

2023 PACIFICA HYBRID SUPPLEMENT

CHRYSLER


CHRYSLER

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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 ensure safe and enjoyable operation of your vehicle. For additional information, refer to your vehicle's Owner's Manual.

Following the instructions and recommendations provided herein will help ensure 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 authorized dealers know your Chrysler best, have factory-trained technicians, genuine Mopar® parts, and care about your satisfaction.

SYMBOLS KEY

WARNING!	These statements apply to operating procedures that could result in a collision, bodily injury and/or death.
CAUTION!	These statements apply to procedures that could result in damage to your vehicle.
NOTE:	A suggestion which will improve installation, operation, and reliability. If not followed, may result in damage.
TIP:	General ideas/solutions/suggestions on easier use of the product or functionality.

PAGE REFERENCE ARROW 	Follow this reference for additional information on a particular feature.
FOOTNOTE 	Supplementary and relevant information pertaining to the topic.

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

SYMBOL GLOSSARY

Some car components have colored labels with symbols indicating precautions to be observed when using this component. It is important to follow all warnings when operating your vehicle. See below for the definition of each symbol ➪ page 36.

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

Red Warning Lights	
	Hybrid Electric Vehicle System Service Warning Light ➪ page 36
	Plug Status Fault Warning Light ➪ page 37
	Torque Limited Warning Light ➪ page 37

Green Indicator Lights	
	Max Regeneration Indicator Light ➪ page 37
	Ready To Drive Indicator Light ➪ page 37
	Plug Status Indicator Light ➪ page 37

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. Only a qualified service technician should access the high voltage battery service disconnect.

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

WARNING!

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

Disposal of the High Voltage Battery

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

WARNING!

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

General Information

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

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

NOTE:

- During vehicle start up and shut down, a clicking noise may be heard from within the vehicle. When the ignition is in the ON/RUN position, the high voltage battery contactors inside the battery are closed to make the stored electricity inside available for vehicle use. After the vehicle is shut down, the contactors open to electrically isolate the battery from other vehicle systems. The clicking noise is the sound of these contactors as they open and close during normal operation.
- The Audible Pedestrian Warning system will emit a noise from the front of the vehicle when driving forward at speeds below 22 mph (35 km/h). It will also emit a noise from the rear of the vehicle when in REVERSE, and from both the front and rear of the vehicle when in NEUTRAL. For more information on this system, see ➪ page 47.

WARNING!

In the event of a collision:

- If your vehicle is still drivable, pull off to the side of the road, when safe to do so, and place the transmission in the PARK position, apply the parking brake, and turn the vehicle off.
- Check your vehicle to see if there are exposed high-voltage parts or cables. To avoid electrical stock which can result in serious injury or death, never touch wiring, connectors, and other high-voltage parts, such as the inverter unit and the Lithium-ion battery.

(Continued)

WARNING!

- If the vehicle receives a strong impact to the floor while driving, stop the vehicle in a safe location and check the floor.
- Leaks or damage to the Lithium-ion battery may result in a fire and toxic emissions which can cause severe burns, respiratory injuries, and other serious injuries or death. If you discover these leaks, contact emergency services immediately. Since the fluid leak may be Lithium Manganate from the Lithium-ion battery, never touch the fluid leak inside or outside of the vehicle. If the fluid contacts your skin or eyes, wash these areas immediately with a large amount of water and obtain immediate medical attention to help avoid serious injury.
- If a fire occurs inside your vehicle, leave the vehicle as soon as possible. Only use a type ABC, BC, or C fire extinguisher that is meant for use on electrical fires. Using a small amount of water, or the incorrect fire extinguisher can result in serious injury or death from electrical shock.
- If you are not able to safely assess the vehicle due to vehicle damage, do not touch the vehicle. Leave the vehicle and contact emergency services. Advise first responders that this is a hybrid-electric vehicle.
- In the event of an accident that requires bodywork, refer to an authorized dealership.

BATTERY CONDITIONING

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

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

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

- If the vehicle is plugged in at these battery temperatures, the instrument cluster will display the message “Please Leave Key In RUN — Battery Conditioning Needed”.
- If the vehicle is not plugged in at these battery temperatures, the “Plug In Vehicle To Condition Battery” will be shown in the instrument cluster display.
- If the battery temperature is below -27°F (-33°C), the message “Please Leave Key In RUN — Battery Conditioning Needed” will be displayed whether the vehicle is plugged in or not.

NOTE:

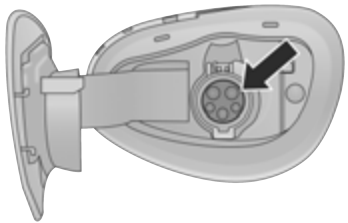
- When the "Please Leave Key In RUN — Battery Conditioning Needed" message is displayed, keep the ignition in the RUN position for the battery to recover. Place the ignition back in the OFF position when the message disappears, and then start the vehicle. When this message is displayed, do not operate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

The messages will only be displayed when the ignition is in the ON/RUN position and the high voltage battery is not ready to provide propulsion power. The message also displays if there is 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 (120 V) and AC Level 2 (240 V) charging.



Vehicle Charge Inlet

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

AC LEVEL 1 CHARGING (120 VOLT, 12 AMP)

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

WARNING!

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

- Discontinue use of the Portable Charging Cordset (EVSE) immediately if the plug or outlet becomes hot to the touch or if you notice any unusual odors.
- Do not use the Portable Charging Cordset (EVSE) in building structures that use fuse-based circuit protection. Use only with electrical circuits protected by circuit breakers.
- Do not use the Portable Charging Cordset (EVSE) if other devices are plugged into the same circuit.
- When unplugging the Portable Charging Cordset (EVSE) from the wall outlet, be sure to pull by the plug, and not the cord.
- Do not pull, twist, bend, step on or drag the cord of the Portable Charging Cordset (EVSE).
- Stop using the Portable Charging Cordset (EVSE) immediately if charging stops before it's completed when the plug or cord is moved or adjusted.

(Continued)

WARNING!

- Do not use the Portable Charging Cordset (EVSE) if the plug has a loose connection with the wall outlet or if the wall outlet is damaged or rusted.
- If in any doubt about the wall outlet and/or circuit, contact a qualified electrician.
- Do not use if a malfunction occurs or if the Portable Charging Cordset has been damaged in any manner. It is recommended that you contact an authorized dealership.
- There are no user serviceable parts inside the Portable Charging Cordset (EVSE). Do not attempt to repair or service the Portable Charging Cordset (EVSE), doing so will void the New Vehicle Warranty.



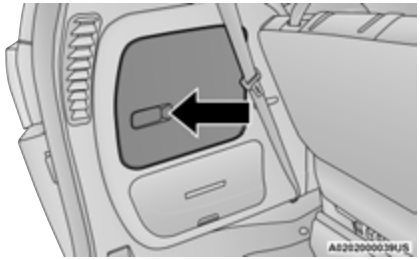
Portable Charging Cordset (EVSE)

WARNING!

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

To access the Portable Charging Cordset (EVSE), open the door of the cargo area storage bin, on the driver's side, and remove the Portable Charging Cordset (EVSE) from the storage bag.

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



Cargo Area Storage Bin

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

WARNING!

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

- Read this entire publication before using the Portable Charging Cordset (EVSE).
- Do not put fingers or objects into the Portable Charging Cordset (EVSE) connector.

(Continued)

WARNING!

- Do not use the Portable Charging Cordset (EVSE) if the flexible power cord is frayed, broken, has cracked insulation, or any other signs of damage.
- Do not use the Portable Charging Cordset (EVSE) if the enclosure or the connector is broken, cracked, open, or shows any other indication of damage.
- Do not use the Portable Charging Cordset (EVSE) with an extension cord or plug adapters.
- The Portable Charging Cordset (EVSE) may attempt to reset and run after a power interruption.
- There are no user serviceable parts inside the Portable Charging Cordset (EVSE). Do not attempt to repair or service the Portable Charging Cordset (EVSE) yourself – personal injury may result.
- When using a charging station with the Portable Charging Cordset (EVSE) attached, ensure the charging station's cable is not visibly damaged before plugging into the vehicle.
- Do not allow children to operate the Portable Charging Cordset (EVSE). Adult supervision is mandatory when children are in proximity to the charge station that is in use.
- Do not use a charge station or vehicle charge inlet that is worn or damaged with the AC Level 2 charging cable. Plugging into worn or damaged receptacles may cause damage to the Portable Charging Cordset (EVSE) and vehicle.

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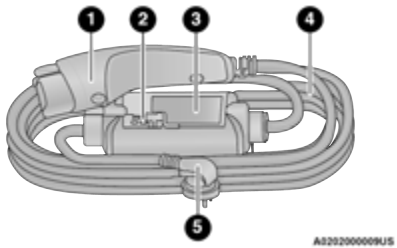
WARNING!

- Ensure that the Portable Charging Cordset (EVSE) is always stored in a safe place. Do not expose the EVSE J1772 vehicle connector to rain or wet conditions. Avoid allowing water or other liquids to pour or drip onto the vehicle connection end of the J1772 EVSE connector. If water penetrates the electrical device, the risk of electrical shock increases. Ensure that all plugs and cables are free of moisture before using the Portable Charging Cordset (EVSE).
- In a collision, a loose Portable Charging Cordset (EVSE) in the vehicle could cause injury. It could fly around in a sudden stop and strike someone in the vehicle. Do not store the Portable Charging Cordset (EVSE) on the cargo load floor, or in the passenger compartment.
- The Portable Charging Cordset (EVSE) has been tested for use in temperatures ranging from -40°F to 122°F (-40°C to 50°C).
- The Portable Charging Cordset (EVSE) should be stored at temperatures between -40°F and 176°F (-40°C and 80°C).
- SAVE THESE INSTRUCTIONS.

EVSE Charging Cordset

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

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



Charging Cordset

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

GROUNDING INSTRUCTIONS

For A Grounded, Cord-Connected Product:

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

WARNING!

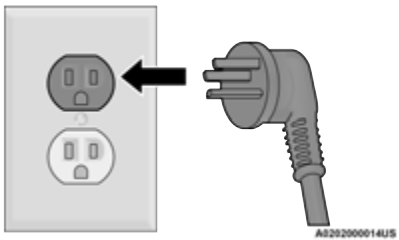
INSTRUCTIONS PERTAINING TO A RISK OF FIRE OR ELECTRIC SHOCK: Do not use the Portable Charging Cordset (EVSE) on electrical circuits with two-prong outlets; use with improper outlets could result in electric shock, fire, property damage, and death or serious injury. Check with a qualified electrician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

Charging Cordset Operation

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

NOTE:

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



AC Plug And Wall Receptacle

WARNING!

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

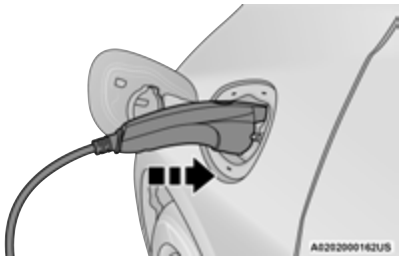
2. Check to see if the Portable Charging Cordset (EVSE) is ready to charge by reviewing the indicator lights. After a brief self-check, where the indicator lights will flash, a green AC Power indicator light and two green Charge Active indicator lights indicate that the Portable Charging Cordset (EVSE) is ready for use.



Cordset Indicator Lights

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

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



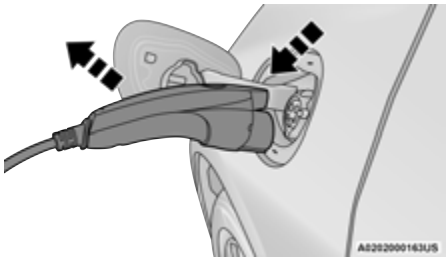
Inserting The Charge Connector Into The Vehicle Charge Inlet

4. When the vehicle commences charging, the Charge Active indicator lights on the Portable Charging Cordset (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:

- Portable Charging Cordset (EVSE) — The Portable Charging Cordset (EVSE) status indicators illuminate green or red to identify the charging status ➪ page 13.
- Wall Outlet — Check whether the wall outlet is functional (no power outage) and/or plug the Portable Charging Cordset (EVSE) into a different wall outlet.
- Charging Schedule — Check whether or not the charging schedules have been enabled. If enabled, check that you are within the scheduled time and day of the week. If a charging schedule has been enabled in the vehicle, and it is outside the time and day of the week, you may override the schedule for this charging event by plugging in the charge connector, unplugging it, and then plugging it back into the vehicle charge inlet. Complete the double plug sequence within 10 seconds for it to override the set schedule.
- Hood Ajar — Check whether the hood is open. Charging is disabled while the hood is open, and will resume when the hood closes.

5. To stop the charging process, disconnect the Portable Charging Cordset (EVSE) from the vehicle first, and then from the wall outlet. To disengage the vehicle coupler, push the button on the connector.



Removing The Charge Connector From The Vehicle Charge Inlet

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

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

Troubleshooting Using The Status Indicator Display

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

The **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 qualified electrician to ensure the voltage, frequency, and grounding are compliant 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 Charging Cordset (EVSE) and the vehicle connection. The Portable Charging Cordset (EVSE) will not allow charging while the fault indicator is red. If it is off, the Portable Charging Cordset (EVSE) 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 Charging Cordset (EVSE), electronics, or with the vehicle connection. The Portable Charging Cordset (EVSE) may attempt to retry to provide current to the vehicle if the fault is cleared. If the Portable Charging Cordset (EVSE) 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 Charging Cordset (EVSE). 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 Portable Charging Cordset (EVSE) enclosure. Additional information about the faults is provided by a fault code that is displayed on the two green Charge Active 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 Charging Cordset (EVSE) 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 Charging Cordset (EVSE) and vehicle at an authorized dealership.
1, 1, 2, 1	AC Power	Incorrect Electrical Supply	Attempt to charge the vehicle at a different outlet. Contact a qualified 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 qualified 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 qualified 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 qualified electrician to check the electrical outlet and AC Supply (house wiring).
1, 1, 1, 1	Fault	Portable Charging Cordset (EVSE) Internal Fault	Unplug the Portable Charging Cordset (EVSE) from the vehicle charge inlet and retry to charge. If the issue is not corrected, check the Portable Charging Cordset (EVSE) and vehicle at an authorized dealership.
1, 1, 1, 2	Fault	Portable Charging Cordset (EVSE) Internal Fault	Unplug the Portable Charging Cordset (EVSE) from the vehicle charge inlet and retry to charge. If the issue is not corrected, check the Portable Charging Cordset (EVSE) and vehicle at an authorized dealership.
1, 2, 2, 1	AC Power	Outlet Wiring Bad Ground	Attempt to charge the vehicle at a different outlet. Contact a qualified electrician to check the electrical outlet and AC Supply (house wiring).
1, 2, 1, 1	Fault	Portable Charging Cordset (EVSE) Internal Fault	Check the Portable Charging Cordset (EVSE) and vehicle at an authorized dealership.
1, 2, 1, 2	Fault	CCID Leakage Current Detected	Disconnect charge connector and retry charging. If problem persists, check the Portable Charging Cordset (EVSE) and vehicle at an authorized dealership.
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.

Portable Charging Cordset (EVSE) Fault Code List			
Flashing Fault Code	**Flashing Indicator**	**Fault Indication**	**Recommended Actions**
1, 1, 2, 1	Fault & AC Power	Portable Charging Cordset (EVSE) Enclosure Internal Temperature is Too High	Use caution as the Portable Charging Cordset (EVSE) housing may be hot. It is recommended to move the Portable Charging Cordset (EVSE) out of direct sun exposure. Allow the unit to cool. If error persists, check the Portable Charging Cordset (EVSE) at an authorized dealer.
1, 1, 1, 2	Fault & AC Power	Hot AC Power Plug Warning	Use caution as the Portable Charging Cordset (EVSE) 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 qualified 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 Charging Cordset (EVSE) 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 qualified electrician to inspect/replace the outlet that was associated with the Hot AC Plug event.

Guidelines for preventing fire and electric shock:

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

NOTE:
During normal operation, the charge connector or AC plug may feel warm. If either one feels hot during charging, unplug the Portable Charging Cordset (EVSE) and have a qualified electrician inspect the wall outlet before you continue charging ➪ page 78.

WARNING!

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

AC LEVEL 2 CHARGING (240 VOLT, 32 AMP)

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

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

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

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

To stop the charging process:

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

CHARGING TIMES

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

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

NOTE:

- The following charging times are estimates based on charging a high voltage battery that has a <1% State Of Charge (SOC) value displayed in the instrument cluster.
- Charging times will vary based on the age, condition, SOC, available current being provided to the charger from its energy source, and temperature of the high voltage battery.
- Charging times may be longer if a thermal self-protection reduces the charging current from the EVSE being used.
- If the vehicle's ignition is in either the ACC or RUN position, the vehicle charge indicator may not indicate greater than a 99% SOC and will continue to charge the vehicle, due to the vehicle loads.

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

VEHICLE CHARGE INDICATORS

Instrument Cluster High Voltage Battery Display

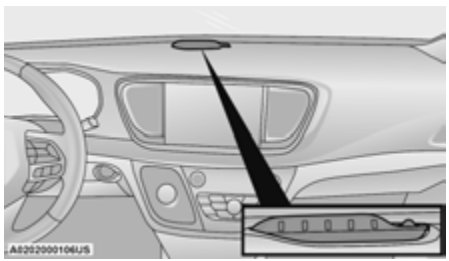
There is a battery display indicator located on the instrument cluster. The battery display will indicate the current State Of Charge (SOC) for the high voltage battery; with the percentage value located to the right of the symbol. When plugged in, the battery symbol also indicates the battery level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



High Voltage Battery Display

Instrument Panel State Of Charge Indicator

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



State Of Charge Indicator

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

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

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

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

Number Of Indicator Lights Illuminated	Percent Of Battery Charge
1st light blinks	0 – 20%
1st light on, 2nd light blinks	21 – 40%
1st and 2nd lights on, 3rd light blinks	41 – 60%
1st, 2nd, and 3rd lights on, 4th light blinks	61 – 80%
1st, 2nd, 3rd, and 4th lights on, 5th light blinks	81 – 99%
All 5 lights on	100%
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 turn on, then immediately turn off	Indicates a successful plug-in

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

HYBRID ELECTRIC APP

Within the Uconnect system is the Hybrid Electric App that allows you to see your vehicle's power flow, understand your driving history, and set a charging schedule for your vehicle's high voltage battery. To access this App, press the Apps or Vehicle button on the main menu bar of the radio's touchscreen, and locate the Hybrid Electric App. Accessing the app brings you to a set of three pages: Power Flow, Driving History, and Schedules.



Hybrid Electric App Location

Power Flow

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

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

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



Power Flow Screen

Driving History

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

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



Driving History Screen

Charging Schedule

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

1. Select “Schedules”.



Schedules Screen

2. Select the schedule to be set (1, 2, or 3) by pressing the appropriate arrow on the right side of the screen.
3. Select “Charge Schedule”.



Select Charge Schedule

4. Select if Scheduled Charging should “Charge Until Full”.
5. Set the Charge Start Time: Hours, Minutes, and AM/PM.

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



Set Charge Schedule

6. When done, press the X in the upper right hand corner, then select “yes” to save the charge schedule. The active schedule will be indicated by the check mark to the right of the schedule event line. The event action and time will be displayed.
7. To add another Scheduled Charging event, repeat these steps.

NOTE:
A maximum of three independent Scheduled Charging events can be scheduled at a given time.

NOTE:

- If the charging schedule is not enabled, the vehicle will charge whenever plugged in. It is not necessary to set up the charging schedule to charge the vehicle.
- If the vehicle is plugged in outside of the charging schedule set in the Uconnect system (and Charge Until Full is not selected), the vehicle’s battery will not charge. Charging will only begin immediately if the vehicle is plugged in within the time and day of the week set in the schedule. Otherwise, charging will automatically begin when the selected charge time/day of the week occurs or whenever the vehicle is plugged in with no charge schedule set.

- If the vehicle is turned off outside of the charging window, a radio pop-up message will be displayed, which provides an option to begin charging the vehicle immediately. The pop-up message asks the driver if they would like to "Charge Now?" and provides other information, including the next charging schedule start time and estimated time to charge the battery to 100%. If within one hour of selecting "Yes," the vehicle is connected to a powered EVSE, the vehicle will immediately begin to charge (temporarily ignoring any set charge schedule). To fully deactivate the charge schedule, refer to the "Schedules" feature within the Hybrid Electric App.
- The charging schedule can also be overridden if an EVSE is plugged in, unplugged, and then plugged in a second time to the vehicle. This "double plug sequence" will override the schedule that is set in the radio, and begin charging the vehicle immediately. The double plug sequence must be completed within 10 seconds for it to override the programmed schedule.
- If "Charge Until Full" is selected, and the vehicle is plugged in after the start time of the schedule, the vehicle will start charging when it reaches the start time the next day. If you would like to begin charging immediately, and continue charging until the vehicle is fully charged, you can select the "Charge Now" option or use the double plug override option.

NOTE:
For information on jump starting your vehicle, refer to the "In Case Of Emergency" chapter in the Owner's Manual.

IGNITION SWITCH

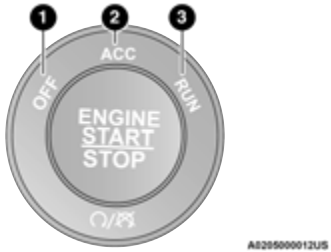
This feature allows the driver to operate the ignition switch with the push of a button as long as the key fob is in the passenger compartment.

NOTE:
This vehicle is equipped with an automatic shutdown feature. If the vehicle is left in READY state (vehicle running) with the gear selector in the PARK position for 30 minutes, 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 of whether 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 START/STOP ignition button 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, RUN 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 the instrument cluster display whenever the vehicle is operating in Electric mode and the vehicle is stationary.
- If the vehicle's ignition is in either ACC or ON/RUN, the vehicle charge indicator may not display a value greater than 99% state of charge due to vehicle loads.



Keyless Push Button Ignition

1 — OFF
2 — ACC
3 — ON/RUN

The ignition can be placed in the following positions:

OFF

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

ACC

- Some electrical devices are available (e.g. power windows)
- Mechanical power (vehicle propulsion) is not available

ON/RUN

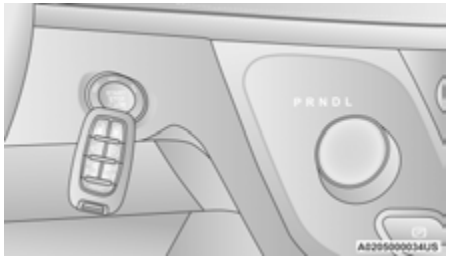
- Driving position
- All electrical devices are available (e.g. climate controls, etc.)
- As long as the READY appears in the instrument cluster display, it does not matter if the engine is running, vehicle propulsion is available

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

Conditions Which May Cause The Engine To Run

- While maintaining the Hybrid Battery State of Charge (SOC)
- When applying maximum vehicle acceleration
- When maximum passenger compartment heating has been turned on
- While maintaining the Exhaust System Catalyst Temperature (after engine start in current ignition cycle - emissions requirement)
- When the engine is temporarily operating in Fuel and Oil Refresh Mode
- When the hood is open with the ignition in ON/RUN, post-START mode (eliminates 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 backup 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.

(Continued)

WARNING!

- Do not leave the key fob in or near the vehicle, or in a location accessible to children, and do not leave the Keyless Enter 'n Go™ Ignition in the ACC or ON/RUN position. A child could operate power windows, other controls, or move the vehicle.
- Do not leave children or animals inside parked vehicles in hot weather. Interior heat buildup may cause serious injury or death.

CAUTION!

An unlocked vehicle is an invitation for theft. 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 and transition the ignition to OFF.
For more information on normal starting, see ➪ page 38.

REMOTE START 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 Start system also activates the Climate Control system and vented seats (if equipped) in temperatures above 80°F (26.7°C). It activates 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

Push and release the Remote Start button on the key fob twice within five seconds. The vehicle doors will lock, the parking lights will flash, and the horn will chirp twice (if programmed). Then, the vehicle will start, and remain in the Remote Start mode for a 15 minute cycle.

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

NOTE:

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

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

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

WARNING!

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

To Exit Remote Start Mode

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

In addition, the ignition can be cycled to the RUN (Pre-Propulsion System Active) 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 temporarily disable for two seconds after receiving a valid Remote Start request.

Refer to the Owner's Manual for further information.

SCHEDULED CABIN CONDITIONING (SCC)

This feature allows the driver to pre-condition (warm up or cool down) the passenger cabin based on a planned departure time. The target temperature is preset to the same values used by the Remote Start feature. Unlike Remote Start, the driver does not need to initiate the cabin conditioning by pushing the Remote Start button, instead, a programmed departure time will be used. Also, all scheduled cabin conditioning will be powered by the vehicle's high voltage battery working in conjunction with any EVSE connected to the vehicle. Unlike Remote Start, in SCC the vehicle's gas engine will not start to provide power or heat for cabin conditioning.

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

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

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

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

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

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

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

Scheduling An SCC Event:

1. Select the Hybrid Electric App on the touchscreen.
2. Select "Schedules"



Schedules Screen

3. Select the schedule to be set (1,2, or 3) by pressing the appropriate arrow on the right side of the touchscreen.

4. Choose “Climate Schedule”



Select Climate Schedule

5. Select if SCC should stop when the high voltage battery drops to 25% or lower.
6. Set the Departure Time: Hours, Minutes, and AM/PM.



Set Climate Schedule

7. Select the days that this SCC event will occur. The “Repeat” indicator illuminates to indicate that SCC will occur every week on the selected day(s), at the selected time.

   If you uncheck the “Repeat” option, all the days of the week will be grayed out and the vehicle will perform only one SCC event, which will occur at the next available time that matches the SCC event time (regardless of what day it was originally set to occur before “Repeat” was unchecked).
8. To schedule another SCC event, press the X and repeat these steps.

HOOD

OPENING

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

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

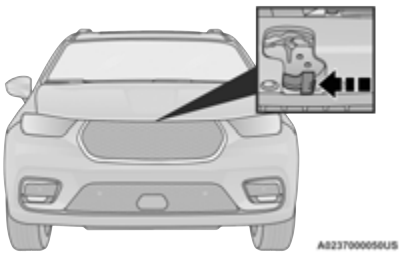
1. Pull the hood release lever located under the driver’s side of the instrument panel.



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 gear selector must be in PARK.
- If the vehicle was actively charging the high voltage battery when the hood was opened, the vehicle will stop charging until the hood is closed.

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.

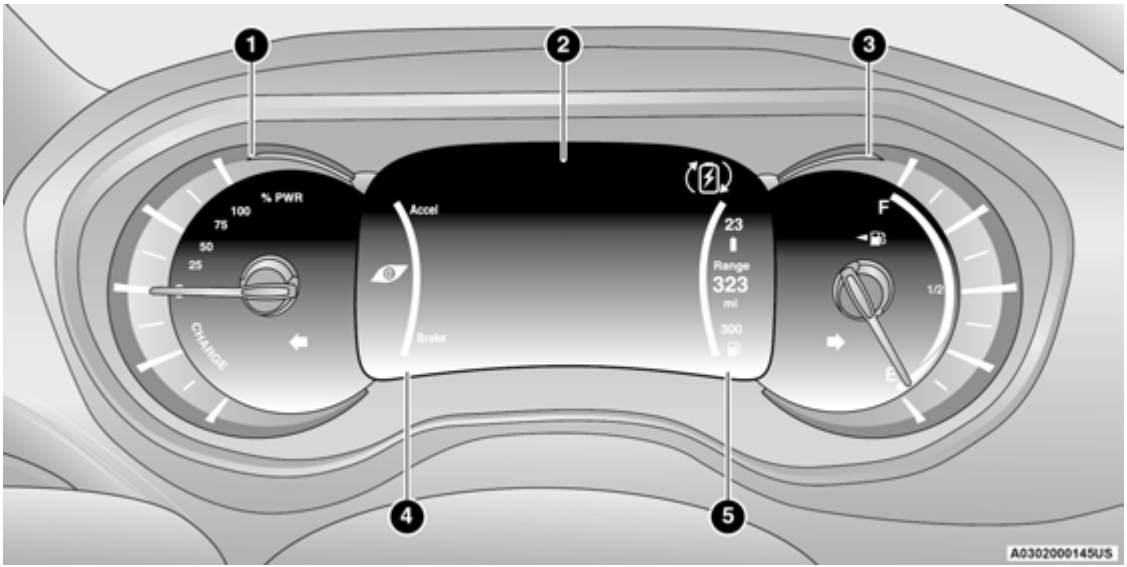
NOTE:
If the vehicle stopped charging the high voltage battery when the hood was opened, the vehicle will resume charging when the hood closes.

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

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

GETTING TO KNOW YOUR INSTRUMENT PANEL

INSTRUMENT CLUSTER



Instrument Cluster

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 ➪ page 27.



   - Max Regeneration symbol appears in the upper right corner of the Instrument Cluster Display when you are driving at the maximum efficiency ➪ page 37.

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



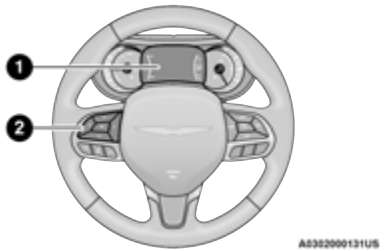
   - The fuel pump symbol points to the side of the vehicle where the fuel door is located.
4. Left Reconfigurable Screen With Four Customer Programmable Options
   - Efficiency Coach: This gauge provides visual awareness on how to achieve maximum energy efficiency while driving. When accelerating and braking, 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 High Voltage (HV) 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
5. Right 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 to 100%).
   - Electric Range: shows the vehicle's electric range capability, based on the High Voltage Battery State of Charge (state of charge <1 to 100%).
   - All Range Values: shows values for electric, hybrid and total range, along with a white gauge showing the total range.
   - NONE

INSTRUMENT CLUSTER DISPLAY

Your vehicle is equipped with an instrument cluster display, which offers useful information to the driver. Changing the ignition to the OFF mode 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

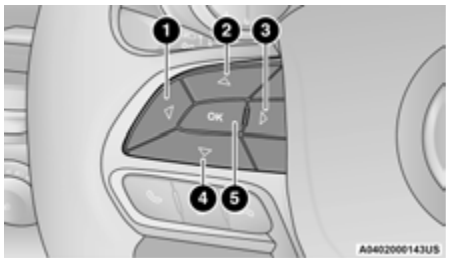
The Instrument Cluster Display is located in the center of the instrument cluster.



Instrument Cluster Display Location And Controls

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

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



Instrument Cluster Display Control Buttons

1 — Left Arrow Button
2 — Up Arrow Button
3 — Right Arrow Button
4 — Down Arrow Button
5 — OK Button

- **Back/Left** Arrow Button

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

  Push and release the **up** △ arrow button to scroll upward 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.
- **Down** Arrow Button

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

Stop Safely Vehicle Will Shut Off Soon



Stop Safely Vehicle Will Shut Off Soon Warning Message

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

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

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 and release the **up** or **down** arrow button until the menu displays the ”Vehicle Info” screen.
3. Push the **left** arrow button or **right** arrow button to access the “Oil Life” submenu.
4. Hold the **OK** button to reset the “Oil Life” to 100%.

NOTE:
This procedure must be completed within one (1) minute of changing the ignition mode from OFF to RUN. Otherwise you will need to cycle the ignition to OFF and then back to RUN again (this is to prevent inadvertent resetting of the oil life).

Secondary Method For Oil Life Reset Procedure

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

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

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

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 2.5 hours when fully warm whenever the vehicle is operational (no electric only operation). If the vehicle is shut down before conditions to exit the refresh mode have been satisfied, the engine may run for additional time on subsequent trips. Oil refresh may take significantly longer in freezing temperatures.

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

Electric drive mode will be temporarily unavailable while the Fuel and Oil Refresh Mode (FORM) is active. Do not attempt to return to Electric Mode until the FORM cycle is complete.

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.
- **Coolant Temperature**
  Displays the actual coolant temperature.
- **Oil Temperature**
  Displays the actual oil temperature.
- **Oil Pressure**
  Displays the actual oil pressure.

- **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 pop-up 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.

- **Battery Voltage**
  Displays the actual Low Voltage Battery System's Voltage.
- **Engine Hours — If Equipped**
  Displays the number of hours of engine operation.

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 ACC and the LaneSense systems
- Pop-up 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 MPG gauge + value (hold OK to reset)
- Current Energy Economy gauge + value
- Total Range

Range to Empty

- Electric Range
- Hybrid Range
- Total Range

Efficiency Coach

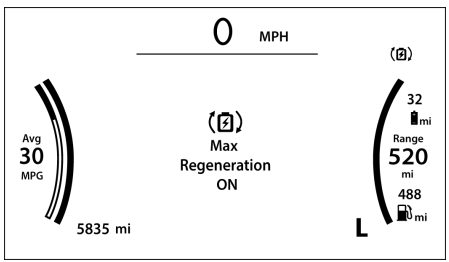


Efficiency Coach Gauge

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

- "Accel" is based on amount of acceleration (Different from MPG).
  - The gauge will only move up when accelerator pedal is pushed (or accelerating with Cruise Control or ACC).
  - Above a certain rate of change will be considered inefficient.
  - The color of the gauge bar will change from green to yellow to orange.
- "Brake" is based on amount of deceleration (slowing down).
  - The gauge will only move down when brake pedal is pushed (or decelerating with Cruise Control or ACC).
  - The color of the gauge bar will change from green to yellow to orange.
- The gauge bar color will transition smoothly up and down, and have a gradual change based on efficiency.
  - Center of gauge is 0% Accel and 0% Brake.
  - +/-0-35% of gauge fills green, +/-36-80% yellow, and +/-81-100% orange (with a blend between each color).
- When Rotary Shifter is shifted to L:
  - Max Regen Telltale is displayed in the upper right hand corner of the instrument cluster

    
  - Max Regeneration ON' Message is displayed for 5 seconds



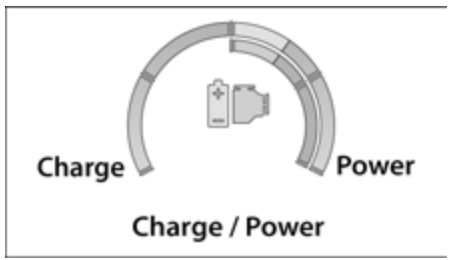
Max Regen Cluster Message

NOTE:
While attempting to shift into L, if "vehicle speed is too high to shift to L" message is displayed, the Max Regen ON/OFF message/TT should not be Displayed ➪ page 27

- When Rotary Shifter is shifted back to P/R/N/D:
  - Max Regen Telltale goes away
  - Max Regeneration OFF Message is displayed for 5 seconds

NOTE:
While attempting to shift out of L, if "vehicle speed is too High to shift to P (or R)" message is displayed, the Max Regen OFF/ON message should not be displayed. The Telltale should continue to display as long as the vehicle is in L gear.

Charge/Power



Charge/Power Gauge

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

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 pop-up 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

Left Side		
None	Energy Economy	Efficiency Coach
Charge/ Power		

Upper Left and Upper Right		
None	Compass	Outside Temp
Time	Average MPG (or “L/100km”, or “km/L”)	Hybrid Range
Current MPG (or “L/100km”, or “km/L”)	Electric Range	Trip A (Total Distance)
Trip B (Total Distance)	Battery %	Total Range

Right Side		
None	Battery % & EV Range	Electric Range
All (3) Range Values		

Odometer

- Show
- Hide (unless door open)

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.

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
- 115 Volt 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 +12 Volts, 115 Volt 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, +12 Volt portable appliances like vacuum cleaners, 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 +12 Volts, 115 Volt 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

Hybrid Electric Vehicle System Service Warning Light



This warning light will illuminate when service to the hybrid electric system is needed. It will be accompanied by a "Service Hybrid Electric Vehicle System" warning 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 an 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 an authorized dealer.

NOTE:

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

Torque Limited Warning Light



This warning light illuminates when vehicle acceleration is limited due to a reduction in engine or electric motor performance. Contact an authorized dealer for service if illumination persists.

GREEN INDICATOR LIGHTS

Max Regeneration Indicator Light



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

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

- "Max Regeneration On" – appears when the feature is turned on.
- "Max Regeneration Off" – appears when the feature is turned off.
- "Max Regeneration Unavailable" – appears when the feature is requested, but the vehicle is unable to comply. LED will flash for five seconds to indicate unavailability ➪ page 32.

Ready To Drive Indicator Light



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

Plug Status Indicator Light



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

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.
- 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 position. A child could operate power windows, other controls, or move the vehicle.
- Do not leave children or animals inside parked vehicles in hot weather. Interior heat build-up may cause serious injury or death.

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

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

NOTE:
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 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 position.
2. Push the ENGINE START/STOP button once, without brake pedal being pressed, to place the ignition in the ACC position (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 position (instrument cluster will display "Ignition or Accessory On").

NOTE:

- The vehicle is not able to be driven in the Ignition or Accessory On position, see "Achieving Vehicle READY 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 position.

4. Push the ENGINE START/STOP button a third time, without brake pedal being pressed, to return the ignition to the OFF position (instrument cluster will display “OFF”).

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

AUTOPARK

AutoPark is a supplemental feature to assist with 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.

(Continued)

WARNING!

- 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 gear selector. 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 gear 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. Refer to “Parking Brake” in “Starting And Operating” in your Owner’s Manual for further information.

CAUTION!

Engine will remain running.

AutoPark will engage when all of these conditions are met:

- Vehicle is equipped with a gear 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 pressed

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 gear 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 or brake pedal is not pressed

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

WARNING!

- Never use the PARK (P) position as a substitute for the parking brake. Always apply the parking 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.
- 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!

- 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 parking brake, shift the transmission into PARK, and turn the ignition OFF. When the ignition is in the OFF position, 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 position, 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 parking 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 position. 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 PARK or into or out of 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.

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 parking 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 is 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.

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 gear selector 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 key fob for the vehicle is not detected within the passenger cabin, following the opening and closing of any passenger compartment door (requires all doors to be closed before the key fob check will occur). These automatic alerts are to remind the driver to turn off the vehicle before leaving it, as well as, to let the driver know that the vehicle's key fob may have been unintentionally removed from the vehicle by an exiting passenger. After providing the Horn Chirp Alert, additional auto chirps will be inhibited until the gear selector has been moved out of park or ignition cycled.

AUTOMATIC TRANSMISSION

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

WARNING!

- Never use the PARK (P) position as a substitute for the parking brake. Always apply the parking 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.
- 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!

- 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 parking brake, shift the transmission into PARK, and turn the ignition OFF. When the ignition is in the OFF position, 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 position, 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 parking 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 position. 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 PARK or into or out of 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.

IGNITION PARK INTERLOCK

Your vehicle is equipped with an Ignition Park Interlock which requires the transmission to be in PARK before the ignition can be turned to the OFF position. 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 position.

BRAKE/TRANSMISSION SHIFT INTERLOCK (BTSI) SYSTEM

Your vehicle is equipped with a BTSI system 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 position (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 press 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 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.

CAUTION!

- Before moving the transmission gear selector out of PARK, you must turn the ignition to the ON/RUN position, and also press the brake pedal. Otherwise, damage to the gear selector could result.
- DO NOT press 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 the 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 Vehicle Pedestrian Alert Module (VPAM) 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 a change in speed by varying the volume 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 parking 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 Vehicle Pedestrian Alert Module (VPAM) 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 a change in speed by varying the volume 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.

(Continued)

CAUTION!

Refer to “Recreational Towing” in “Starting And Operating” and “Towing A Disabled Vehicle” in “In Case Of Emergency” in the Owner’s Manual 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 Vehicle Pedestrian Alert Module (VPAM) 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 a change in speed by varying the volume of sound.

LOW (L)

This range should be used when descending very steep grades or when increased regeneration is desired. 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 Vehicle Pedestrian Alert Module (VPAM) 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 a change in speed by varying the 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 pop-up 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:

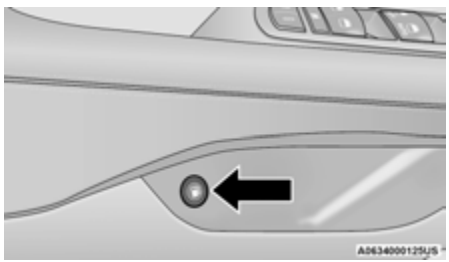
1. Stop the vehicle in a safe location.
2. Place the transmission in PARK, if possible. If not, place the transmission in NEUTRAL.

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



Instrument Cluster Message

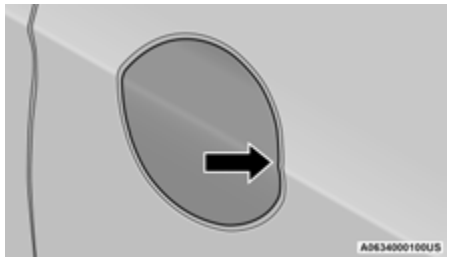
NOTE:

- After pushing the release button you will have 20 minutes to fuel the vehicle; beyond 20 minutes you will need to push the release button again.
- Under normal circumstances, 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, push the fuel door release button again to reset the latch. If pushing the fuel door release button a second time does not correct the problem, take the vehicle to an authorized dealer for service.



Fuel Filler Door

4

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 build-up 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. Engage the fuel door latch by pushing on the rear outer edge near the center.

WARNING!

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

CAUTION!

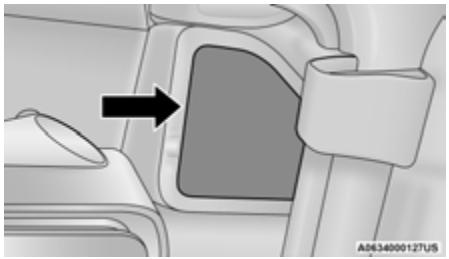
To avoid fuel spillage and overfilling, do not “top off” the fuel tank after filling.

Emergency Fuel Door Release

1. Place the vehicle's ignition to the RUN position (Propulsion System Not Active).

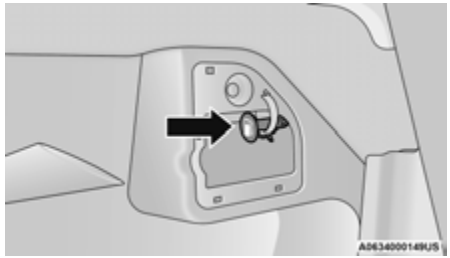
NOTE:
If this is not performed, then the tank vent valve will not open. This will result in premature fuel pump shut-offs.

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, gently pull the green handle directly away from the bracket to release the fuel door.



Fuel Door Emergency Release

NOTE:
Excessive force may break cable tether.

5. Reinstall 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.

SAFETY FEATURES

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 that 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 stopped or 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 Warning 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.

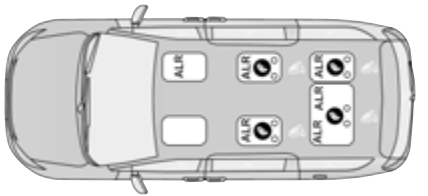
OCCUPANT RESTRAINT SYSTEMS

Seat Belt Systems

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

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.



Seven 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.
- 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. Grab 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)

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

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.

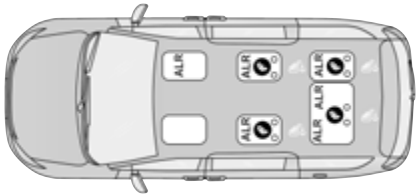
In order to reset the high voltage battery and engine, the vehicle must be towed to an authorized dealer immediately to be inspected and have the Enhanced Accident Response System reset.

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

CHILD RESTRAINTS

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

LATCH Positions For Installing Child Restraints In This Vehicle



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Seven Passenger Second Row Quad Seating LATCH Positions

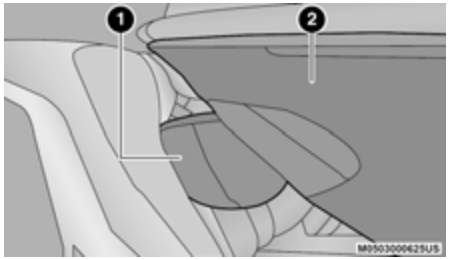
Lower Anchorage Symbol
(2 Anchorages Per Seating Position)
Top Tether Anchorage Symbol

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 lb (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 lb (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.
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 second row head restraints can be removed if they interfere with the installation of the child restraint. The third row center head restraint is removable, but the third row outboard head restraints are not removable. Refer to "Head Restraints" in the "Getting To Know Your Vehicle" section 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.

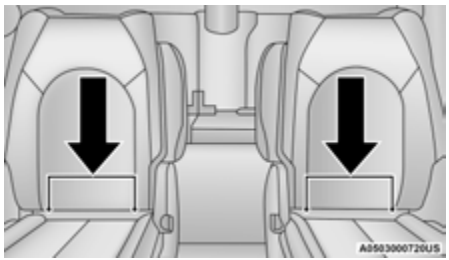


Car Seat With Head Restraint Folded

1 — Folded Headrest
2 — Child Restraint

Locating The LATCH Anchorages

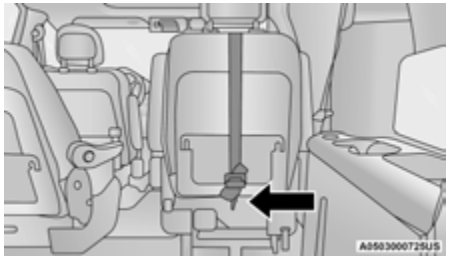
The lower anchorages are round bars that are found at the rear of the seat cushion where it meets the seatback, below the anchorage symbols on the seatback. They are just visible when you lean into the rear seat to install the child restraint. You will easily feel them if you run your finger along the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



LATCH Anchorages (Second Row Anchorages Shown)
Seven 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.

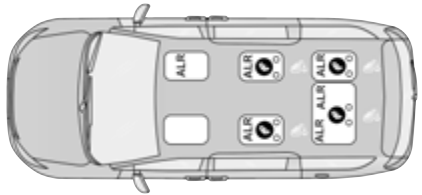


Tether Strap Anchorages
(Second Row Seven Passenger Quad Anchorage Shown)

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.

Refer to “Child Restraints” in the “Safety” section of the Owner’s Manual for further information, including installing child restraints in the third row.

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



Seven Passenger Quad Seat Automatic Locking Retractor (ALR) Locations

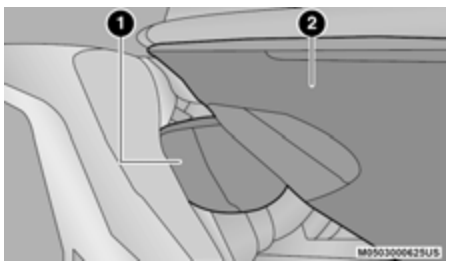
ALR — Switchable Automatic Locking Retractor
Top Tether Anchorage Symbol

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 second row head restraints can be removed if they interfere with the installation of the child restraint. The third row center head restraint is removable, but the third row outboard head restraints are not removable. Refer to "Head Restraints" in the "Getting To Know Your Vehicle" section 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

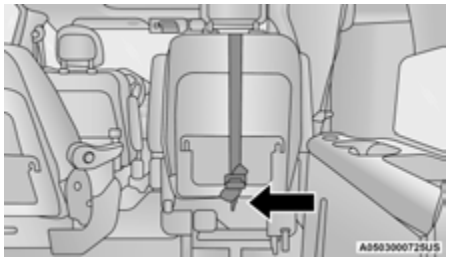
Second Row

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" in "Occupant Restraint Systems" in the Owner's Manual 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 Seven 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.

Refer to "Child Restraints" in the "Safety" section of the Owner's Manual for further information, including installing child restraints in the third row.

JUMP STARTING

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

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

- If the vehicle can be connected to a Level 1 or Level 2 charger where it is currently parked, the vehicle will still require a jump start to allow the vehicle to begin the battery charging process. Once the vehicle charging has begun (indicated by the charge status indicator on top of the vehicle's instrument panel), the jumper cables can be removed from the vehicle jump posts.
- If the vehicle cannot be connected to a Level 1 or Level 2 charger where it is currently parked, the vehicle can be moved by connecting 12 Volt power to the vehicle's jump posts and then shifting the transmission from PARK (P) into NEUTRAL (N). Power provided by the jumper cables will also allow the Electric Park Brake to be released. Carefully move the vehicle to a Level 1 or Level 2 charge location. While the vehicle is being moved, the external 12 Volt power must remain connected to the vehicle jump posts.

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

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

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

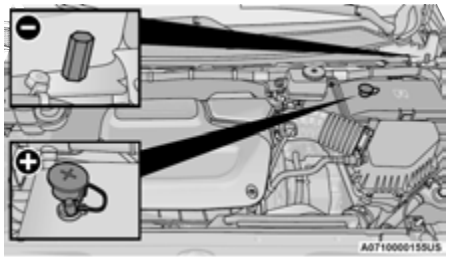
NOTE:
When using a portable battery booster pack, follow the manufacturer's operating instructions and precautions.

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 12 Volts 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 driver's side of the engine compartment.



Jump Starting Posts

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.

(Continued)

WARNING!

- Remove any jewelry such as rings, watches and bracelets that could make an inadvertent electrical contact.
- 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 12 Volt Battery has been sufficiently discharged, this may not be possible.

2. Turn off the heater, radio, and all electrical accessories.
3. If using another vehicle to jump start the 12 Volt 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 (exposed metallic/unpainted post of the discharge vehicle) near the windshield cowl.

WARNING!

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

5. Start the 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 12 Volt battery discharge), attempt to start the vehicle. Once the vehicle starts, follow the disconnecting procedure below.

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 12 Volt 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 12 Volt power outlet may draw sufficient power, even when they are OFF (in standby mode), to discharge the vehicle's 12 Volt battery. If the device is allowed to continue drawing power, eventually the vehicle's 12 Volt battery will discharge sufficiently to degrade battery life and/or prevent the engine from starting.

SERVICING AND MAINTENANCE

SCHEDULED SERVICING

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

Based on engine operation conditions, the oil change indicator message will illuminate. This means that service is required for your vehicle. Operating conditions such as frequent short-trips, or extremely hot or cold ambient temperatures will influence when the “Oil Change Required” message is displayed. Have your vehicle serviced as soon as possible, within the next 500 miles (805 km). 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 ➪ page 31.

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 ➪ page 31.

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.

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

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 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 parking brake.
● Inspect engine cooling system protection and hoses.
● Inspect exhaust system.
● Inspect engine air cleaner if using in dusty or off-road conditions, replace the engine air cleaner filter if necessary.

Mileage Or Time Passed (Whichever Comes First)	20,000	30,000	40,000	50,000	60,000	70,000	80,000	90,000	100,000	110,000	120,000	130,000	140,000	150,000
Or Years:	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Or Kilometers:	32,000	48,000	64,000	80,000	96,000	112,000	128,000	144,000	160,000	176,000	192,000	208,000	224,000	240,000
Additional Inspections														
Inspect the CV 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

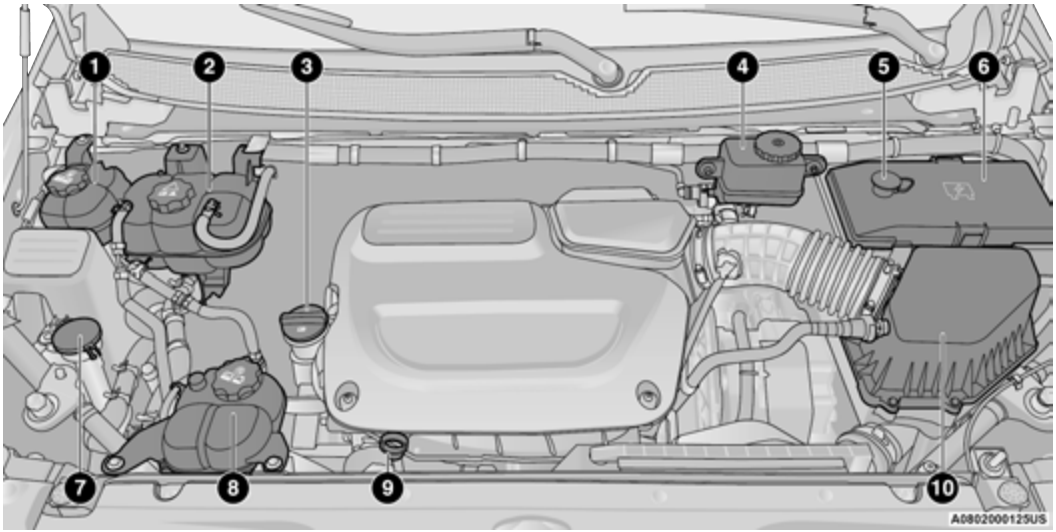
Mileage Or Time Passed (Whichever Comes First)	20,000	30,000	40,000	50,000	60,000	70,000	80,000	90,000	100,000	110,000	120,000	130,000	140,000	150,000
Or Years:	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Or Kilometers:	32,000	48,000	64,000	80,000	96,000	112,000	128,000	144,000	160,000	176,000	192,000	208,000	224,000	240,000
Additional Maintenance														
Replace engine air cleaner filter.		X			X			X			X			X
Replace cabin air filter.	To be replaced every 12,000 miles (19,000 km).													
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 needs 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 affect vehicle handling and performance. This could cause an accident.

ENGINE COMPARTMENT — HYBRID



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

1. See an authorized dealer for service.

VEHICLE MAINTENANCE

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

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

WARNING!

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

COOLING SYSTEM

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 an authorized dealer.

Engine Coolant Checks

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

NOTE:
If the engine coolant is changed for low temperature capability, you must also change the coolant for the Electric/Battery systems ➪ page 64.

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 Organic Additive Technology (OAT) coolant (conforming to MS.90032).

For the proper maintenance intervals ➪ page 59.

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 Hybrid Electric Vehicle System Service Light will be illuminated on the instrument cluster.

Selection Of Coolant

NOTE:

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

Adding Coolant

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

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

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

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

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

NOTE:

- Mixing coolant types is not recommended and can result in cooling system damage. If HOAT and OAT coolant are mixed in an emergency, if the proper OAT coolant is not available, add only water to the cooling system, then have an authorized dealer drain, flush, and refill with OAT coolant (conforming to MS.90032) as soon as possible. Under no circumstances should HOAT coolant be added to the cooling system.
- Low pressure expansion bottles for power electronics and battery cooling require a special tool for removing the cap from the expansion bottle. For the battery coolant bottle, it is important to not add coolant if level is low. The vehicle should be taken to an authorized dealer for proper servicing of the battery coolant loop if this should occur.

Cooling System Pressure Cap

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

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

WARNING!

- Do not open 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, clean up any ground spills immediately. If ingested by a child or pet, seek emergency assistance 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 is needed to maintain the proper level, it should be added to the coolant bottle. Do not overfill.

See an authorized dealer for service.

Cooling System Notes

NOTE:

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

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

- Do not overfill the coolant expansion bottle.
- Check the coolant freeze point in the radiator and in the coolant expansion bottle. If engine coolant needs to be added, the contents of the coolant expansion bottle must also be protected against freezing.
- If frequent engine coolant additions are required, the cooling system should be pressure tested for leaks.
- Maintain coolant concentration at a minimum of 50% OAT coolant (conforming to MS.90032) and deionized, or distilled water.
- Use only high purity water such as deionized, or distilled water when mixing the water/coolant solution for the engine, battery or high voltage electronics cooling systems. The use of lower quality water will reduce the amount of corrosion protection in the cooling system.
- Make sure that the coolant expansion bottle overflow hoses are not kinked or obstructed.
- Keep the front of the radiator clean. If your vehicle is equipped with air conditioning, keep the front of the condenser clean.
- Do not change the thermostat for Summer or Winter operation. If replacement is ever necessary, install ONLY the correct type thermostat. Other designs may result in unsatisfactory engine cooling performance, poor gas mileage, and increased emissions.
- The coolant freeze point in the battery and power electronics loop should be checked by an authorized dealer as a special tool is required to remove the cap from those expansion bottles.
- Electric/Battery coolant system must be serviced by an authorized dealer. If the coolant level is below what is specified on the reservoir, contact an authorized dealer for service. These systems require the use of high purity water such as deionized, or distilled water when mixing the water and coolant solution. The use of lower quality water will reduce the amount of corrosion protection in the cooling systems.

FUSES

General Information

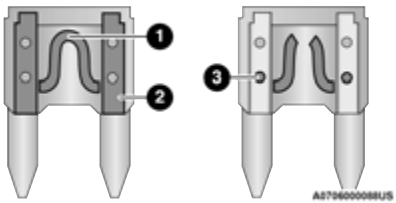
WARNING!

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

The fuses protect electrical systems against excessive current.

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

Also, please be aware that using power outlets for extended periods of time with the 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

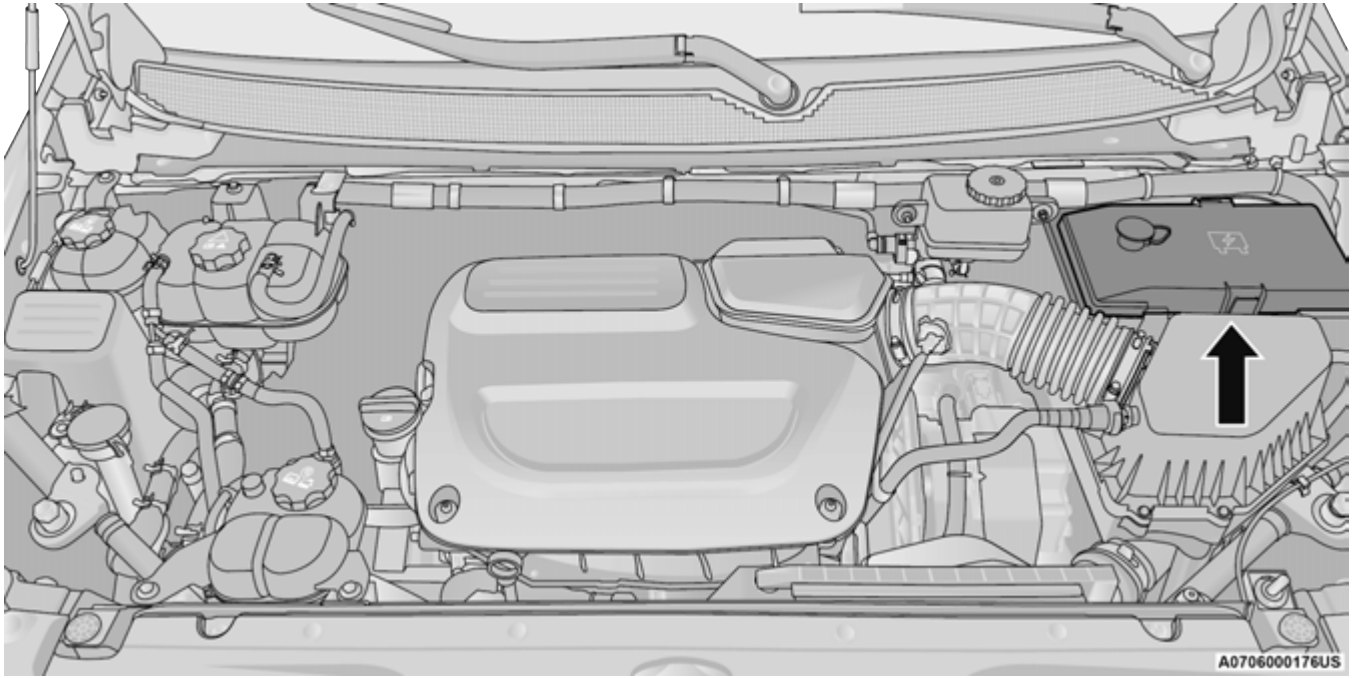
The Power Distribution Center (PDC) is located in the engine compartment near the driver's side hood hinge. This center contains cartridge fuses, mini-fuses, micro-fuses, circuit breakers and relays. A label that identifies each component is printed on the inside of the cover.

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 screwdrivers 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.

CAUTION!
When installing the Power Distribution Center cover, it is important to ensure the cover is properly positioned and fully latched. Failure to do so may allow water to get into the Power Distribution Center and possibly result in an electrical system failure.



Underhood Power Distribution Center

Cavity	Cartridge Fuse	Blade Fuse	Description
* If Equipped			
F01	70 Amp	–	Electric Pwr Steering
F02	150 Amp	–	Spare
F04	–	–	Batt / Integrated Dual Chg Mod (IDCM)
F05	80 Amp	–	Rad Fan
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 Populated
F10	–	15 Amp Blue	High Temp Aux Pump / HV Elect Coolant Htr
F11	–	15 Amp Blue	ELCM / FTIV
F12	–	5 Amp Tan	Battery Sensor (IBS)
F13	–	–	Not Populated
F14	–	10 Amp Red	Media Hub / Pwr Lumbar
F15	40 Amp Green	–	CBC / Power Locks
F16	–	20 Amp Yellow	ECM
F17	–	–	Not Populated
F18	40 Amp Green	–	CBC / Ext Lights
F19	–	–	Not Populated
F20	–	10 Amp Red	Low Temp Passive Pump
F21	20 Amp Blue	–	PIM - Park PAWL Motor
F22	–	–	Not Populated
F23	–	–	Not Populated

Cavity	Cartridge Fuse	Blade Fuse	Description
		* If Equipped	
F24	–	20 Amp Yellow	RR Wiper
F25	–	10 Amp Red	Hands Free Dr Mod / RMS / Active Grill Shutter / VRM
F26	40 Amp Green	–	Front Blower Motor
F27	25 Amp Clear	–	RR Slide Door Module - RT
F28	–	10 Amp Red	Diagnostic Port/Port USB (IP) / Video USB Port / Overhead DVD Player (Aftermarket)
F29	–	–	Not Populated
F30	–	10 Amp Red	ECM / PWR Invert Mod
F31	–	10 Amp Red	3 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 Populated
F37	40 Amp Green	–	CBC / Ext Lights / PCM
F38	–	–	Not Populated
F39	25 Amp Clear	–	Rear Blower Motor
F40	20 Amp Blue	–	Trans Oil Pump
F41	–	–	Not Populated
F42	–	–	Not Populated
F43	–	20 Amp Yellow	Fuel Pump Motor
F44	30 Amp Pink	–	CBC / Interior Lights

Cavity	Cartridge Fuse	Blade Fuse	Description
* If Equipped			
F45	30 Amp Pink	–	Power Inverter AC
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 Populated
F53	–	–	Not Populated
F54	40 Amp Green	–	ESC-ECU And Valves
F55	–	15 Amp Blue	RF Hub / KIN / ESL / DVD
F56	–	10 Amp Red	FRT & RR HVAC CTRL/ OCM / ESL / EPS / ESC
F57	–	20 Amp Yellow	PIM - Main Power Supply
F58	–	–	Not Populated
F59	–	–	Not Populated
F60	–	20 Amp Yellow	Rear Cargo Pwr Outlet
F61	–	–	Not Populated
F62	–	20 Amp Yellow	PIM-Main PWR Supply
F63	–	–	Not Populated
F64	–	–	Not Populated
F65	–	–	Not Populated
F66	–	15 Amp Blue	Cluster

Cavity	Cartridge Fuse	Blade Fuse	Description
* If Equipped			
F67	–	10 Amp Red	DASM / PARKTRONIC / HALF
F68	–	–	Not Populated
F69	–	15 Amp Blue	BPCM
F70	–	5 Amp Tan	EAC
F71	–	20 Amp Yellow	Horn
F72	–	–	Not Populated
F73	30 Amp Pink	–	RR Defog
F74	–	–	Not Populated
F75	–	5 Amp Tan	Overhead Console / RR Center Stack
F76	–	20 Amp Yellow	Uconnect / Center Display / Telematics
F77	–	10 Amp Red	RR Entertainment / Media HUB / USB (S) / Rain Sensors / Sunroof / RR View Mirror / Overhead DVD Player / Interior Monitoring Camera/ Wireless Charging pad
F78	–	15 Amp Blue	TCM (ZF) / E-Shifter / Cluster
F79	–	10 Amp Red	ICS / HVAC / EPB SW / STRG Column Ctrl
F80	–	5 Amp Tan	IDCM
F81	–	5 Amp Tan	Not Populated
F82	–	–	Not Populated
F83	–	–	Not Populated
F84	–	–	Not Populated
F85	–	20 Amp Yellow	Cigar Lighter
F86	–	–	Not Populated
F87	–	–	Not Populated

Cavity	Cartridge Fuse	Blade Fuse	Description
*** If Equipped**			
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
F92	–	5 Amp Tan	Security Gateway
F93	–	–	Not Populated
F94	40 Amp Green	–	ESC - Motor Pump
F95A	–	10 Amp Red	USB IP (Run / ACC)
F95B	–		USB IP (Direct B+)
F96	–	10 Amp Red	Airbag
F97	–	10 Amp Red	Airbag
F98	–	–	Not Populated
F99	–	–	Not Populated
F100	–	10 Amp Red	Pedestrian Alert / RR Camera / Blindspot / CVPM / Humidity Snsr / In Car Temp Sensor / Headlamp SW
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.

TIRES

SNOW TRACTION DEVICES

Use of traction devices require sufficient tire-to-body clearance. Due to limited clearance, the following snow traction devices are recommended. Follow these recommendations to guard against damage:

- Snow traction device must be of proper size for the tire, as recommended by the snow traction device manufacturer.
- No other tire sizes are recommended for use with the snow traction device.
- Please follow the table for the recommended tire size, axle and snow traction device:

FWD Trim Level	Axle	Tire/Wheel Size	Snow Traction Device (Maximum Projection Beyond Tire Profile Or Equivalent)
Touring L Limited	Front	235/65R17 235/60R18	9 mm Cable/Chain
Pinnacle		235/60R18	

WARNING!
Using tires of different size and type (M+S, Snow) between front and rear axles can cause unpredictable handling. You could lose control and have a collision.

CAUTION!

To avoid damage to your vehicle or tires, observe the following precautions:

- Because of restricted traction device clearance between tires and other suspension components, it is important that only traction devices in good condition are used. Broken devices can cause serious damage. Stop the vehicle immediately if noise occurs that could indicate device breakage. Remove the damaged parts of the device before further use.
- Install device as tightly as possible and then retighten after driving about ½ mile (0.8 km).
- Do not exceed 30 mph (48 km/h).
- Drive cautiously and avoid severe turns and large bumps, especially with a loaded vehicle.
- Do not drive for a prolonged period on dry pavement.
- Observe the traction device manufacturer's instructions on the method of installation, operating speed, and conditions for use. Always use the suggested operating speed of the device manufacturer's if it is less than 30 mph (48 km/h).
- Do not use traction devices on a compact spare tire.

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

NOTE:

The hybrid has a feature of periodic wake-up that occurs every 21 days. This feature charges the 12 Volt battery from the high voltage battery. This will happen as long as the high voltage battery remains above the minimum state of charge ➪ page 38.

CAUTION!

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

TECHNICAL SPECIFICATIONS

FLUID CAPACITIES

	US	Metric
Fuel (Approximate)		
3.6L Engine	17 gal	64 L
Engine Oil With Filter		
3.6L Engine	5 qt	4.7 L
Cooling System*		
3.6L Engine	17.3 qt	16.4 L
Battery Coolant	4.5 qt	4.3 L
Power Electronics Coolant	3.6 qt	3.4 L
* 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.

ENGINE FLUIDS AND LUBRICANTS

Component	Fluid, Lubricant, or Genuine Part
Engine Coolant, Battery Coolant, Power Electric Coolant	We recommend using Mopar® Antifreeze/Coolant 10 Year/150,000 Mile (240,000 km) Formula OAT (Organic Additive Technology) with deionized, or distilled water for proper corrosion protection or equivalent meeting the requirements of the manufacturer Material Standard MS.90032.
Engine Oil – 3.6L Engine	We recommend using Mopar® SAE 0W-20 Full Synthetic Engine Oil which meets the requirements of the manufacturer Material Standard MS-6395. Equivalent full synthetic SAE 0W-20 engine oil can be used but must have the API Starburst trademark.
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.
- Do not use water alone or alcohol-based engine coolant (antifreeze) products. Do not use additional rust inhibitors or antirust 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 FLUIDS AND LUBRICANTS

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 using Mopar® DOT 3 Brake Fluid, SAE J1703 should be used. Use only recommended brake fluids.

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.

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SCAN TO ACCESS YOUR
VEHICLE'S VIDEO PLAYLIST

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