Serious injury or death could result from a poorly adjusted seat belt.

Manual Recline

To recline, lean forward slightly, lift the lever, and push back to the desired position and release the lever. Lean forward and lift the lever to return the seatback to its normal position. Using body pressure, lean forward and rearward on the seat to be sure the seatback has latched.



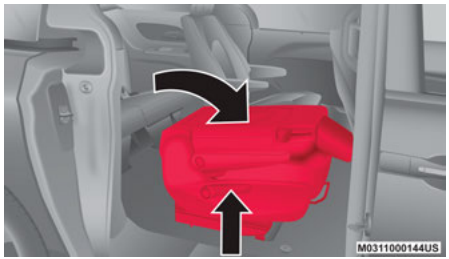
Recline Lever

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.

Fold-Flat

To fold the seat, lift the recliner lever to the full upward position and push the seatback forward until it rests on the seat cushion.



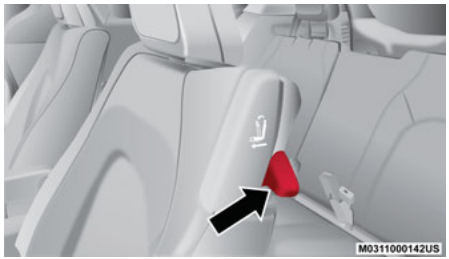
Fold-Flat Seat Recline Lever

NOTE:
The seatback may lock into the fold flat position. Use the recline lever to unlock the seatback.

Easy Entry Slide Second Row Seating

The second row seats can be tilted and slid forward for easy entry into the third row.

1. Located in the seatback of the second row seat is a lever that provides easier access to the third row by tilting the seat forward.
2. Slide lever upwards to unlock the seatback.



Easy Tilt Seat Lever

3. Push on seatback to slide seat forward to access the third row.



Easy Tilt Seat

4. To put the seat back into original position, just pull back on the seatback and lock the seat into position.

WARNING!

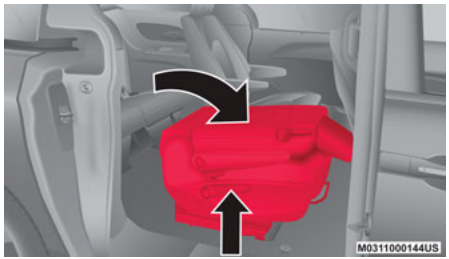
Do not use this feature with a child in seat. Serious injury or death may occur.

Second Row Removable Seat

The Easy Entry Slide second row seating does not stow in the floor, but they are removable for added cargo space.

Removing Seat

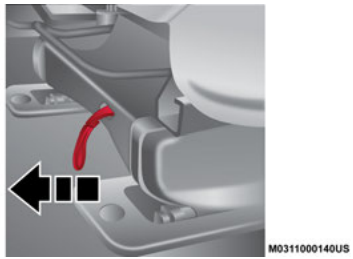
1. Adjust seat to the full rearward position.
2. Lift the recline lever to fold the seatback flat against the seat cushion.



Fold-Flat Seat Recline Lever

NOTE:
Push downward on the seatback to make sure it is in the locked position.

3. The release strap is located on the front of the seat, near the floor.



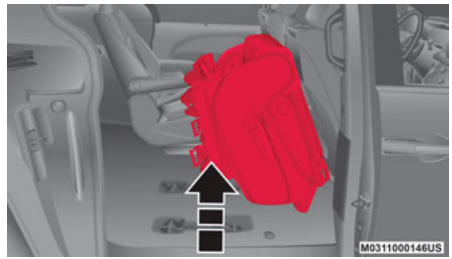
Seat Release Strap

4. To remove the seat, pull the release strap to release the rear latches.
5. Tilt the back of the seat to the upward position.



Tilt Seat Forward

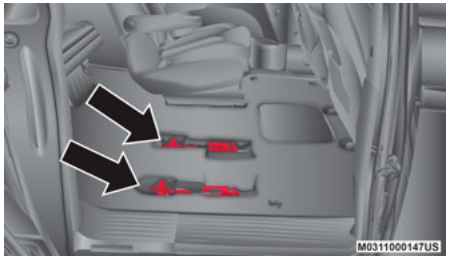
6. The seat assembly can now be removed from the vehicle. Grab the front seatback edge located near the head restraint and the grab the bar on the rear side of the seat cushion for easy removal.



Seat Removal

Reinstalling Seat

1. To reinstall the seat, align the seat's front attachments into the detent positions on the floor.



In Floor Seat Detents

2. Tilt seat rearward to lock the seat back into its original position.

NOTE:
Push downward to ensure the rear latches are in the locked position.

3. Lift the recline handle and return the seat back to the seating position.

WARNING!

If not properly latched, the seat could become loose. Personal injuries could result.

HOOD

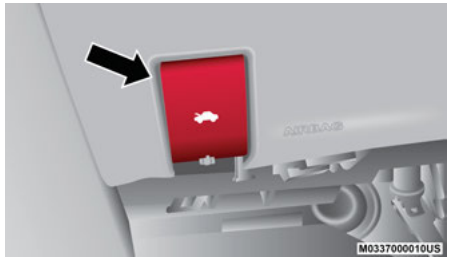
Opening

WARNING!

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

The hood release lever (to open the primary latch) and safety latch (to open the secondary latch) must be released to open the hood.

1. Pull the hood release lever located under the driver's side of the instrument panel.



Hood Release Lever

2. Move to the outside of the front of the vehicle.

3. Push the safety latch release lever toward the passenger side of the vehicle. The safety latch is located behind the center front edge of the hood.



Safety Latch Location

4. Remove the support rod from the locking tab and insert it into the seat located on the underside of the hood.

NOTE:

- Before lifting the hood, check that the wiper arms are not in motion and not in the lifted position.
- While lifting the hood, use both hands.
- Vehicle must be at a stop and the automatic transmission must be in PARK.
- If the vehicle was actively charging the High Volt (HV) battery when the hood was opened, the vehicle will stop charging until the hood is closed.

Closing

1. Hold up the hood with one hand and with the other hand remove the support rod from its seat and reinsert it into the locking tab.
2. Lower the hood to approximately 12 inches (30 cm) from the engine compartment and drop it. Make sure that the hood is completely closed.

NOTE:
If the vehicle stopped charging the HV battery when the hood was opened, the vehicle will resume charging when the hood closes.

WARNING!

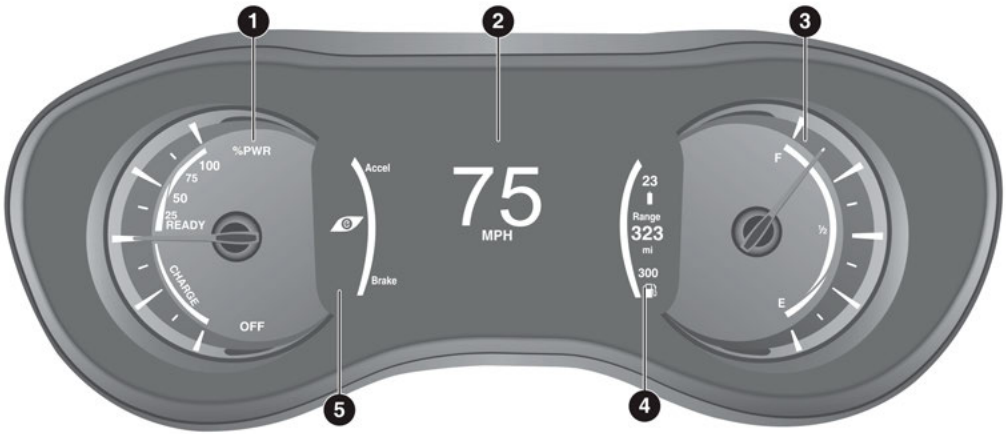
Be sure the hood is fully latched before driving your vehicle. If the hood is not fully latched, it could open when the vehicle is in motion and block your vision. Failure to follow this warning could result in serious injury or death.

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



M0401000084US

Instrument Cluster

Instrument Cluster Descriptions

1. % Power Gauge

   - Indicates vehicle power. The upper half of the gauge is a summation of the engine and high voltage battery power applied to move the vehicle. Bottom half indicates when the high voltage battery is charging via regenerative braking, while slowing the vehicle down.

2. Instrument Cluster Display

   - The instrument cluster display features a driver-interactive display. When the appropriate conditions exist, this display shows messages. Refer to "Instrument Cluster Display" in this chapter for further information.

3. Fuel Gauge

   - The gauge shows the level of fuel in the fuel tank when the ignition switch is in the ON/RUN position.

   - The fuel pump symbol points to the side of the vehicle where the fuel door is located.

4. Reconfigurable Screen With Four Customer Programmable Options

   - EV Range & Battery %: shows values for electric range and battery %, along with a teal gauge showing battery % (state of charge <1-100%).

   - Electric Range: shows the vehicle's electric range capability, based on the High Voltage Battery State of Charge (state of charge <1-100%).

   - All Range Values: shows values for electric, hybrid and total range, along with a white gauge showing the total range.

   - NONE

5. Reconfigurable Screen With Four Options

   - Efficiency Coach: This gauge provides visual awareness on how to achieve maximum energy efficiency while driving. When accelerating and braking, the most efficient operation will be represented with the gauge color being green. Less efficient operation will be represented by yellow, followed by orange, as the level of efficiency decreases.

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

   - Energy Economy: this gauge represents the combined MPG (or km/L, or L/100km) obtained through engine use and MPG (or km/L, or L/100km) equivalent obtained through HV battery use. The outer ring represents current energy economy. The white inner ring represents average energy economy.

   - NONE

INSTRUMENT CLUSTER DISPLAY

Your vehicle is equipped with an instrument cluster display, which offers useful information to the driver. With the ignition in the STOP/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.

The Main Menu items consists of the following:

- Speedometer
- Vehicle Info
- Driver Assist
- Hybrid Info
- Trip (Trip A/Trip B)
- Audio
- Messages
- Screen Setup

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



Instrument Cluster Display Control Buttons

- **Up Arrow Button**

  Push and release the **up** arrow button to scroll upward through the Main Menu items.

- **Down Arrow Button**

  Push and release the **down** arrow button to scroll downward through the Main Menu items.

- **Right Arrow Button**

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

- **Back/Left Arrow Button**

  Push and release the **left** arrow button to access the information screens or submenu screens of a main menu item.

- **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** arrow button for one second to reset displayed/selected features that can be reset.

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, dependent upon your personal driving style.

- Unless reset, this message will continue to display each time the ignition is cycled to 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/LOCK 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.

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".

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 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.

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

If the vehicle enters Fuel and Oil Refresh Mode to maintain engine lubrication properties, the engine may run for a period of up to 20 minutes 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.

NOTE:
Frequent short trips at low ambient temperature conditions are more likely to trigger the lubrication based mode.

KeySense Cluster Messages — If Equipped



When the KeySense key is in use there will be:

- Continuous, dedicated telltale
- Unique Display Splash Screen

With KeySense in use there will be multiple associated messages shown in the following table:

Setting	Instrument Cluster Display Message
None – With vehicle ignition ON	"KeySense in use. Max vehicle speed set to xx MPH/or km/h"
Max Vehicle Speed	☐ "Max speed reached. KeySense in use" supported by a chime ☐ "Approaching max speed xx MPH/km/h" supported by a chime
Start Up Fuel Alert message	"Range to empty xxx miles or km"
Early Low Fuel Alert Message	"Fuel Low"
ParkSense	"Feature cannot be disabled. KeySense in use"
Blind Spot	"Feature cannot be disabled. KeySense in use"
Forward Collision Warning	"Feature cannot be disabled. KeySense in use"

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.

Speedometer

Push and release the **up** or **down** arrow button until Speedometer is highlighted in the instrument cluster display. Push and release the **OK** button to toggle between mph and km/h.

Vehicle Info

Push and release the **up** or **down** arrow button until Vehicle Info is highlighted in the instrument cluster display. Push the **left** or **right** arrow button to scroll through the following information submenus:

- **Tire Pressure**

  If tire pressure is **OK** for all tires, a vehicle ICON is displayed with tire pressure values in each corner of the ICON.

  If one or more tires have low pressure, "Inflate Tire To XX" is displayed with the vehicle ICON, and the tire pressure values in each corner of the ICON with the pressure value of the low tire displayed in a different color than the other tire pressure value.

  If the Tire Pressure system requires service, "Service Tire Pressure System" is displayed.

  Tire Pressure is an information only function and cannot be reset.

  Refer to "Tire Pressure Monitoring System (TPMS)" under "Safety" for further information.

- **Coolant Temperature**

  Displays the actual coolant temperature.

- **Oil Temperature**

  Displays the actual oil temperature.

- **Oil Pressure**

  Displays the actual oil pressure.

- **Battery Voltage**

  Displays the actual battery voltage.

- **Engine Hours — If Equipped**

  Displays the number of hours of engine operation.

- **Oil Life**

  Displays the remaining engine oil life as a percentage.

  To reset the Oil Life, you must hold the OK button. The "Hold OK to Reset" instruction will be displayed at all times, but the following conditions will need to be met in order to reset Oil Life:

  - The vehicle propulsion system must be OFF
  - The ignition must be in the ON/RUN position

  If the conditions are met, holding the **OK** button will reset the gauge and the numeric display will return to 100%.

  If the conditions are not met, a popup message will display for five seconds, describing the required conditions, and then the Oil Life screen will reappear.

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 severe engine damage due to not properly maintaining the engine oil.

Driver Assist — If Equipped

Push and release the **up** or **down** arrow button until Driver Assist is highlighted in the instrument cluster display.

Adaptive Cruise Control and LaneSense:

- Driver Assist Screen shows the current status of both the Adaptive Cruise Control (ACC) and the LaneSense systems
- Popup messages also indicate the status of the system and/or the conditions that need to be met

Adaptive Cruise Control (ACC) Feature

The instrument cluster display will show the current ACC system settings. The information displayed depends on ACC system status. Push the Adaptive Cruise Control (ACC) on/off button (located on the steering wheel) until one of the following displays in the instrument cluster display:

- Adaptive Cruise Control Off: when ACC is deactivated, the display will read "Adaptive Cruise Control Off."
- Adaptive Cruise Control Ready: when ACC is activated but the vehicle speed setting has not been selected, the display will read "Adaptive Cruise Control Ready." Push the SET + or the SET- button (located on the steering wheel).

ACC SET

When ACC is set, the set speed will display in the instrument cluster.

The ACC screen may display once again if any ACC activity occurs, which may include any of the following:

- Distance Setting Change
- System Cancel
- Driver Override
- System Off
- ACC Proximity Warning
- ACC Unavailable Warning

For further information, refer to "Adaptive Cruise Control (ACC) — If Equipped" in "Starting And Operating" in the Owner's Manual.

LaneSense — If Equipped

The instrument cluster displays the current LaneSense system settings. The information displayed depends on LaneSense system status and the conditions that need to be met.

For further information, refer to "LaneSense — If Equipped" in "Starting And Operating" in the Owner's Manual.

Hybrid Info

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

Energy Economy

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

Range to Empty

- Electric Range
- Hybrid Range
- Total Range

Efficiency Coach

- Refer to "Instrument Cluster Descriptions" in this chapter for gauge description.

Charge/Power

- Refer to "Instrument Cluster Descriptions" in this chapter for gauge description.

Trip Info

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

Trip A

- Distance Electric
- Distance Hybrid
- Distance Total
- Average Energy Economy
- Elapsed Time

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

Trip B

- Distance Electric
- Distance Hybrid
- Distance Total
- Average Energy Economy
- Elapsed Time

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

Audio

Push and release the **up** or **down** arrow button until Audio is highlighted in the instrument cluster display.

- Current Media Source
- Song title
- Artist (if available)
- Phone status

Messages

Push and release the **up** or **down** arrow button until Messages is highlighted in the instrument cluster display. This feature shows the number of stored warning messages. Pushing the **right** arrow button will allow you to see what the stored messages are.

NOTE:
The popup messages indicate the status of the system and/or the conditions that need to be met. Messages remain in the stored stack until condition is cleared.

Screen Setup

Instrument Cluster Display Screen Setup Options:	
1 — Left Side	☐ None ☐ Energy Economy ☐ Efficiency Coach (Default) ☐ Charge/ Power

Instrument Cluster Display Screen Setup Options:	
2 — Upper Left	☐ None ☐ Compass (Default) ☐ Outside Temp (Option 2 default) ☐ Time (Option 3 default) ☐ Average MPG (or “L/100km”, or “km/L”) ☐ Current MPG (or “L/100km”, or “km/L”) ☐ Trip A (Total Distance) ☐ Trip B (Total Distance) ☐ Battery % ☐ Total Range ☐ Electric Range ☐ Hybrid Range

Instrument Cluster Display Screen Setup Options:	
3 — Upper Right	☐ None ☐ Compass ☐ Outside Temp ☐ Time ☐ Average MPG (or “L/100km”, or “km/L”) ☐ Current MPG (or “L/100km”, or “km/L”) ☐ Trip A (Total Distance) ☐ Trip B (Total Distance) ☐ Battery % (default) ☐ Total Range ☐ Electric Range ☐ Hybrid Range

Instrument Cluster Display Screen Setup Options:	
4 — Right Side	☐ None ☐ Battery % & EV Range ☐ Electric Range ☐ All (3) Range Values (Default)
5 — Odometer	☐ Show (Default) ☐ Hide (unless door open)
6 — Defaults	☐ Restore ☐ Cancel

Battery Saver On/Battery Saver Mode Message — Electrical Load Reduction Actions — If Equipped

The vehicle is equipped with an Intelligent Battery Sensor (IBS) to perform additional monitoring of the 12 volt electrical system and status of the 12 volt vehicle battery.

In cases when the IBS detects charging system failure, or the 12 volt vehicle battery conditions are deteriorating, electrical load reduction actions will take place to extend the driving time and distance of the vehicle. This is done by reducing power to or turning off non-essential 12 volt electrical loads. Load reduction will be functional when the vehicle propulsion system is active.

The vehicle may not be running depending on the High Voltage (HV) battery SOC or temperature. It will display a message if there is a risk of battery depletion to the point where the vehicle may stall due to lack of electrical supply, or will not restart after the current drive cycle.

When 12 volt load reduction is activated, the message "Battery Saver On" or "Battery Saver Mode" will appear in the Instrument Cluster Display.

These messages indicate the 12 volt vehicle battery has a low state of charge and continues to lose electrical charge at a rate that the charging system cannot sustain.

NOTE:

- The charging system is independent from load reduction. The charging system performs a diagnostic on the charging system continuously.
- If the Battery Charge Warning Light is on it may indicate a problem with the charging system. Refer to "Battery Charge Warning Light" in "Warning Lights And Messages" for further information.

The electrical loads that may be switched off (if equipped), and vehicle functions which can be affected by load reduction:

- Heated Seat/Vented Seats/Heated Wheel
- Heated/Cooled Cup Holders — If Equipped
- Rear Defroster And Heated Mirrors
- HVAC System
- 115V AC Power Inverter System
- Audio and Telematics System

Loss of the battery charge may indicate one or more of the following conditions:

- The charging system cannot deliver enough electrical power to the vehicle system because the electrical loads are larger than the capability of charging system, even though the charging system is still functioning properly.
- Turning on all possible vehicle electrical loads (e.g. HVAC to max settings, exterior and interior lights, overloaded power outlets +12V, 115V AC, USB ports) during certain driving conditions (city driving, frequent stopping).
- Installing options like additional lights, upfitter electrical accessories, audio systems, alarms and similar devices.
- Unusual driving cycles (short trips separated by long parking periods).
- The vehicle was parked for an extended period of time (weeks, months).
- The 12 volt battery was recently replaced and was not charged completely.

- The 12 volt battery was discharged by an electrical load left on when the vehicle was parked.
- The 12 volt battery was used for an extended period with the vehicle not running to supply radio, lights, chargers, +12V portable appliances like vacuum cleaner's, game consoles and similar devices.

What to do when an electrical load reduction action message is present ("Battery Saver On" or "Battery Saver Mode")

During a trip:

- Reduce power to unnecessary loads if possible:
  - Turn off redundant lights (interior or exterior)
  - Check what may be plugged in to power outlets +12V, 115V AC, USB ports
  - Check HVAC settings (blower, temperature)
  - Check the audio settings (volume)

After a trip:

- Check if any aftermarket equipment was installed (additional lights, upfitter electrical accessories, audio systems, alarms) and review specifications if any (load and Ignition Off Draw currents).
- Evaluate the latest driving cycles (distance, driving time and parking time).
- The vehicle should have service performed if the message is still present during consecutive trips and the evaluation of the vehicle and driving pattern did not help to identify the cause.

WARNING 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 indications are indicative and precautionary and as such 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 telltales will display first if applicable. The system check menu may appear different based upon equipment options and current vehicle status. Some telltales are optional and may not appear.

Red Warning Lights

— Air Bag Warning Light

This warning light will illuminate to indicate a fault with the air bag, and will turn on for four to eight seconds as a bulb check when the ignition is placed in the ON/RUN or ACC/ON/RUN position. This light will illuminate with a single chime when a fault with the air bag has been detected, it will stay on until the fault is cleared. If the light is either not on during startup, stays on, or turns on while driving, have the system inspected at an authorized dealer as soon as possible.

— Seat Belt Reminder Warning Light

This warning light indicates when the driver or passenger seat belt is unbuckled. When the ignition is first placed in the ON/RUN or ACC/ON/RUN position and if the driver's seat belt is unbuckled, a chime will sound and the light will turn on. When driving, if the driver or front passenger seat belt remains

unbuckled, the Seat Belt Reminder Light will flash or remain on continuously and a chime will sound.

Refer to “Occupant Restraint Systems” in “Safety” in the Owner’s Manual for further information.

BRAKE — Brake Warning Light

This warning light monitors various brake functions, including brake fluid level and parking brake application. If the brake light turns on it may indicate that the parking brake is applied, that the brake fluid level is low, or that there is a problem with the anti-lock brake system reservoir.

If the light remains on when the parking brake has been disengaged, and the fluid level is at the full mark on the master cylinder reservoir, it indicates a possible brake hydraulic system malfunction or that a problem with the Brake Booster has been detected by the Anti-Lock Brake System (ABS) / Electronic Stability Control (ESC) system. In this case, the light will remain on until the condition has been corrected. If the problem is related to the brake booster, the ABS pump will run when applying the brake, and a brake pedal pulsation may be felt during each stop.

The dual brake system provides a reserve braking capacity in the event of a failure to a portion of the hydraulic system. A leak in either half of the dual brake system is indicated by the Brake Warning Light, which will turn on when the brake fluid level in the master cylinder has dropped below a specified level.

The light will remain on until the cause is corrected.

NOTE:
The light may flash momentarily during sharp cornering maneuvers, which change fluid level conditions. The vehicle should have service performed, and the brake fluid level checked.

If brake failure is indicated, immediate repair is necessary.

WARNING!

Driving a vehicle with the red brake light on is dangerous. Part of the brake system may have failed. It will take longer to stop the vehicle. You could have a collision. Have the vehicle checked immediately.

Vehicles equipped with the Anti-Lock Brake System (ABS) are also equipped with Electronic Brake Force Distribution (EBD). In the event of an EBD failure, the Brake Warning Light will turn on along with the ABS Light. Immediate repair to the ABS system is required.

Operation of the Brake Warning Light can be checked by turning the ignition switch from the OFF position to the ON/RUN position. The light should illuminate for approximately two seconds. The light should then turn off unless the parking brake is applied or a brake fault is detected. If the light does not illuminate, have the light inspected by an authorized dealer.

The light also will turn on when the parking brake is applied with the ignition switch in the ON/RUN position.

NOTE:
This light shows only that the parking brake is applied. It does not show the degree of brake application.

— Battery Charge Warning Light

This warning light illuminates when the 12 volt battery is not charging properly. If it stays on while the vehicle is running, there may be a malfunction with the charging system. Contact an authorized dealer as soon as possible.

This indicates a possible problem with the electrical system or a related component.

— Engine Coolant Temperature Warning Light

This warning light warns of an overheated engine condition. If the engine coolant temperature is too high, this indicator will illuminate and a single chime will sound. If the temperature reaches the upper limit, a continuous chime will sound for four minutes or until the engine is able to cool: whichever comes first.

If the light turns on while driving, safely pull over and stop the vehicle. If the A/C system is on, turn it off. Also, shift the transmission into Park and allow the vehicle to sit idle (propulsion system active). If the temperature reading does not return to normal, turn the engine off immediately and call for service.

Refer to “If Your Engine Overheats” in “In Case Of Emergency” in the Owner’s Manual for further information.

— Electronic Throttle Control (ETC) Warning Light

This warning light will illuminate to indicate a problem with the Electronic Throttle Control (ETC) system. If a problem is detected while the vehicle is running, the light will either stay on or flash depending on the nature of the problem. Cycle the ignition when the vehicle is safely and completely stopped and the transmission is placed in the PARK (P) position. The light should turn off. If the light remains on with the vehicle running, your vehicle will usually be drivable; however, see an authorized dealer for service as soon as possible.

NOTE:
This light may turn on if the accelerator and brake pedals are pressed at the same time.

If the light continues to flash when the vehicle is running, immediate service is required and you may experience reduced performance, an elevated/rough idle, or engine stall and your vehicle may require towing. The light will come on when the ignition is placed in the ON/RUN or ACC/ON/RUN position and remain on briefly as a bulb check. If the light does not come on during starting, have the system checked by an authorized dealer.

— Electric Power Steering Fault Warning Light

This warning light will turn on when there's a fault with the Electric Power Steering (EPS) system.

Refer to “Power Steering” in “Starting And Operating” in the Owner’s Manual for further information.

WARNING!

Continued operation with reduced assist could pose a safety risk to yourself and others. Service should be obtained as soon as possible.

— Oil Temperature Warning Light

This warning light will illuminate to indicate the engine oil temperature is high. If the light turns on while driving, stop the vehicle and

shut off the engine as soon as possible. Wait for oil temperature to return to normal levels.

— Oil Pressure Warning Light

This warning light will illuminate to indicate low engine oil pressure. If the light turns on while driving, stop the vehicle, shut off the engine as soon as possible, and contact an authorized dealer. A chime will sound when this light turns on.

Do not operate the vehicle until the cause is corrected. This light does not indicate how much oil is in the engine. The engine oil level must be checked under the hood.

— Stop Safely Vehicle Will Shut Off Soon

This warning will be displayed when the vehicle has determined an operational issue, that will cause the vehicle's propulsion system to turn off, will occur shortly. 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 for service

— Transmission Temperature Warning Light — If Equipped

This warning light will illuminate to warn of a high transmission fluid temperature. If this light turns on, stop the vehicle, shift the transmission into PARK (P), with the vehicle powertrain still active (Ready Light illuminated), and allow the vehicle to cool down until the light turns off. Once the light turns off, you may continue to drive normally.

WARNING!

If you continue operating the vehicle when the Transmission Temperature Warning Light is illuminated you could cause the fluid to boil over, come in contact with hot engine or exhaust components and cause a fire.

CAUTION!

Continuous driving with the Transmission Temperature Warning Light illuminated will eventually cause severe transmission damage or transmission failure.

— Vehicle Security Warning Light — If Equipped

This warning light will flash at a fast rate for approximately 15 seconds when the vehicle security alarm is arming, and then will flash slowly until the vehicle is disarmed.

— Hood Open Warning Light

This warning light will illuminate when the hood is left open or not fully closed.

NOTE:
If the vehicle is moving, there will also be a single chime.

— Door Open Warning Light — If Equipped

This warning light will illuminate when a door is not fully closed (ajar/open). This indicator will reflect which doors are open.

NOTE:
If the vehicle is moving, there will also be a single chime.

— Liftgate Open Warning Light

This warning light will illuminate when the liftgate is open.

NOTE:
If the vehicle is moving, there will also be a single chime.

— Hybrid Electric Vehicle System Service Light

This warning light will illuminate when service to the hybrid electric system is needed. It will be accompanied by a "Service Hybrid Electric Vehicle System" 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 this message, it is recommended to unplug and plug in again, or try a different charging station. If an issue continues, contact your authorized dealer to service your high voltage charging system.
- "Issue Detected Check External Charging Station" – If you see this message, the charging station maybe powered off, having internal fault or being scheduled to charge later. It is recommended to try a different charging station. If an issue continues, then contact your 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. Contact your authorized dealer for service if illumination persists.

Yellow Warning Lights

— Anti-Lock Brake (ABS) Warning Light

This warning light monitors the Anti-Lock Brake System (ABS). The light will turn on when the ignition is placed in the ON/RUN or ACC/ON/RUN position and may stay on for as long as four seconds.

If the ABS light remains on or turns on while driving, then the Anti-Lock portion of the brake system is not functioning and service is required as soon as possible. However, the conventional brake system will continue to operate normally, assuming the Brake Warning Light is not also on.

If the ABS light does not turn on when the ignition is placed in the ON/RUN or ACC/ON/RUN position, have the brake system inspected by an authorized dealer.

— Electronic Stability Control (ESC) Active Warning Light — If Equipped

This warning light will indicate when the Electronic Stability Control (ESC) system is Active. The "ESC Indicator Light" in the instrument cluster will come on when the ignition is placed in the ON/RUN or ACC/ON/RUN position, and when ESC is activated. It should go out with the engine running. If the "ESC Indicator Light" comes on continuously with the engine running, a malfunction has been detected in the ESC system. If this warning light remains on after several ignition cycles, and the vehicle has been driven several miles (kilometers) at speeds greater than 30 mph (48 km/h), see an authorized dealer as soon as possible to have the problem diagnosed and corrected.

- The "ESC Off Indicator Light" and the "ESC Indicator Light" come on momentarily each time the ignition is placed in the ON/RUN or ACC/ON/RUN position.
- The ESC system will make buzzing or clicking sounds when it is active. This is normal; the sounds will stop when ESC becomes inactive.
- This light will come on when the vehicle is in an ESC event.

— Electronic Stability Control (ESC) Off Warning Light — If Equipped

This warning light indicates the Electronic Stability Control (ESC) is off.

Each time the ignition is turned to ON/RUN or ACC/ON/RUN, the ESC system will be on, even if it was turned off previously.

— Electronic Park Brake Warning Light

This warning light will illuminate to indicate the Electronic Park Brake is not functioning properly and service is required. Contact an authorized dealer.

— LaneSense Warning Light — If Equipped

The LaneSense Warning Light will be solid yellow when the vehicle is approaching a lane marker. The warning light will flash when the vehicle is crossing the lane marker.

Refer to "LaneSense — If Equipped" in "Starting And Operating" in the Owner's Manual for further information.

— Service LaneSense Warning Light — If Equipped

This warning light will illuminate when the LaneSense system is not operating and requires service. Please see an authorized dealer.

— Low Fuel Warning Light

When the fuel tank has approximately 1/8 of the fuel remaining, this warning light will illuminate, and a single chime will sound. The light will remain on until fuel is added.

— Low Washer Fluid Warning Light — If Equipped

This warning light will illuminate when the windshield washer fluid is low.

— Adaptive Cruise Control (ACC) Fault Warning Light — If Equipped

This warning light will illuminate to indicate a fault in the ACC system. Contact a local authorized dealer for service.

For further information, refer to "Adaptive Cruise Control (ACC)" in "Starting And Operating" of the Owner's Manual.

— Service Forward Collision Warning (FCW) Light — If Equipped

This warning light will illuminate to indicate a fault in the Forward Collision Warning System. Contact an authorized dealer for service.

Refer to “Forward Collision Warning (FCW)” in “Safety” in the Owner’s Manual for further information.

— Engine Check/Malfunction Indicator Warning Light (MIL)

The Engine Check/Malfunction Indicator Light (MIL) is a part of an Onboard Diagnostic System called OBD II that monitors engine and automatic transmission control systems. This warning light will illuminate when the ignition is in the ON/RUN position before engine start. If the bulb does not come on when turning the key from OFF to ON/RUN, have the condition checked promptly.

The vehicle should be serviced if the light stays on through several typical driving styles. In most situations, the vehicle will drive normally.

When the engine is running, the MIL may flash to alert serious conditions that could lead to immediate loss of power or severe catalytic converter damage. The vehicle should be serviced as soon as possible if this occurs.

WARNING!

A malfunctioning catalytic converter, as referenced above, can reach higher temperatures than in normal operating conditions. This can cause a fire if you drive slowly or park over flammable substances such as dry plants, wood, cardboard, etc. This could result in death or serious injury to the driver, occupants or others.

CAUTION!

Prolonged driving with the Malfunction Indicator Light (MIL) on could cause damage to the vehicle control system. It also could affect fuel economy and driveability. If the MIL is flashing, severe catalytic converter damage and power loss will soon occur. Immediate service is required.

(!) — Tire Pressure Monitoring System (TPMS) Warning Light

The warning light switches on and a message is displayed to indicate that the tire pressure is lower than the recommended value and/or that slow pressure loss is occurring. In these cases, optimal tire duration and fuel consumption may not be guaranteed.

Should one or more tires be in the condition mentioned above, the display will show the indications corresponding to each tire.

CAUTION!

Do not continue driving with one or more flat tires as handling may be compromised. Stop the vehicle, avoiding sharp braking and steering. If a tire puncture occurs, repair immediately using the dedicated tire repair kit and contact an authorized dealer as soon as possible.

Each tire, including the spare (if provided), should be checked monthly when cold and inflated to the inflation pressure recommended by the vehicle manufacturer on the vehicle placard or tire inflation pressure label. (If your vehicle has tires of a different

size than the size indicated on the vehicle placard or tire inflation pressure label, you should determine the proper tire inflation pressure for those tires.)

As an added safety feature, your vehicle has been equipped with a Tire Pressure Monitoring System (TPMS) that illuminates a low tire pressure telltale when one or more of your tires is significantly under-inflated. Accordingly, when the low tire pressure telltale illuminates, you should stop and check your tires as soon as possible, and inflate them to the proper pressure. Driving on a significantly under-inflated tire causes the tire to overheat and can lead to tire failure. Under-inflation also reduces fuel efficiency and tire tread life, and may affect the vehicle's handling and stopping ability.

Please note that the TPMS is not a substitute for proper tire maintenance, and it is the driver's responsibility to maintain correct tire pressure, even if under-inflation has not reached the level to trigger illumination of the TPMS low tire pressure telltale.

Your vehicle has also been equipped with a TPMS malfunction indicator to indicate when the system is not operating properly. The TPMS malfunction indicator is combined with the low tire pressure telltale. When the system detects a malfunction, the telltale will flash for approximately one minute and then remain continuously illuminated. This sequence will continue upon subsequent vehicle start-ups as long as the malfunction exists. When the malfunction indicator is illuminated, the system may not be able to detect or signal low tire pressure as intended. TPMS malfunctions may occur for a variety of reasons, including the installation of replacement or alternate tires or wheels on the vehicle that prevent the TPMS from functioning properly. Always check the TPMS malfunction telltale after replacing one or more tires or wheels on your vehicle to ensure that the replacement or alternate tires and wheels allow the TPMS to continue to function properly.



CAUTION!

The TPMS has been optimized for the original equipment tires and wheels. TPMS pressures and warning have been established for the tire size equipped on your vehicle. Undesirable system operation or sensor damage may result when using replacement equipment that is not of the same size, type, and/or style. Aftermarket wheels can cause sensor damage. Using aftermarket tire sealants may cause the Tire Pressure Monitoring System (TPMS) sensor to become inoperable. After using an aftermarket tire sealant it is recommended that you take your vehicle to your authorized dealer to have your sensor function checked.

Yellow Indicator Lights

— Forward Collision Warning Off Indicator Light — If Equipped

This indicator light illuminates to indicate that Forward Collision Warning is off.

Green Indicator Lights

— Turn Signal Indicator Lights

When the left or right turn signal is activated, the turn signal indicator will flash independently and the corresponding exterior turn signal lamps will flash. Turn signals can be activated when the multifunction lever is moved down (left) or up (right).

NOTE:

- A continuous chime will sound if the vehicle is driven more than 1 mile (1.6 km) with either turn signal on.
- Check for an inoperative outside light bulb if either indicator flashes at a rapid rate.

— KeySense Indicator Light — If Equipped

The KeySense indicator is illuminated when a KeySense key is detected upon startup of the vehicle. The indicator will remain lit for the entire key cycle as a reminder that the KeySense key is in use. While the KeySense key is in use, the vehicle will respond to settings associated with the KeySense profile.

Refer to "Keys" in "Getting to Know Your Vehicle" in the Owner's Manual for further information.

— LaneSense Indicator Light — If Equipped

The LaneSense indicator light illuminates solid green when both lane markings have been detected and the system is "armed" and ready to provide visual and torque warnings if an unintentional lane departure occurs.

Refer to "LaneSense — If Equipped" in "Starting And Operating" for further information.

— Adaptive Cruise Control (ACC) Set With No Target Detected Light — If Equipped

This indicator light will illuminate when the Adaptive Cruise Control speed is SET and there is no target vehicle detected.

Refer to "Adaptive Cruise Control (ACC) — If Equipped" in "Starting And Operating" in the Owner's Manual for further information.

— Adaptive Cruise Control (ACC) Set With Target Vehicle Detected Light — If Equipped

This indicator light will illuminate when the Adaptive Cruise Control speed is SET and the target vehicle is detected.

Refer to "Adaptive Cruise Control (ACC) — If Equipped" in "Starting And Operating" in the Owners Manual for further information.

— 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.

— Park/Headlight On Indicator Light

This indicator light will illuminate when the park lights or headlights are turned on.

— Front Fog Indicator Light — If Equipped

This indicator light will illuminate when the front fog lights are on.

— Cruise Control Set Indicator Light — If Equipped

This indicator light will illuminate when the cruise control is set to the desired speed.

Refer to “Speed Control” in “Starting And Operating” in the Owner’s Manual for further information.

— Plug Status Indicator Light

When plugged in, the green plug indicator light will illuminate if the 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 will 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.

White Indicator Lights

— Adaptive Cruise Control (ACC) Ready Light — If Equipped

This indicator light will illuminate when the vehicle equipped with Adaptive Cruise Control (ACC) has been turned on but not set.

Refer to “Adaptive Cruise Control (ACC) — If Equipped” in “Starting And Operating” in the Owner’s Manual for further information.

— LaneSense Indicator Light — If Equipped

When the LaneSense system is ON, but not armed, the LaneSense indicator light illuminates solid white. This occurs when only left, right, or neither lane line has been detected. If a single lane line is detected, the system is ready to provide only visual warnings if an unintentional lane departure occurs on the detected lane line.

Refer to “LaneSense — If Equipped” in “Starting And Operating” in the Owner’s Manual for further information.

— Cruise Control ON Indicator Light

This indicator light will illuminate when the electronic speed control is ON, but a speed has not been set.

— Set Speed Display

The Set Speed Display indicator light indicates the set speed for the Speed Control and Adaptive Cruise Control (ACC) settings.

Blue Indicator Lights

— High Beam Indicator Light

This indicator light will illuminate to indicate that the high beam headlights are on. With the low beams activated, push the multifunction lever forward (toward the front of the vehicle) to turn on the high beams. Pull the multifunction lever rearward (toward the rear of the vehicle) to turn off the high beams. If the high beams are off, pull the lever toward you for a temporary high beam on, "flash to pass" scenario.

ONBOARD DIAGNOSTIC SYSTEM – OBD II

Your vehicle is equipped with a sophisticated Onboard Diagnostic system called OBD II. This system monitors the performance of the emissions, engine, and automatic transmission control systems. When these systems are operating properly, your vehicle will provide excellent performance and fuel economy, as well as emissions well within current government regulations.

If any of these systems require service, the OBD II system will turn on the Malfunction Indicator Light (MIL). It will also store diagnostic codes and other information to assist your service technician in making repairs. Although your vehicle will usually be drivable and not need towing, see an authorized dealer for service as soon as possible.

CAUTION!

- Prolonged driving with the MIL on could cause further damage to the emission control system. It could also affect fuel economy and driveability. The vehicle must be serviced before any emissions tests can be performed.

(Continued)

CAUTION! (Continued)

- If the MIL is flashing while the vehicle is running, severe catalytic converter damage and power loss will soon occur. Immediate service is required.

Onboard Diagnostic System (OBD II) Cybersecurity

Your vehicle is required to have an Onboard Diagnostic system (OBD II) and a connection port to allow access to information related to the performance of your emissions controls. Authorized service technicians may need to access this information to assist with the diagnosis and service of your vehicle and emissions system.

WARNING!

- ONLY an authorized service technician should connect equipment to the OBD II connection port in order to read the VIN, diagnose, or service your vehicle.
- If unauthorized equipment is connected to the OBD II connection port, such as a driver-behavior tracking device, it may:

(Continued)

WARNING! (Continued)

- Be possible that vehicle systems, including safety related systems, could be impaired or a loss of vehicle control could occur that may result in an accident involving serious injury or death.
- Access, or allow others to access, information stored in your vehicle systems, including personal information.

For further information, refer to “Cybersecurity” in “Multimedia” in the Owner’s Manual.

EMISSIONS INSPECTION AND MAINTENANCE PROGRAMS

In some localities, it may be a legal requirement to pass an inspection of your vehicle's emissions control system. Failure to pass could prevent vehicle registration.



For states that require an Inspection and Maintenance (I/M) test, this check verifies the Malfunction

Indicator Light (MIL) is functioning and is not on when the engine is running, and that the OBD II system is ready for testing.

Normally, the OBD II system will be ready. The OBD II system may **not** be ready if your vehicle was recently serviced, recently had a depleted battery or a battery replacement. If the OBD II system should be determined not ready for the I/M test, your vehicle may fail the test.

Your vehicle has a simple ignition actuated test, which you can use prior to going to the test station. To check if your vehicle's OBD II system is ready, you must do the following:

1. Cycle the ignition switch to the ON position, but do not crank or start the engine.

NOTE:
If you crank or start the engine, you will have to start this test over.

2. As soon as you cycle the ignition switch to the ON position, you will see the "Malfunction Indicator Light (MIL)" symbol come on as part of a normal bulb check.

3. Approximately 15 seconds later, one of two things will happen:

   - The MIL will flash for about 10 seconds and then return to being fully illuminated until you turn OFF the ignition or start the engine. This means that your vehicle's OBD II system is **not ready** and you should **not** proceed to the I/M station.

   - The MIL will not flash at all and will remain fully illuminated until you place the ignition in the off position or start the engine. This means that your vehicle's OBD II system is **ready** and you can proceed to the I/M station.

If your OBD II system is **not ready,** you should see an authorized dealer or repair facility. If your vehicle was recently serviced or had a battery failure or replacement, you may need to do nothing more than drive your vehicle as you normally would in order for your OBD II system to update. A recheck with the above test routine may then indicate that the system is **now ready**.

Regardless of whether your vehicle's OBD II system is ready or not, if the MIL is illuminated during normal vehicle operation you should have your vehicle serviced before going to the I/M station. The I/M station can fail your vehicle because the MIL is on with the engine running.

SAFETY FEATURES

Regenerative Braking System (RBS)

Your vehicle has a Regenerative Braking System (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.

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. In addition, the module will indicate changes in vehicle speed by varying the relative volume.

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

NOTE:
The system is active when driving in electric mode only.

WARNING!

The Audible Pedestrian Alert System is not intended to avoid a collision. 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 operation to ensure safe operation of the vehicle under all road conditions. 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 or serious personal injury.

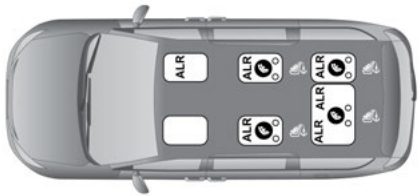
OCCUPANT RESTRAINT SYSTEMS

Seat Belt Systems

Switchable Automatic Locking Retractors (ALR)

The seat belts in the passenger seating positions are equipped with a Switchable Automatic Locking Retractor (ALR) which is used

to secure a child restraint system. For additional information, refer to “Installing Child Restraints Using The Vehicle Seat Belt” under the “Child Restraints” section of the Owner’s Manual. The figure below illustrates the locking feature for each seating position.



7 Passenger Quad Seat Automatic Locking Retractor (ALR) Locations

ALR — Switchable Automatic Locking Retractor

If the passenger seating position is equipped with an ALR and is being used for normal usage, only pull the seat belt webbing out far enough to comfortably wrap around the occupant’s mid-section so as to not activate the ALR. If the ALR is activated, you will hear a clicking sound as the seat belt retracts. Allow the webbing to retract completely in this case and then carefully pull out only the amount of webbing necessary to comfortably wrap around the occupant’s mid-section. Slide the latch plate into the buckle until you hear a "click."

In Automatic Locking Mode, the shoulder belt is automatically pre-locked. The seat belt will still retract to remove any slack in the shoulder belt. Use the Automatic Locking Mode anytime a child restraint is installed in a seating position that has a seat belt with this feature. Children 12 years old and under should always be properly restrained in the rear seat of a vehicle with a rear seat.

WARNING!

- Never place a rear-facing child restraint in front of an air bag. A deploying passenger front air bag can cause death or serious injury to a child 12 years or younger, including a child in a rear-facing child restraint.

(Continued)

WARNING! (Continued)

- Never install a rear-facing child restraint in the front seat of a vehicle. Only use a rear-facing child restraint in the rear seat. If the vehicle does not have a rear seat, do not transport a rear-facing child restraint in that vehicle.

How To Engage The Automatic Locking Mode

1. Buckle the combination lap and shoulder belt.
2. Grasp the shoulder portion and pull downward until the entire seat belt is extracted.
3. Allow the seat belt to retract. As the seat belt retracts, you will hear a clicking sound. This indicates the seat belt is now in the Automatic Locking Mode.

How To Disengage The Automatic Locking Mode

Unbuckle the combination lap/shoulder belt and allow it to retract completely to disengage the Automatic Locking Mode and activate the vehicle sensitive (emergency) locking mode.

WARNING!

- The seat belt assembly must be replaced if the switchable Automatic Locking Retractor (ALR) feature or any other seat belt function is not working properly when checked according to the procedures in the Service Manual.
- Failure to replace the seat belt assembly could increase the risk of injury in collisions.
- Do not use the Automatic Locking Mode to restrain occupants who are wearing the seat belt or children who are using booster seats. The locked mode is only used to install rear-facing or forward-facing child restraints that have a harness for restraining the child.

Supplemental Restraint Systems (SRS)

Enhanced Accident Response System Reset Procedure

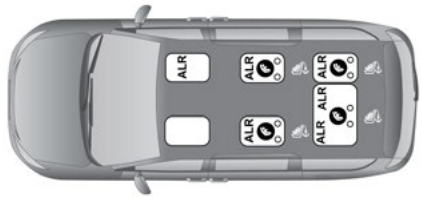
After an event occurs requiring activation of the Enhanced Accident Response System, when the system is active, a "Service Hybrid Electric Vehicle System" message will be displayed on the instrument cluster. The vehicle is not drivable in this state.

In order to reset the high voltage battery and engine, the vehicle must be towed to an authorized dealer immediately to be inspected and have the Enhanced Accident Response System reset.

In order to immediately reset the Hazard Flashers, Interior Lights, Power Door Locks, HVAC Blower Motor, the ignition switch must be changed from START or ON/RUN to ignition OFF.

Child Restraints

LATCH Positions For Installing Child Restraints In This Vehicle



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7 Passenger LATCH Positions Second Row Quad

Lower Anchorage Symbol (2 Anchorages Per Seating Position)
Top Tether Anchorage Symbol

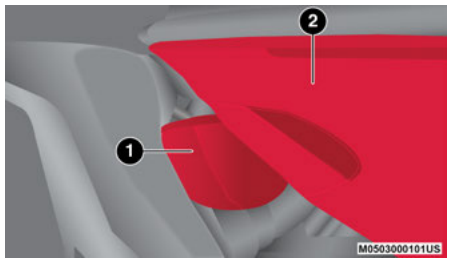
Frequently Asked Questions		
What is the weight limit (child's weight + weight of the child restraint) for using the LATCH anchorage system to attach the child restraint?	65 lbs (29.5 kg)	Use the LATCH anchorage system until the combined weight of the child and the child restraint is 65 lbs (29.5 kg). Use the seat belt and tether anchor instead of the LATCH system once the combined weight is more than 65 lbs (29.5 kg).
Can the LATCH anchorages and the seat belt be used together to attach a rear-facing or forward-facing child restraint?	No	Do not use the seat belt when you use the LATCH anchorage system to attach a rear-facing or forward-facing child restraint. Booster seats may be attached to the LATCH anchorages if allowed by the booster seat manufacturer. See your booster seat owner's manual for more information.
Can two child restraints be attached using a common lower LATCH anchorage?	No	Never "share" a LATCH anchorage with two or more child restraints. If the center position does not have dedicated LATCH lower anchorages, use the seat belt to install a child seat in the center position next to a child seat using the LATCH anchorages in an outboard position.

Frequently Asked Questions		
Can the rear-facing child restraint touch the back of the front passenger seat?	Yes	The child seat may touch the back of the front passenger seat if the child restraint manufacturer also allows contact. See your child restraint owner's manual for more information.
Can the rear head restraints be removed?	Yes	The 2nd row head restraints can be removed if they interfere with the installation of the child restraint. The 3rd row center head restraint is removable, but the 3rd row outboard head restraints are not removable. Refer to "Head Restraints" in "Getting To Know Your Vehicle" of the Owner's Manual for further information.

NOTE:
If the folding, non-adjustable head restraint interferes with the installation of the child restraint, the head restraint may be folded and the child seat installed in front of it.

WARNING!

Always make sure the head restraint is in its upright position when the seat is to be used by an occupant who is not in a child restraint. Sitting in a seat with the head restraint in its lowered position could result in serious injury or death in a collision.

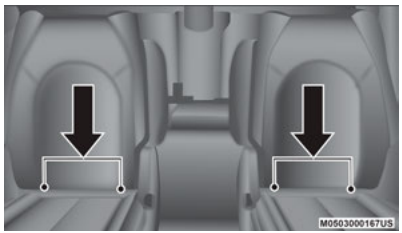


Car Seat With Head Restraint Folded

1 — Folded Headrest
2 — Child Restraint

Locating The LATCH Anchorages

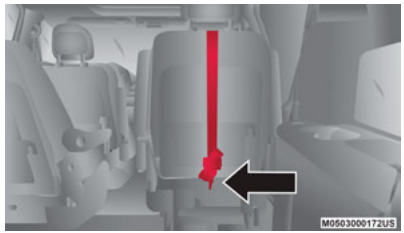
The lower anchorages are round bars that are found at the rear of the seat cushion where it meets the seatback, below the anchorage symbols on the seatback. They are just visible when you lean into the rear seat to install the child restraint. You will easily feel them if you run your finger along the gap between the seatback and seat cushion.



LATCH Anchorages (Second Row Anchorages Shown) 7 Passenger Quad Seating

Locating The Upper Tether Anchorages

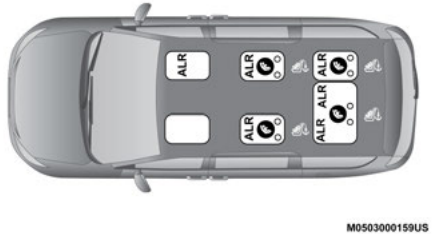
There are tether strap anchorages located behind all second row seating positions. The third row has a tether anchor on the 40% seat for the right outboard position and in the center of the 60% seat for either the center or left outboard seating position. All tether anchorages are located on the back of the seat, near the floor.



Tether Strap Anchorages (Second Row 7 Passenger Quad Anchorage Shown)

LATCH-compatible child restraint systems will be equipped with a rigid bar or a flexible strap on each side. Each will have a hook or connector to attach to the lower anchorage and a way to tighten the connection to the anchorage. Forward-facing child restraints and some rear-facing child restraints will also be equipped with a tether strap. The tether strap will have a hook at the end to attach to the top tether anchorage and a way to tighten the strap after it is attached to the anchorage.

Lap/Shoulder Belt Systems For Installing Child Restraints In This Vehicle



7 Passenger Quad Seat Automatic Locking Retractor (ALR) Locations

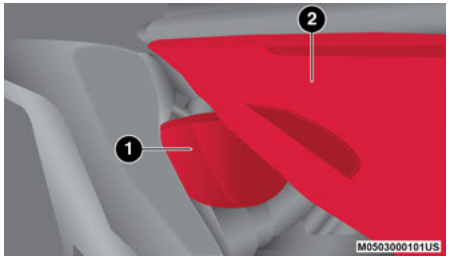
ALR — Switchable Automatic Locking Retractor
Top Tether Anchorage Symbol

Frequently Asked Questions About Installing Child Restraints With Seat Belts		
What is the weight limit (child's weight + weight of the child restraint) for using the Tether Anchor with the seat belt to attach a forward facing child restraint?	Weight limit of the Child Restraint	Always use the tether anchor when using the seat belt to install a forward facing child restraint, up to the recommended weight limit of the child restraint.
Can the rear-facing child restraint touch the back of the front passenger seat?	Yes	Contact between the front passenger seat and the child restraint is allowed, if the child restraint manufacturer also allows contact.
Can the rear head restraints be removed?	Yes	The 2nd row head restraints can be removed if they interfere with the installation of the child restraint. The 3rd row center head restraint is removable, but the 3rd row outboard head restraints are not removable. Refer to "Head Restraints" in "Getting To Know Your Vehicle" of the Owner's Manual for further information.
Can the buckle stalk be twisted to tighten the seat belt against the belt path of the child restraint?	No	Do not twist the buckle stalk in a seating position with an ALR retractor.

NOTE:
If the folding, non-adjustable head restraint interferes with the installation of the child restraint, the head restraint may be folded and the child seat installed in front of it.

WARNING!

Always make sure the head restraint is in its upright position when the seat is to be used by an occupant who is not in a child restraint. Sitting in a seat with the head restraint in its lowered position could result in serious injury or death in a collision.



Car Seat With Head Restraint Folded

1 – Folded Headrest
2 – Child Restraint

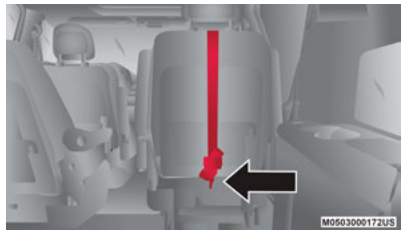
Installing Child Restraints Using the Top Tether Anchorage

WARNING!

Do not attach a tether strap for a rear-facing car seat to any location in front of the car seat, including the seat frame or a tether anchorage. Only attach the tether strap of a rear-facing car seat to the tether anchorage that is approved for that seating position, located behind the top of the vehicle seat. See the section "Lower Anchors and Tethers for CHildren (LATCH) Restraint System" for the location of approved tether anchorages in your vehicle.



1. Look behind the seating position where you plan to install the child restraint to find the tether anchorage. You may need to move the seat forward to provide better access to the tether anchorage. If there is no top tether anchorage for that seating position, move the child restraint to another position in the vehicle if one is available.



Rear Seat Tether Strap Attachment (Second Row 7 Passenger Quad Anchorage Shown)

2. Route the tether strap to provide the most direct path for the strap between the anchor and the child seat. If your vehicle is equipped with adjustable rear head restraints, raise the head restraint, and where possible, route the tether strap under the head restraint and between the two posts. If not possible, lower the head restraint and pass the tether strap around the outboard side of the head restraint.

3. Attach the tether strap hook of the child restraint to the top tether anchorage as shown in the diagram.

4. Remove slack in the tether strap according to the child restraint manufacturer's instructions.

WARNING!

- An incorrectly anchored tether strap could lead to increased head motion and possible injury to the child. Use only the anchorage position directly behind the child seat to secure a child restraint top tether strap.
- If your vehicle is equipped with a split rear seat, make sure the tether strap does not slip into the opening between the seatbacks as you remove slack in the strap.

STARTING THE VEHICLE

Before starting your vehicle, adjust your seat, adjust both inside and outside mirrors, and fasten your seat belts.

WARNING!

- When exiting 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.
- 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 transmission gear selector.

(Continued)

WARNING! (Continued)

- 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 ACC or ON/RUN mode. 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 build-up may cause serious injury or death.

Activate the Propulsion System Active (PSA) or "Vehicle is Ready to Drive" mode with the gear selector in the PARK (P) position. Apply the brake before shifting to any driving range.

NOTE:
In case the ignition switch does not change with the push of a button, the key fob may have a low or depleted battery. In this situation, a back up 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 ENGINE START/STOP button and push to operate the ignition switch.

Normal Starting

NOTE:
Normal starting of either a cold or a warm engine is obtained without pumping or pressing the accelerator pedal.

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 cluster 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 Vehicle is 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 three positions: OFF, ACC and 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 mode.
2. Push the ENGINE START/STOP button once, without brake pedal being pressed, to place the ignition in the ACC mode (instrument cluster will display "ACC").
3. Push the ENGINE START/STOP button a second time, without brake pedal being pressed, to place the ignition in the RUN mode (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 Is Ready To Drive Mode Using the ENGINE START / STOP Button" previously defined in this section for further information.
- The rotary gear selector will turn but only PARK and NEUTRAL are accessible in the "Ignition or Accessory On" mode.

4. Push the ENGINE START/STOP button a third time, without brake pedal being pressed, to return the ignition to the OFF mode (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. For further information, refer to "Instrument Cluster Display" in "Getting To Know Your Instrument Panel".

AutoPark

AutoPark is a supplemental feature to assist in placing the vehicle in PARK should the situations on the following pages occur. It is a back up system and should not be relied upon as the primary method by which the driver shifts the vehicle into PARK.

The conditions under which AutoPark will engage are outlined on the following pages.

WARNING!

- Driver inattention could lead to failure to place the vehicle in PARK. ALWAYS DO A VISUAL CHECK that your vehicle is in PARK by verifying that a solid (not blinking) "P" is indicated in the instrument cluster display and near the gear selector. If the "P" indicator is blinking, your vehicle is not in PARK. As an added precaution, always apply the parking brake when exiting the vehicle.
- AutoPark is a supplemental feature. It is not designed to replace the need to shift your vehicle into PARK. It is a back up system and should not be relied upon as the primary method by which the driver shifts the vehicle into PARK.

ALWAYS DO A VISUAL CHECK that your vehicle is in PARK by looking for the "P" in the Instrument Cluster Display and on the shifter. As an added precaution, always apply the parking brake.

If the vehicle is not in PARK and the driver attempts to turn off the engine, if certain conditions are met, the vehicle will AutoPark, automatically shifting the vehicle's transmission to the PARK position. The rotary shifter will automatically reset itself to the PARK position. The vehicle's ignition will then move to the OFF position (Engine OFF). When AutoPark is activated the instrument cluster will display the message "AutoPark Engaged"

AutoPark will engage when all of these conditions are met:

- Vehicle is equipped with a rotary selector
- Vehicle is not in PARK
- Vehicle speed is 1.2 mph (1.9 km/h) or less
- Driver has pushed the ENGINE START/STOP BUTTON

If the vehicle is not in PARK and the driver exits the vehicle with the engine running, if certain conditions are met, the vehicle will AutoPark, automatically shifting the vehicle's transmission to the PARK position. The Electric Park Brake SAFE HOLD feature will also activate in some conditions. Please reference SAFE HOLD pages for additional information regarding this function.

CAUTION!

Engine will remain running.

AutoPark will engage when all of these conditions are met:

- Vehicle is equipped with a rotary selector
- Vehicle is not in PARK
- Vehicle speed is 1.2 mph (1.9 km/h) or less
- Driver's door is ajar
- Driver's seat belt is unbuckled
- Brake pedal is not depressed

The MESSAGE "**AutoPark Engaged**" will display in the instrument cluster.

AutoPark In Stop/Start Autostop Mode

- AutoPark will engage when all of these conditions are met:
- Vehicle is equipped with a rotary shifter
- Vehicle is not in PARK
- Vehicle speed is 1.2 mph (1.9 km/h) or less
- Driver's door is ajar
- Driver's seat belt is unbuckled or brake pedal is not depressed

The MESSAGE "**AutoPark Engaged**" will display in the instrument cluster.

WARNING!

- Never use the PARK (P) position as a substitute for the park brake. Always apply the park brake fully when exiting the vehicle to guard against vehicle movement and possible injury or damage.
- Your vehicle could move and injure you and others if it is not in PARK. Check by trying to move the transmission gear selector out of PARK with the brake pedal released. Make sure the transmission is in PARK before exiting the vehicle.
- The transmission may not engage PARK if the vehicle is moving. Always bring the vehicle to a complete stop before shifting to PARK, and verify that the transmission gear position indicator solidly indicates PARK without blinking. Ensure that the vehicle is completely stopped, and the PARK position is properly indicated, before exiting the vehicle.

(Continued)

WARNING! (Continued)

- It is dangerous to shift out of PARK or NEUTRAL if your foot is not firmly pressing the brake pedal. The vehicle could accelerate quickly forward or in reverse. You could lose control of the vehicle and hit someone or something. Only shift into gear when your foot is firmly pressing the brake pedal.
- Unintended movement of a vehicle could injure those in or near the vehicle. As with all vehicles, you should never exit a vehicle while the engine is running or the propulsion system is active. Before exiting a vehicle, always come to a complete stop, then apply the park brake, shift the transmission into PARK, and turn the ignition OFF. When the ignition is in the OFF mode, the transmission is locked in PARK, securing the vehicle against unwanted movement.
- When leaving the vehicle, always make sure the ignition is in the OFF mode, remove the key fob from the vehicle, and lock the vehicle.

(Continued)

WARNING! (Continued)

- Never leave children alone in a vehicle, or with access to an unlocked vehicle. 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 park brake, brake pedal or the transmission 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 in the ACC or ON/RUN mode. A child could operate power windows, other controls, or move the vehicle.

CAUTION!

Damage to the transmission may occur if the following precautions are not observed:

- Shift into or out of PARK or REVERSE only after the vehicle has come to a complete stop.

(Continued)

CAUTION! (Continued)

- Before shifting into any gear, make sure your foot is firmly pressing the brake pedal with the exception of shifting between Drive and Low. Shifting between Drive and Low can occur without any brake application.

Achieving Propulsion System Active (PSA) Using 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.

To release the parking brake manually, the ignition switch must be in the ON/RUN position. Press on the brake pedal, then push the park brake switch momentarily.

If the driver shifts into PARK while moving, the vehicle may Park.

Park will engage **ONLY** when vehicle speed is 1.2 mph (1.9 km/h) or less.

The MESSAGE "**Vehicle Speed is Too High to Shift to P**" will display in the Instrument Cluster Display if vehicle speed is above 1.2 mph (1.9 km/h). The gear position indicator will blink continuously until the selector is returned to the proper position, or the requested shift can be completed.

WARNING!

If vehicle speed is not below 1.2 mph (1.9 km/h) when the driver shifts into PARK, the transmission will default to NEUTRAL until the vehicle speed drops below 1.2 mph (1.9 km/h) and the above condition are met, enabling AutoPark. A vehicle left in the NEUTRAL position can roll. As an added precaution, always apply the parking brake when exiting the vehicle.

Cold Weather Operation

If the outside ambient temperature is 5°F (-15°C) or below, the instrument cluster will request the vehicle to be plugged in to provide conditioning of the vehicle high voltage battery.

During "Conditioning," when ambient temperature drops below a specified level, power from the Electric Vehicle Supply Equipment (EVSE) will be used to maintain the High Voltage (HV) Battery temperature, to allow starting the vehicle in cold ambient temperature.

NOTE:
"Electric Only" mode may have reduced availability in colder ambient temperatures due to HVAC or high voltage battery conditioning heating demands.

After Starting

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

To Turn Off The Vehicle Using 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 mode will exit Drive "Ready" mode and enter "Accessory mode". Never leave a vehicle out of the PARK position, or it could roll.

NOTE:

- This vehicle is equipped with an automatic shutdown feature. If the vehicle is left in a “READY” state (vehicle running) with the shifter in “PARK” for one hour, 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 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 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 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 shifter has been moved out of Park or ignition cycled.

AUTOMATIC TRANSMISSION

WARNING!

- Never use the PARK (P) position as a substitute for the park brake. Always apply the park brake fully when exiting the vehicle to guard against vehicle movement and possible injury or damage.
- Your vehicle could move and injure you and others if it is not in PARK. Check by trying to move the transmission gear selector out of PARK with the brake pedal released. Make sure the transmission is in PARK before exiting the vehicle.

(Continued)

WARNING! (Continued)

- The transmission may not engage PARK if the vehicle is moving. Always bring the vehicle to a complete stop before shifting to PARK, and verify that the transmission gear position indicator solidly indicates PARK without blinking. Ensure that the vehicle is completely stopped, and the PARK position is properly indicated, before exiting the vehicle.
- It is dangerous to shift out of PARK or NEUTRAL if your foot is not firmly pressing the brake pedal. The vehicle could accelerate quickly forward or in reverse. You could lose control of the vehicle and hit someone or something. Only shift into gear when your foot is firmly pressing the brake pedal.

(Continued)

WARNING! (Continued)

- Unintended movement of a vehicle could injure those in or near the vehicle. As with all vehicles, you should never exit a vehicle while the engine is running or the propulsion system is active. Before exiting a vehicle, always come to a complete stop, then apply the park brake, shift the transmission into PARK, and turn the ignition OFF. When the ignition is in the OFF mode, the transmission is locked in PARK, securing the vehicle against unwanted movement.
- When leaving the vehicle, always make sure the ignition is in the OFF mode, remove the key fob from the vehicle, and lock the vehicle.
- Never leave children alone in a vehicle, or with access to an unlocked vehicle. 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 park brake, brake pedal or the transmission gear selector.

(Continued)

WARNING! (Continued)

- Do not leave the key fob in or near the vehicle (or in a location accessible to children), and do not leave the ignition in the ACC or ON/RUN mode. A child could operate power windows, other controls, or move the vehicle.

CAUTION!

Damage to the transmission may occur if the following precautions are not observed:

- Shift into or out of PARK or REVERSE only after the vehicle has come to a complete stop.
- Before shifting into any gear, make sure your foot is firmly pressing the brake pedal with the exception of shifting between Drive and Low. Shifting between Drive and Low can occur without any brake application.

NOTE:
You must press and hold the brake pedal while shifting out of PARK.

Ignition Park Interlock

Your vehicle is equipped with a Ignition Park Interlock which requires the transmission to be in PARK before the ignition can be turned to the OFF mode. This helps the driver avoid inadvertently leaving the vehicle without placing the transmission in PARK. This system also locks the transmission in PARK whenever the ignition is in the OFF mode.

Brake/Transmission Shift Interlock System

Your vehicle is equipped with a Brake Transmission Shift Interlock system (BTSI) that holds the transmission gear selector in PARK unless the brakes are applied. To shift the transmission out of PARK, the ignition must be in the ON/RUN mode (engine running or not) and the brake pedal must be pressed. The brake pedal must also be pressed to shift from NEUTRAL (N) into DRIVE (D) or REVERSE (R) when the vehicle is stopped or moving at low speeds.

Hybrid Transmission

The transmission is controlled using a rotary electronic gear selector located on the center console. The transmission gear selector has PARK, REVERSE, NEUTRAL, DRIVE, and

LOW shift positions. Using the LOW (L) position will increase the rate of deceleration along with increasing regeneration of power into the vehicle's High Voltage (HV) battery (in comparison to the DRIVE position). The transmission gear range (PRNDL) is displayed both above the gear selector and in the instrument cluster display. To select a gear range, simply rotate the gear selector. Push down on the gear selector, and then rotate it, to access the L position. You must also press the brake pedal to shift the transmission out of PARK (or NEUTRAL, when the vehicle is stopped). To shift past multiple gear ranges at once (such as PARK to DRIVE), simply rotate the gear selector to the appropriate detent. Select the DRIVE range for normal driving.

NOTE:
In the event of a mismatch between the gear selector position and the actual transmission gear (for example, driver selects PARK while driving), the transmission will shift into Neutral and the position indicator will blink continuously until the selector is returned to the proper position, or the requested shift can be completed.

Only shift from DRIVE to PARK or REVERSE when the accelerator pedal is released and the vehicle is stopped. Be sure to keep your foot on the brake pedal when shifting between these gears.



Transmission Gear Selector

Gear Ranges

Do not depress the accelerator pedal when shifting from PARK (P) or NEUTRAL (N) into another gear range.

PARK (P)

This range supplements the parking brake by locking the transmission. The vehicle propulsion system can be started in this range. Never attempt to use PARK while the vehicle is in motion. Apply the parking brake when exiting the vehicle in this range.

When parking on a level surface, you may shift the transmission into PARK first, and then apply the parking brake.

When parking on a hill, apply the parking brake before shifting the transmission to PARK. As an added precaution, turn the front wheels toward the curb on a downhill grade and away from the curb on an uphill grade.

When exiting the vehicle, always:

- ☐ Apply the parking brake.
- ☐ Shift the transmission into PARK.
- ☐ Turn the ignition OFF.
- ☐ Remove the key fob from the vehicle.

NOTE:
This vehicle incorporates an electric park brake activation feature which engages automatically when the vehicle is parked on a 9% sloped surface, with the vehicle pointing up the grade or down the grade.

WARNING!

- Never use the PARK (P) position as a substitute for the park brake. Always apply the park brake fully when exiting the vehicle to guard against vehicle movement and possible injury or damage.
- Your vehicle could move and injure you and others if it is not in PARK. Check by trying to move the transmission gear selector out of PARK with the brake pedal released. Make sure the transmission is in PARK before exiting the vehicle.
- The transmission may not engage PARK if the vehicle is moving. Always bring the vehicle to a complete stop before shifting to PARK, and verify that the transmission gear position indicator solidly indicates PARK without blinking. Ensure that the vehicle is completely stopped, and the PARK position is properly indicated, before exiting the vehicle.

(Continued)

WARNING! (Continued)

- It is dangerous to shift out of PARK or NEUTRAL if your foot is not firmly pressing the brake pedal. The vehicle could accelerate quickly forward or in reverse. You could lose control of the vehicle and hit someone or something. Only shift into gear when your foot is firmly pressing the brake pedal.
- Unintended movement of a vehicle could injure those in or near the vehicle. As with all vehicles, you should never exit a vehicle while the engine is running or the propulsion system is active. Before exiting a vehicle, always come to a complete stop, then apply the park brake, shift the transmission into PARK, and turn the ignition OFF. When the ignition is in the OFF mode, the transmission is locked in PARK, securing the vehicle against unwanted movement.
- When leaving the vehicle, always make sure the ignition is in the OFF mode, remove the key fob from the vehicle, and lock the vehicle.

(Continued)

WARNING! (Continued)

- Never leave children alone in a vehicle, or with access to an unlocked vehicle. 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 park brake, brake pedal or the transmission 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 in the ACC or ON/RUN mode. A child could operate power windows, other controls, or move the vehicle.

CAUTION!

- Before moving the transmission gear selector out of PARK, you must turn the ignition to the ON/RUN mode, and also press the brake pedal. Otherwise, damage to the gear selector could result.

(Continued)

CAUTION! (Continued)

- DO NOT depress the accelerator pedal when shifting from PARK or NEUTRAL into another gear range, as this can damage the drivetrain.

The following indicators should be used to ensure that you have properly engaged the transmission into the PARK position:

- Look at the transmission gear position display and verify that it indicates the PARK position (P), and is not blinking.
- With brake pedal released, verify that the gear selector will not move out of PARK.

REVERSE (R)

This range is for moving the vehicle backward. Shift into REVERSE only after the vehicle has come to a complete stop.

NOTE:
Based on the drive gear and/or speed of the vehicle, the Quiet Vehicle Pedestrian Module (QVPM) will broadcast a sound from the rear of the vehicle to warn nearby pedestrians that a vehicle is approaching. In addition, the module will indicate change in speed by varying the pitch of sound.

NEUTRAL (N)

Use this range when the vehicle is standing for prolonged periods with the propulsion system active. The vehicle may be started in this range. Apply the park brake and shift the transmission into PARK if you must exit the vehicle.

NOTE:
Based on the drive gear and/or speed of the vehicle, the Quiet Vehicle Pedestrian Module (QVPM) will broadcast a sound from the rear of the vehicle (if moving in the rearward direction) or from the front (if moving in the forward direction) or from both the front and rear if vehicle direction cannot be determined, to warn nearby pedestrians that a vehicle is approaching. In addition, the module will indicate change in speed by varying the pitch of sound.

WARNING!

Do not coast in NEUTRAL and never turn off the ignition to coast down a hill. These are unsafe practices that limit your response to changing traffic or road conditions. You might lose control of the vehicle and have a collision.

CAUTION!

Towing the vehicle, coasting, or driving for any other reason with the transmission in NEUTRAL can cause severe transmission damage.

Refer to “Recreational Towing” in “Starting And Operating” and “Towing A Disabled Vehicle” in “In Case Of Emergency” for further information.

DRIVE (D)

This range should be used for most city and highway driving. The DRIVE position provides optimum driving characteristics under all normal operating conditions.

NOTE:

- If the transmission becomes too hot, the "Transmission Temperature Warning Light" may illuminate, a warning message may appear in the instrument cluster display and the torque level may be reduced until the transmission cools down.
- Based on the drive gear and/or speed of the vehicle, the Quiet Vehicle Pedestrian Module (QVPM) will broadcast a sound

from the front of the vehicle to warn nearby pedestrians that a vehicle is approaching. In addition, the module will indicate change in speed by varying the pitch of sound.

LOW (L)

This range should be used when descending very steep grades. The vehicle transmission can be operated continuously in LOW without damaging the vehicle or causing issues. Using the LOW position will increase the rate of deceleration (along with increasing regeneration of power into the vehicle's high voltage battery) when the accelerator pedal is released in comparison to the DRIVE position. To access the LOW position, push down on the gear selector and rotate it fully clockwise. Shifting between DRIVE and LOW can be done at any speed.

NOTE:

- Driving the vehicle in Low will make the transitions between vehicle accelerating and coasting, as well as, vehicle coasting and accelerating more noticeable.
- Based on the drive gear and/or speed of the vehicle, the Quiet Vehicle Pedestrian Module (QVPM) will broadcast a sound from the front of the vehicle to warn nearby pedestrians that a vehicle is approaching. In addition, the module will indicate change in speed by varying the pitch and/or volume of sound.

Transmission Limp Home Mode

Transmission function is monitored electronically for abnormal conditions. If a condition is detected that could result in transmission damage, Transmission Limp Home Mode is activated. In this mode, vehicle speed is limited to about 45 mph (72 km/h). In addition to the Malfunction Indicator Light (MIL), the Service Hybrid System Telltale, the Red Turtle indication, and a popup message indicating that vehicle speed may be limited may all be illuminated. Limp Home Mode allows the vehicle to be driven to an authorized dealer for service without damaging the transmission.

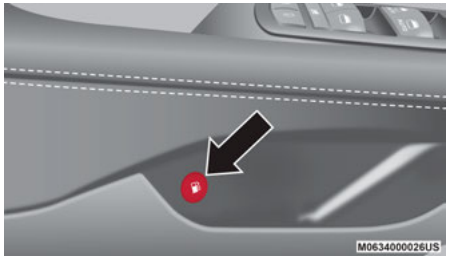
In the event of a momentary problem, the transmission can be reset to regain functionality by performing the following steps:

1. Stop the vehicle in a safe location.
2. Shift the transmission into PARK, if possible. If not, shift the transmission to NEUTRAL.
3. Push and hold the ignition switch until the vehicle turns OFF.
4. Wait approximately 30 seconds.
5. Restart the vehicle.
6. Shift into the desired gear range. If the problem is no longer detected, the transmission will return to normal operation.

NOTE:
Even if the transmission can be reset, we recommend that you visit an authorized dealer at your earliest possible convenience. An authorized dealer has diagnostic equipment to assess the condition of your transmission. If the transmission cannot be reset, authorized dealer service is required.

REFUELING THE VEHICLE

1. Put the vehicle in the PARK position.
2. Press the fuel filler door release button (located in the driver's door in the upper map pocket).



Fuel Filler Door Release Switch

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



Instrument Cluster Message

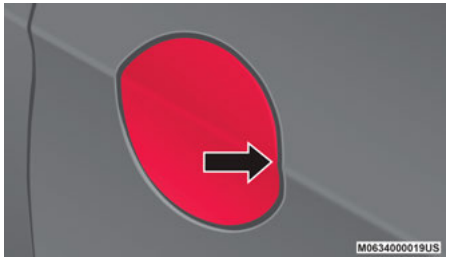
NOTE:

- After pushing the release button you will have 20 minutes to fuel the vehicle, beyond 20 minutes you will need to press the release button again.
- The fuel door could take up to 15 seconds to open. It may take longer to open in some situations, such as high ambient temperatures.
- If you hear a hissing sound when the nozzle is inserted into the filler pipe, 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 shutoff continues to be a problem, take the vehicle to an authorized dealer for service.
- If the fuel door does not re-latch upon closure, press 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 on 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 fuel to drain from nozzle.
9. Remove the fuel nozzle and close the fuel door.

Emergency Gas Can Refueling

Most gas cans will not open the flapper door. A funnel is provided to open the flapper door to allow emergency refueling with a gas can.

1. Retrieve funnel from the storage bin located in the left rear quarter trim.
2. Insert funnel into same filler pipe opening as the fuel nozzle, ensure funnel is inserted fully to hold both flapper doors open.
3. Pour fuel into funnel opening.
4. Remove funnel from filler pipe, clean off prior to putting back in the storage bin located in the left rear quarter trim.

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.

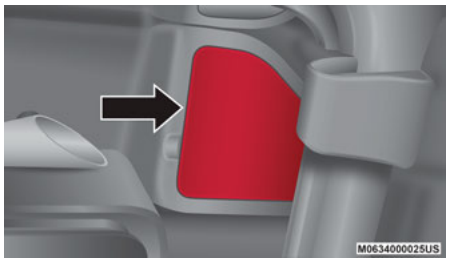
Emergency Fuel Door Release

1. Cycle the vehicle's ignition to the RUN position (PSA not active)

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

2. Access the storage bin located behind the rear cargo trim panel.

3. Remove access cover in the upper right corner.



Access Cover Location

4. After removing green handle from retention bracket, then pull the green handle directly away from the bracket to release the fuel door.



Fuel Door Emergency Release

5. Re-install handle back into bracket when completed.

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

TRAILER TOWING

Trailer towing is not permitted with this vehicle.

BULB REPLACEMENT

Replacement Bulbs

Interior Bulbs	
Lamps	**Bulb Number**
Center & Rear Dome Lamp	LED (Serviced At Authorized Dealer)
Center & Rear Reading Lamps	LED (Serviced At Authorized Dealer)
Front Door Courtesy Lamp	LED (Serviced At Authorized Dealer)
Front Header Reading Lamps – If Equipped	LED (Serviced At Authorized Dealer)
Instrument Cluster Lamps	LED (Serviced At Authorized Dealer)
Liftgate Lamp(s)	LED (Serviced At Authorized Dealer)
Overhead Console Reading Lamps	LED (Serviced At Authorized Dealer)
Removable Console Lamp – If Equipped	LED (Serviced At Authorized Dealer)
Visor Vanity Lamps	6501966

Exterior Bulbs	
Lamps	**Bulb Number**
Halogen Headlamp	Projector Halogen Low Beam - 9005HL+ High Beams - 9005LL
Dedicated Daytime Running Lamp (If Equipped)	LED (Serviced at Authorized Dealer)
Front Turn Signal Lamp	PWY24WNA
Side Marker Lamp	W3W
Front Park Lamp	LED (Serviced At Authorized Dealer)
Front Fog Lamp	H11LL
LED Front Fog Lamp	LED (Serviced At Authorized Dealer)
Center High Mounted Stop Lamp (CHMSL)	LED (Serviced At Authorized Dealer)
Stop/Turn Signal Lamp	W21/5WLL
Rear Tail/Side Marker Lamp	Rear Tail - Body Side - LED (Serviced at Authorized Dealer) Rear Tail - Liftgate - LED (Serviced at Authorized Dealer) Rear Side Marker: W3W
Backup Lamp	W21W
License Lamp	LED (Serviced At Authorized Dealer)

FUSES

WARNING!

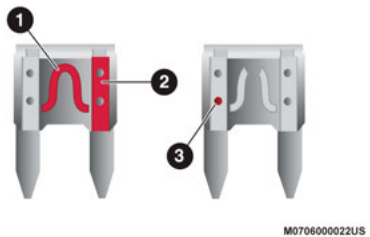
- When replacing a blown fuse, always use an appropriate replacement fuse with the same amp rating as the original fuse. Never replace a fuse with another fuse of higher amp rating. Never replace a blown fuse with metal wires or any other material. Do not place a fuse inside a circuit breaker cavity 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.

General Information

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 when using power outlets for extended periods of time with the vehicle 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)

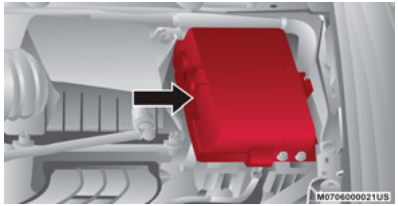
Underhood Fuses

The Power Distribution Center (PDC) is located in the engine compartment near the driver's side hood hinge. This center contains cartridge fuses, mini-fuses, micro-fuses, circuit breakers and relays. A label that identifies each component is printed on the inside of the cover.

Before any procedure is done on the PDC, make sure the vehicle ignition mode is OFF.

Remove the cover by unlatching the two locks located at each side of the PDC cover, avoid the usage of screw drivers or any other tool to remove the cover, since they may apply excessive force and result on a broken/damaged part.

After service is done, secure the cover with its two locks.



Power Distribution Center

Cavity	Cartridge Fuse	Blade Fuse	Description
F06	–	15 Amp Blue	Low Temp Active Pump
F07	–	25 Amp Clear	Ignition Coil/Fuel Injector
F08	–	25 Amp Clear	Amplifier / Active Noise Control
F09	–	–	Not Used
F10	–	15 Amp Blue	High Temp Aux Pump & HV Electric Coolant Htr Enable
F11	–	15 Amp Blue	ELCM / FTIV
F12	–	5 Amp Tan	Battery Sensor (IBS)
F13	–	–	Not Used
F14A	–	10 Amp Red	Media Hub 1, 2, 3
F14B	–		Pwr Lumbar Switch
F15	40 Amp Green	–	CBC / Power Locks
F16	–	20 Amp Yellow	ECM
F17	–	–	Not Used
F18	40 Amp Green	–	CBC Feed #4 (Exterior Lights #1)
F19	–	–	Not Used

Cavity	Cartridge Fuse	Blade Fuse	Description
F20	–	10 Amp Red	Low Temp Passive Pump
F21	20 Amp Blue	–	PIM - Park PAWL Motor
F22	–	–	Not Used
F23	–	–	Not used
F24	–	20 Amp Yellow	RR Wiper
F25A	–	10 Amp Red	Handsfree (Lt & Rt Rear Door Release Module)
F25B	–		Active Grill Shutter
F26	40 Amp Green	–	Front HVAC Blower Motor
F27	25 Amp Clear	–	RR Slide Door Module - RT
F28A	–	10 Amp Red	Diagnostic Port
F28B	–		USB + AUX (UCI) Port (IP) / Video USB Port
F29	–	–	Not Used
F30A	–	10 Amp Red	ECM / PIM
F30B	–		Not Used
F31	–	10 Amp Red	3, 4 way Valves
F32	20 Amp Blue	–	ECM
F33	30 Amp Pink	–	Power Liftgate Module
F34	25 Amp Clear	–	Rear Door Control Module - Lt
F35	25 Amp Clear	–	Sunroof Control Module
F36	–	–	Not Used
F37	40 Amp Green	–	CBC Feed #4 (Exterior Lighting / PCM #2)
F38	–	–	Not Used
F39	25 Amp Clear	–	Rear HVAC Blower Motor

Cavity	Cartridge Fuse	Blade Fuse	Description
F40	20 Amp Blue	–	Trans Oil Pump
F41	–	–	Not Used
F42	–	–	Not Used
F43	–	20 Amp Yellow	Fuel Pump Motor
F44	30 Amp Pink	–	CBC Feed #1 (Interior Lights)
F45	30 Amp Pink	–	Power Inverter
F46	30 Amp Pink	–	Driver Door Module
F47	30 Amp Pink	–	Passenger Door Module
F48	40 Amp Green	–	EBCM Motor
F49	25 Amp Clear	–	Rear Sliding Door Module - Lt
F50	25 Amp Clear	–	Rear Door Control Module - Rt
F51	30 Amp Pink	–	Front Wiper
F52	–	–	Not Used
F53	–	–	Not Used
F54	40 Amp Green	–	ESP-ECU And Valves
F55A	–	15 Amp Blue	RF Hub/KIN/ESL - BUX Only
F55B	–		DVD / VRM
F56A	–	10 Amp Red	FRT. & RR HVAC CTRL/ OCM / ESL
F56B	–		B. EPS / ESC - Electric Stability Ctr
F57	–	20 Amp Yellow	PIM - Main Power Supply
F58	–	–	Not Used
F59	–	–	Not Used
F60	–	20 Amp Yellow	Rear Cargo APO

Cavity	Cartridge Fuse	Blade Fuse	Description
F61	–	–	Not Used
F62	–	20 Amp Yellow	PIM-Main PWR Supply
F63	–	5 Amp Tan	HV Elect Coolant HTR Enable
F64	–	–	Not Used
F65	–	–	Not Used
F66	–	15 Amp Blue	Instrument Panel Cluster (IPC) / SGW
F67	–	10 Amp Red	HALF / PTS / Drivers Assist System Module (DASM)
F68	–	–	Not Used
F69A	–	15 Amp Blue	BPCM
F69B	–		BPCM (Redundant)
F70	–	5 Amp Tan	EAC
F71	–	20 Amp Yellow	Horn
F72	–	–	Not Used
F73	30 Amp Pink	–	Rear Defroster (EBL)
F74	–	–	Not Used
F75	–	5 Amp Tan	Overhead Console / Rear ICS
F76	–	20 Amp Yellow	Uconnect / DCSD / Telematics
F77A	–	10 Amp Red	Rear Entertainment / Media HUB / 3RD & 2ND Row USB CHRG / Vacuum Cleaner SW Backlight / 3RD Row Recliner SW Backlight / 2ND Row Stow N Go SW Backlight / LT&RT Sliding Door Backlight
F77B	–		B. Sunroof / Rain sensor / Rear View Mirror / PIM
F78A	–	15 Amp Blue	Transmission Control Module (TCM) / Electric Power Steering 2 / E-Shifter / ESM
F78B	–		Instrument Cluster

Cavity	Cartridge Fuse	Blade Fuse	Description
F79A	–	10 Amp Red	ICS / Frt & Rr HVAC / EPB Sw / SCCM
F79B	–		Not Used
F80	–	5 Amp Tan	OBCM
F81	–	5 Amp Tan	APM
F82	–	–	Not Used
F83	–	–	Not Used
F84	–	–	Not Used
F85	–	20 Amp Yellow	Cigar Lighter
F86	–	–	Not Used
F87	–	–	Not Used
F88	–	20 Amp Yellow	Front Heated Seats
F89	–	20 Amp Yellow	Rear Heated Seats
F90	–	5 Amp Tan	EBCM - ECU
F91	–	15 Amp Blue	Front Ventilated Seats/Heated Steering Wheel
F92A	–	5 Amp Tan	Security Gateway
F92B	–	–	Not Used
F93	–	–	Not Used
F94	40 Amp Green	–	ESC - Motor Pump
F95A	–	10 Amp Red	USB Charge Only Port
F95B	–		Selectable Fuse Location
F96	–	10 Amp Red	Occupant Restraint Controller (ORC) (Airbag)
F97	–	10 Amp Red	Occupant Restraint Controller (ORC) (Airbag)
F98	–	–	Not Used

Cavity	Cartridge Fuse	Blade Fuse	Description
F99	–	–	Not Used
F100A	–	10 Amp Red	QVPM
F100B	–		Rr Camera / LBSS / RBSS / CVPM / Humidity Snsr / In Car Temp Snsr
Circuit Breakers			
CB1	25 Amp		Power Seat (Driver)
CB2	25 Amp		Power Seat (Pass)*
CB3	–		Not Used

* 30A mini fuse is substituted for 25A Circuit Breaker.

JACKING AND TIRE CHANGING – IF EQUIPPED

Your vehicle is not equipped with a jack or spare tire. If the vehicle tire cannot be re-inflated, using the portable air compressor with sealant provided with the vehicle, then towing of the vehicle may be necessary.

JUMP STARTING

The vehicle requires its 12V battery power to "turn-on" the vehicle's high voltage battery. The high voltage battery is used to charge the 12V battery, provide electric vehicle operation, and to start the vehicle's gas engine. If the 12V 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 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 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 12V 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 12V power must remained 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 12V power becomes disconnected from the vehicle jump posts or there is an interruption of the 12V power while moving the vehicle, the vehicle's transmission may engage PARK.

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.

Jump starting can be dangerous if done improperly so please follow the procedures in this section carefully.

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

WARNING!

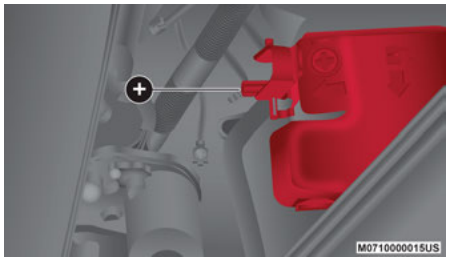
Do not attempt jump starting if the battery is frozen. It could rupture or explode and cause personal injury.

CAUTION!

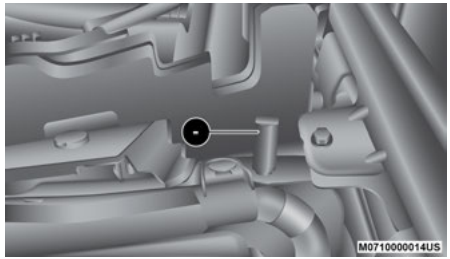
Do not use a portable battery booster pack or any other booster source with a system voltage greater than 12V or damage to the battery, alternator or electrical system may occur.

Preparations For Jump Start

The remote battery posts in your vehicle are located on the left side of the engine compartment.



Positive Jump Starting Location



Negative Jump Starting Location

WARNING!

You can be seriously injured or killed working on or around a motor vehicle:

- Keep hands away from the radiator cooling fan when the hood is raised. The fan starts automatically and may start at any time, whether the engine is running or not.
- Remove any jewelry such as rings, watches and bracelets that could make an inadvertent electrical contact.

(Continued)

WARNING! (Continued)

- Keep open flames or sparks away from the battery. Batteries contain sulfuric acid that can burn your skin or eyes and generate hydrogen gas which is flammable and explosive.

1. Apply the parking brake and place the ignition to OFF.

NOTE:
If the 12V Battery has been sufficiently discharged, this may not be possible.

2. Turn off the heater, radio, and all unnecessary electrical accessories.

3. If using another vehicle to jump start the 12V electrical system, park the vehicle within the jumper cables reach, set the parking brake and make sure the ignition is OFF.

WARNING!

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

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.

Connecting The Jumper Cables

1. Connect the positive **(+)** end of the jumper cable to the remote positive **(+)** post of the vehicle with the discharged battery.

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 near the windshield cowl (exposed metal post of the discharged vehicle).

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. Only use the specific ground point, do not use any other exposed metal parts.

5. Start the vehicle that has the booster battery, let the vehicle run a few minutes, and then cycle the ignition to ON/RUN in the vehicle with the discharged battery.

6. After a couple minutes (depending on the level of 12V battery discharge), attempt to start the vehicle. Once the vehicle starts, remove the jumper cables in the reverse sequence:

Disconnecting The Jumper Cables

1. Disconnect the negative **(-)** end of the jumper cable from remote negative post of the vehicle with the discharged battery.

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 vehicle with the discharged battery.

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

CAUTION!

The rear 12V DC outlet is not controlled by the vehicle's ignition (the outlet provides power even when the ignition is "OFF"). Accessories (i.e., cellular devices, etc.) plugged into the rear 12V power outlet may draw sufficient power, even when they are OFF (in standby mode), to discharge the vehicle's 12V battery. If the device is allowed to continue drawing power, eventually the vehicle's 12V battery will discharge sufficiently to degrade battery life and/or prevent the engine from starting.

MOVING A DISABLED VEHICLE

The vehicle does not include a Manual Pull Out of Park feature (to allow shifting the vehicle transmission into Neutral without having a running engine). If the vehicle has become disabled (cannot achieve "Ready" to Drive), it may be possible to move the vehicle to the side of the road by pushing it.

Follow These Steps To Move A Disabled Vehicle:

1. Press the Engine START / STOP Button until RUN has been selected.

2. Press Brake Pedal and Turn OFF the Electric Park Brake (EPB) if it was engaged.

3. Press the Brake Pedal & Shift out of Park.

4. Release Brake Pedal - vehicle should now be free to roll. Make sure to maintain control of the vehicle while the EPB is not applied and the vehicle is not in Park.

5. After moving vehicle, shift transmission back into Park. Apply EPB as appropriate.

NOTE:

- If the vehicle's 12V Battery has been sufficiently discharged that it cannot provide sufficient power to allow shifting out of Park or disengaging the EPB, a 12V DC jump pack can be connected to the under vehicle jump posts. However, if connection is lost to this auxiliary power source, or the auxiliary source becomes discharged, the vehicle may attempt to secure itself by shifting back into Park.
- If the vehicle is being pushed, it should not be pushed more than 1 mile, and the pushing speed should not exceed 10 mph.

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, or extremely hot or cold ambient temperatures will influence when the "Oil Change Required" message is displayed. Severe Operating Conditions can cause the change oil message to illuminate as early as 3,500 miles (5,600 km) (engine on miles) since last reset. Have your vehicle serviced as soon as possible, within the next 500 miles (805 km). Additional information regarding the oil quality of your vehicle can be found by checking the Oil Life display that shows the percentage life remaining on the current oil refer to "Vehicle Info" in "Instrument Cluster Display" in "Getting To Know Your Instrument Panel" for further information.

NOTE:
Even though the vehicle may not have been driven, both the fuel in the tank and oil in the engine will still degrade over time. Additionally, there will be a notification to the driver if the engine is being run to maintain the oil and fuel systems.

An authorized dealer will reset the oil change indicator message after completing the scheduled oil change. If a scheduled oil change is performed by someone other than an authorized dealer, the message can be reset by referring to "Vehicle Info" in "Instrument Cluster Display" in "Getting To Know Your Instrument Panel".

NOTE:
Under no circumstances should oil change intervals exceed 10,000 miles (16,000 km) (engine on miles), 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.

Severe Duty All Models

Change Engine Oil at 4,000 miles (6,500 km) (engine on miles) or 350 hours of engine run time if the vehicle is operated in a dusty and off road environment or is operated predominately at idle or only very low engine RPM. This type of vehicle use is considered Severe Duty.

Once A Month Or Before A Long Trip:

- ☐ Check engine oil level.
- ☐ Check windshield washer fluid level.
- ☐ Check tire pressure and look for unusual wear or damage. Rotate tires at the first sign of irregular wear, even if it occurs before the oil indicator system turns on.
- ☐ Check the fluid levels of the coolant reservoir and brake master cylinder, fill as needed.
- ☐ Check function of all interior and exterior lights.

Maintenance Plan

Required Maintenance Intervals

Refer to the maintenance schedules on the following page for the required maintenance intervals.

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

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 joints.	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Inspect front suspension, boot seals, tie rod ends, and replace if necessary.	X		X		X		X		X		X		X	
Inspect the brake linings, parking brake function.	X		X		X		X		X		X		X	
Inspect front accessory drive belt tensioner, idler pulley, and replace if necessary.														X
Additional Maintenance														
Replace engine air cleaner filter.		X			X			X			X			X
Replace air conditioning/cabin air filter.	X		X		X		X		X		X		X	
Replace spark plugs.[1]									X					
Replace front accessory drive belt.														X
Flush and replace the engine, power electronics, and battery coolant at 10 years or 150,000 miles (240,000 km), whichever comes first.[2]									X					X
Replace PCV valve.									X					

1. The spark plug change interval is mileage based only, yearly intervals do not apply.
2. Some vehicles require special tools to add coolant properly. Failure to fill these systems properly could lead to severe internal damage. If any coolant is needed to be added to the system please contact your local authorized dealer.

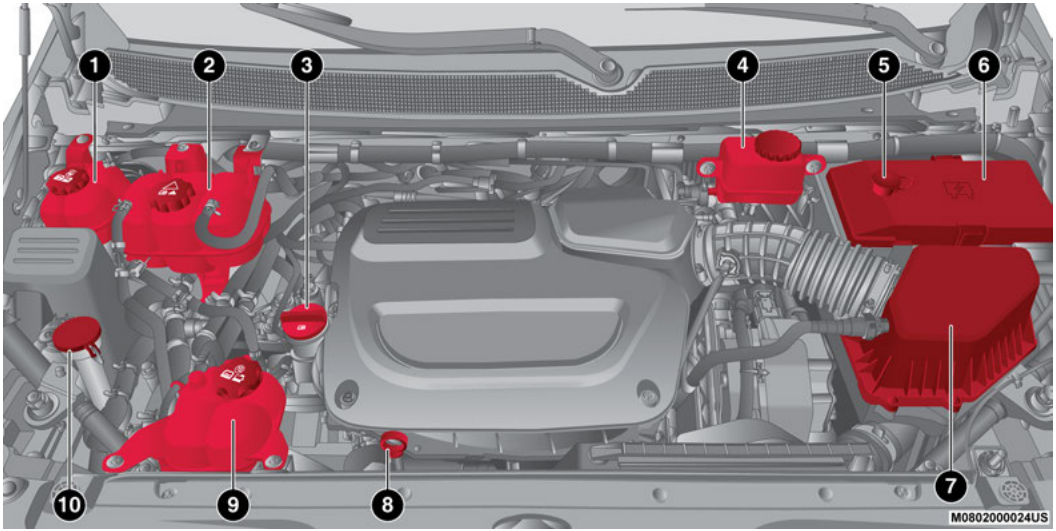
WARNING!

- 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 effect vehicle handling and performance. This could cause an accident.

Heavy Duty Use Of The Vehicle

Change Engine Oil at 4,000 miles (6,500 km) (engine on miles) or 350 hours of engine run time if the vehicle is operated in a dusty and off road environment. This type of vehicle use is considered Severe Duty.

ENGINE COMPARTMENT – HYBRID



1 — Battery Coolant Reservoir[1]
2 — Engine Coolant Reservoir
3 — Engine Oil Fill
4 — Brake Fluid Reservoir
5 — Remote Jump Start Positive Terminal
6 — Power Distribution Center (Fuses)
7 — Engine Air Cleaner
8 — Engine Oil Dipstick
9 — Power Electronics Coolant Reservoir[1]
10 — Washer Fluid Reservoir

1. See an authorized dealer for service.

DEALER SERVICE

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.

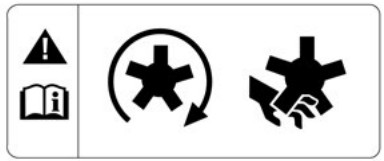
WARNING!

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

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 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.



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 your 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 (antifreeze) is dirty, the system should be drained, flushed, and refilled with fresh 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 Battery/Electrical systems. Refer to "Electric/Battery Coolant System" in this section for further information.

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 (antifreeze) (conforming to MS.90032).

Refer to the "Maintenance Plan" in this section for the proper maintenance intervals.

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 wrench warning light will be illuminated on the instrument cluster.

Selection Of Coolant

Refer to "Fluids And Lubricants" in "Technical Specifications" for further information.

NOTE:

- Mixing of engine coolant (antifreeze) other than specified Organic Additive Technology (OAT) engine coolant (antifreeze), may result in engine damage and may decrease corrosion protection. Organic Additive Technology (OAT) engine coolant is different and should not be mixed with Hybrid Organic Additive Technology (HOAT) engine coolant (antifreeze) or any "globally compatible" coolant (antifreeze). If a non-OAT engine coolant (antifreeze) 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 (antifreeze) products. Do

not use additional rust inhibitors or anti-rust products, as they may not be compatible with the radiator engine coolant and may plug the radiator.

- This vehicle has not been designed for use with propylene glycol-based engine coolant (antifreeze). Use of propylene glycolbased engine coolant (antifreeze) 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 (antifreeze) that meets the requirements of FCA Material Standard MS.90032. When adding coolant (antifreeze):

- We recommend using Mopar Antifreeze/ Coolant 10 Year/150,000 Mile (240,000 km) Formula OAT (Organic Additive Technology) that meets the requirements of FCA Material Standard MS.90032.
- Mix a minimum solution of 50% OAT coolant that meets the requirements of FCA 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 (antifreeze) types is not recommended and can result in cooling system damage. If HOAT and OAT coolant are mixed in an emergency, have a 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 (antifreeze) will

return to the radiator from the coolant expansion bottle/recovery tank if so equipped.

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

WARNING!

- Do not open 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 (antifreeze) 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. If ingested by a child or pet, seek emergency assistance immediately. Clean up any ground spills immediately.

Coolant Level

The coolant expansion bottle provides a quick visual method for determining that the coolant level is adequate. With the engine off and cold, the level of the coolant (antifreeze) in the bottle should be between the “MAX” and “MIN” lines marked on the bottle.

As long as the engine operating temperature is satisfactory, the coolant bottle need only be checked once a month.

When additional coolant (antifreeze) is needed to maintain the proper level, it should be added to the coolant bottle. Do not overfill.

See an authorized dealer for service.

Points To Remember

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 (antifreeze) needs to be added, the contents of the coolant expansion bottle must also be protected against freezing.
- If frequent engine coolant (antifreeze) additions are required, the cooling system should be pressure tested for leaks.
- Maintain coolant (antifreeze) 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 (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 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 engine coolant (antifreeze) 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 (antifreeze) solution. The use of lower quality water will reduce the amount of corrosion protection in the cooling systems.

STORING THE VEHICLE

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 Electric Park 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.

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.
- Clean and protect the painted parts by applying protective waxes.
- Clean and protect polished metal parts by applying protective waxes.
- Apply talcum powder to the front and rear wiper blades and leave raised from the glass.

- Cover the vehicle with an appropriate cover taking care not to damage the painted surface by dragging across dirty surfaces. Do not use plastic sheeting which will not allow the evaporation of moisture present on the surface of the vehicle.
- Inflate the tires at a pressure of +7.25 psi (+0.5 bar) higher than recommended on the tire placard and check it periodically.
- Do not drain the vehicle cooling system.
- 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 feature of periodic wake-up that occurs every 21 days. This feature charges the 12V battery from the high voltage battery. This will happen as long as the high voltage battery remains above the minimum state of charge. Refer to “Starting The Vehicle” in “Starting And Operating” for further information.

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 drivers door. When reconnecting the positive and negative terminals to the battery be sure the ignition switch is in the OFF position and the drivers door is closed.

TECHNICAL SPECIFICATIONS

FLUID CAPACITIES

	U.S.	Metric
Fuel (Approximate)		
3.6L Engines	16.5 Gallons	62 Liters
Engine Oil With Filter		
3.6 Liter Engine (SAE 0W-20 , API Certified)	5 Quarts	4.7 Liters
Cooling System*		
3.6 Liter Engine Coolant (Mopar Antifreeze/Engine Coolant 10 Year/150,000 Mile Formula with deionized, or distilled water for proper corrosion protection)	14.6 Quarts	13.8 Liters
Battery Coolant (Contact an authorized dealer for service)	4.2 Quarts	4.0 Liters
Power Electronics Coolant (Contact an authorized dealer for service)	3.7 Quarts	3.5 Liters
* Includes heater and coolant reservoir filled to MAX level.		

NOTE:
Battery Coolant and Power Electronics Coolant reservoir require a special tool to service the coolant system. Contact an authorized dealer for service.

FLUIDS AND LUBRICANTS

Engine

Component	Fluid, Lubricant, or Genuine Part
Engine Coolant	We recommend you use Mopar Antifreeze/Coolant 10 Year/150,000 Mile Formula OAT (Organic Additive Technology) with deionized, or distilled water for proper corrosion protection or equivalent meeting the requirements of FCA Material Standard MS.90032.
Battery Coolant	We recommend you use Mopar Antifreeze/Coolant 10 Year/150,000 Mile Formula OAT (Organic Additive Technology) with deionized, or distilled water for proper corrosion protection or equivalent meeting the requirements of FCA Material Standard MS.90032.
Power Electric Coolant	We recommend you use Mopar Antifreeze/Coolant 10 Year/150,000 Mile Formula OAT (Organic Additive Technology) with deionized, or distilled water for proper corrosion protection or equivalent meeting the requirements of FCA Material Standard MS.90032.
Engine Oil – 3.6L Engine	We recommend you use API Certified SAE 0W-20 Engine Oil, meeting the requirements of FCA Material Standard MS-6395 such as Mopar, Pennzoil, and Shell Helix. Refer to your engine oil filler cap for correct SAE grade.
Engine Oil Filter	We recommend you use a Mopar Engine Oil Filter.
Spark Plugs	We recommend you use Mopar Spark Plugs.
Fuel Selection	87 Octane (R+M)/2 Method, 0-15% Ethanol (Do not use E-85).

CAUTION!

- Mixing of engine coolant (antifreeze) other than specified Organic Additive Technology (OAT) engine coolant (antifreeze), may result in engine damage and may decrease corrosion protection. Organic Additive Technology (OAT) engine coolant is different and should not be mixed with Hybrid Organic Additive Technology (HOAT) engine coolant (antifreeze) or any “globally compatible” coolant (antifreeze). If a non-OAT engine coolant (antifreeze) 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.

(Continued)

CAUTION! (Continued)

- Do not use water alone or alcohol-based engine coolant (antifreeze) products. Do not use additional rust inhibitors or anti-rust products, as they may not be compatible with the radiator engine coolant and may plug the radiator.
- This vehicle has not been designed for use with propylene glycol-based engine coolant (antifreeze). Use of propylene glycol-based engine coolant (antifreeze) is not recommended.

Chassis

Component	Fluid, Lubricant, or Genuine Part
Automatic Transmission	Use only Mopar ZF 8&9 Speed ATF Automatic Transmission Fluid, or equivalent. Failure to use the correct fluid may affect the function or performance of your transmission.
Brake Master Cylinder	We recommend you use Mopar DOT 3 Brake Fluid, SAE J1703 should be used. Use only recommended brake fluids.
Refrigerant	Use only refrigerant R-1234yf Charge Amount: A/C System — 907g (2.0 lb)
Compressor Oil	Use only POE: A/C System — 225 ml

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INSTALLATION OF RADIO TRANSMITTING EQUIPMENT

Special design considerations are incorporated into this vehicle's electronic system to provide immunity to radio frequency signals. Mobile two-way radios and telephone equipment must be installed properly by trained personnel. The following must be observed during installation.

The positive power connection should be made directly to the battery and fused as close to the battery as possible. The negative power connection should be made to body sheet metal adjacent to the negative battery connection. This connection should not be fused.

Antennas for two-way radios should be mounted on the roof or the rear area of the vehicle. Care should be used in mounting antennas with magnet bases. Magnets may affect the accuracy or operation of the compass on vehicles so equipped.

The antenna cable should be as short as practical and routed away from the vehicle wiring when possible. Use only fully shielded coaxial cable.

Carefully match the antenna and cable to the radio to ensure a low Standing Wave Ratio (SWR).

Mobile radio equipment with output power greater than normal may require special precautions.

All installations should be checked for possible interference between the communications equipment and the vehicle's electronic systems.

⚠WARNING:

Operating, servicing and maintaining a passenger vehicle or off-highway motor vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to www.P65Warnings.ca.gov/passenger-vehicle.

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FIRST EDITION
SUPPLEMENT

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