Jeep®

COMPASS

Dear Customer,

We would like to congratulate and thank you for choosing a Jeep.

This supplement illustrates the specific features of your hybrid car and has been produced with the support of specialists to enable you to know how it works.

You are advised to read through the User Guide before taking it on the road for the first time. It is important to become comfortable with the controls of your vehicle especially with those related to driving in electric mode.

This document also provides a description of special features and tips, as well as essential information for the safe driving, care and maintenance of your Jeep over time.

After reading this manual, we recommend that you store it inside the vehicle, so that you can consult it easily and make sure that it remains on board the vehicle in the event of sale.

In case of need, we remind you that the Jeep Dealership knows your car at its best, has trained technicians and uses genuine spare parts in order to satisfy your every need.

ATTENTION

The data contained in this publication is intended to help you use your vehicle in the best possible way.
FCA Italy S.p.A. aims at a constant improvement of the vehicles produced. For this reason it reserves the right to make changes to the model described for technical and/or commercial reasons.
For further information, contact a Jeep Dealership.

HOW TO USE THE SUPPLEMENT

OPERATING INSTRUCTIONS

Each time an instruction is given that concerns direction (left/right or forward/backward), it is written to be read from the perspective of an occupant in the driver's seat. If a direction is written from a different perspective, it will be specified as such in the text as appropriate.

The figures in this supplement are only examples: this might imply that some details of the image do not correspond to the actual arrangement of your vehicle. In addition, the supplement has been conceived considering vehicles with steering wheel on the left side; it is therefore possible that on vehicles with steering wheel on the right side, the position or construction of some controls is not exactly mirror-like with respect to the figure.

To identify the section with the information needed you can consult the alphabetical table of content at the end of this Supplement.

The sections themselves are quickly identifiable by means of a specific graphic tab at the edge of all the odd-numbered pages. There is also a key for becoming familiar with the chapter order and the relevant symbols in the tabs. Additionally, there is a textual indication of each current section at the side of each even page.

WARNINGS AND CAUTIONS

While reading this supplement you will find a series of **WARNINGS** to prevent procedures that could damage your vehicle.

There are also **CAUTIONS** that must be carefully followed to prevent incorrect use of the components of the vehicle, which could cause accidents or injuries.

Therefore, all **WARNINGS** and **CAUTIONS** must always be carefully followed.

WARNINGS and **CAUTIONS** are recalled in the text with the following symbols:

 personal safety;

 vehicle safety;

 environmental protection.

These symbols, when necessary, are indicated besides the title or at the end of the line and are followed by a number. That number recalls the corresponding warning at the end of the relevant chapter.

SYMBOLS

Some car components have coloured labels with symbols indicating precautions to be observed when using this component.

High-voltage components

On the high-voltage components of the vehicle, there are plates with specific symbols. For more information see the descriptions in this document.

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KNOWING YOUR VEHICLE

In-depth knowledge of your new car starts here.

The publication you are reading tells you how it is made and how it works in simple, directly manner.

For this reason, we advise you to read it sitting comfortably onboard to check the illustrated topics straight away.

For anything not included, refer to the "Knowing your vehicle" section in the Owner Handbook.

OPERATING PRINCIPLE

HYBRID SYSTEM EQUIPMENT

Compass 4xe is a **P-HEV** (**P**lug-in **H**ybrid **E**lectric **V**ehicle).

The car is equipped with:

- **in the front** with the conventional heat engine, to which is coupled an electric motor that performs the function of alternator;
- **in the rear** with an electric motor (powered by a high-voltage lithium ion battery) on the rear axle, for motion transmission.

GENERAL INFORMATION

The vehicle can be charged with alternating current (AC) using:

- a domestic power socket. Charging via the domestic power socket is permitted with voltage values ranging from 100 to 230 Volts depending on the country and depending on the charging cable connected to the vehicle (e.g. 110 Volts cannot be charged via the 230 Volt cable);
- a domestic charging station (wallbox);
- a public charging station.

Depending on the driving and operating conditions of the vehicle, the hybrid system can move the vehicle in purely electric mode or support the heat engine.

Thanks to the "E-SAVE" mode, the heat engine can help to charge the high-voltage battery or keep its state of charge.

During operation in electric mode ("ELECTRIC") the car uses only the electric motor for a certain distance as long as the high-voltage battery permits it.

For more information on the "E-SAVE" and "ELECTRIC" operating modes, refer to the "Operating Modes" chapter in this section.

The high-voltage battery is also charged during regenerative braking ("eBraking"/"eCoasting").

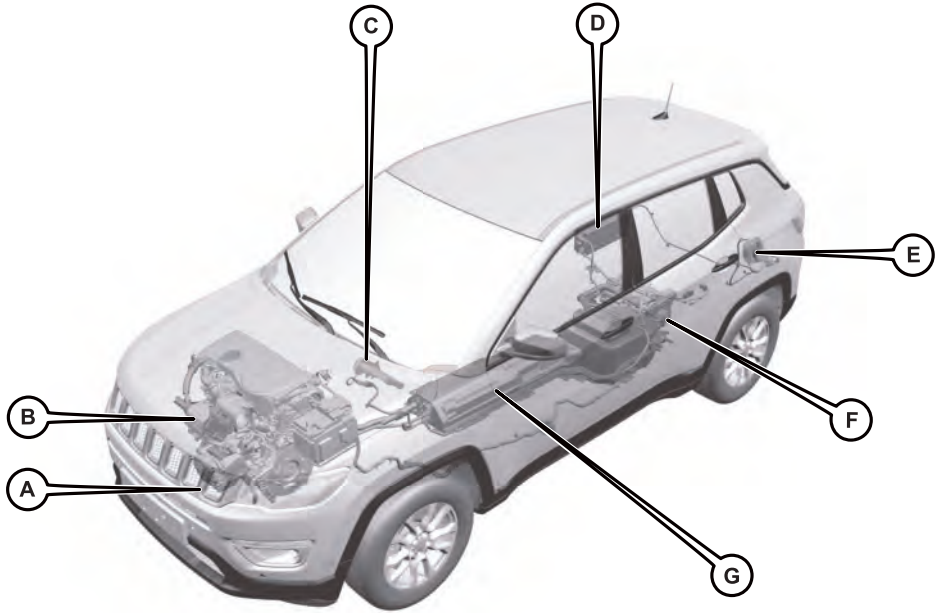
In purely electric driving mode the car does not consume fuel, but uses the energy stored in the battery. This is useful for quiet driving or for access to urban areas where there are special restrictions for cars equipped with internal combustion engine only.

When operating in "HYBRID" mode, the rear electric motor supports the heat engine by reducing fuel consumption.

MOPAR®, as an original accessory, offers the wallbox dedicated to efficient car charging in a domestic installation.

For more information on domestic charging stations (wallbox) contact the Jeep Dealership.

HYBRID SYSTEM FUNCTIONAL SCHEME



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A. High-voltage electric compressor - B. Electric motor connected to the internal combustion engine for the production of electric energy for battery charging - C. High-voltage heater - D. Charging control module - E. Charging socket - F. Electric motor for rear wheel drive - G. High-voltage battery

HIGH-VOLTAGE BATTERY

1) 2) 3) 4) 5) 6)

1)

1) 2)

The car is equipped with a sealed high-voltage lithium ion battery and has the function of energy storage for the car. The battery is used to power the electric motor and the car's 12 Volt electrical system power source.

The high-voltage battery is partially charged by recovering the kinetic energy of the car during slowing down and braking while driving. The battery can be completely charged only by connecting the car to the electric network using the charge socket.

For optimal use of the high-voltage battery, it is advisable to charge the vehicle regularly using a suitable charging device.

The high-voltage battery is located at the bottom of the vehicle in a central area and is maintenance-free.

Lithium-ion batteries provide the following benefits:

- ❒ are much lighter than other types of chargeable batteries of the same size;
- ❒ keep the charge longer;
- ❒ can be charged/discharged thousands of times.

The high-voltage components on the vehicle are cooled by an auxiliary circuit located inside the engine compartment (for more information refer to the "Checking levels" paragraph in the "Servicing and maintenance" section).

NOTE In case the battery set needs to be cooled, the electric compressor is automatically activated even when the passenger compartment cooling function is not engaged. The high-voltage battery is cooled by the refrigerant gas also used by the passenger compartment air conditioning system.

WARNING The high-voltage battery has a limited life duration. Its capacity to hold charge decreases with time and use, as for any rechargeable battery.
The amount by which the battery capacity decreases varies with the outside conditions (ambient temperature, etc.) and usage conditions, e.g. driving habits and the high-voltage battery (traction battery) charging methods. This is a natural characteristic of lithium ion batteries and is not a sign of malfunction.
In addition, although the distance that can be travelled in electrical mode decreases as the capacity of the high-voltage battery decreases, the performance of the car is not significantly affected.

To ensure that the lithium ion battery is maintained properly over time, the vehicle must not be exposed to temperatures below -10°C and above 40°C for extended periods of time, as some vehicle functions may change or become deactivated as the battery capacity decreases outside this temperature range.
The high-voltage battery is equipped with conditioning systems that ensure that it operates under the best temperature conditions appropriate to its operation.

ATTENTION

1) *Do not resell, give away or modify the high-voltage battery. The high-voltage battery must only be used on the vehicle on which it is supplied. If used outside the vehicle or modified, accidents such as electric shock, heat or smoke generation, explosion or electrolyte leakage may occur. If the vehicle is scrapped without removing the high-voltage battery, contact with high-voltage components, cables and connectors could cause very dangerous electric shock. If the high-voltage battery is not disposed of properly, it may cause electric shock, resulting in serious injury or death.*
2) *The mains power supply and the high-voltage battery are potentially dangerous: they can cause injury, burns and risk of electrocution. Always take great care.*
3) *Never touch or tamper with the cables and components of the high-voltage battery in any way: do not allow the high-voltage battery components to come into contact with bracelets, necklaces or any metal objects worn.*
4) *Do not open, modify or remove the high-voltage battery cover: any gases released may be harmful and flammable: avoid inhaling the gases.*
5) *Damage to the vehicle or the high-voltage battery may cause harmful gases to escape, which could cause a fire. In the event of a fire, move away from the vehicle, wear a reflective vest (if required by the regulations in force), position yourself in a safe place, and immediately contact the rescuers, police or fire brigade informing them that this is a vehicle with a high-voltage system.*
6) *The electrolyte inside the battery is a polluting and flammable material. If the high-voltage battery is not disposed of properly, it may cause fire and pollute the environment.*

WARNING

1) *If, as a result of a violent impact or accident, the car has hit the bottom (underbody), have the battery and the high-voltage system checked by qualified technicians.*

WARNING

1) *Live parts of the vehicle are marked with safety warning labels. The high-voltage battery bears a label indicating this danger.*
2) *Do not dispose of the high-voltage battery privately: for more information contact a Jeep Dealership.*

OPERATING MODE

While driving, by pressing the buttons located on the central tunnel, fig. 2 you can select three different operating modes:

- **HYBRID**
- **ELECTRIC**
- **E-SAVE**

The standard operating mode is "HYBRID".

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When the ignition device is positioned to MAR, the engine starts in electric mode ("ELECTRIC") if:

- the charge status of the high-voltage battery is above 0%;
- the temperature of the high-voltage battery is not high;
- the outside temperature is higher than -10°C;
- the car's bonnet is closed correctly.

When driving on urban routes, driving always continues in fully electric mode: if the driver requests an increase in power and the electrical system is not able to satisfy the request, the heat engine will be automatically activated.

"HYBRID" MODE

Activating the "HYBRID" operating mode optimizes fuel consumption.

Activation

The mode is activated by pressing the **HYBRID** button located on the central tunnel.

With "HYBRID" mode active:

- the LED on the HYBRID fig. 2 button is on;
- "HYBRID" is shown on the instrument panel display.

7)

"ELECTRIC" MODE

The activation of the "ELECTRIC" operating mode is only possible if the high-voltage battery charge status is not less than 1% or until the driver requires the intervention of the heat engine (fully depressing the accelerator pedal until it hardens in the last part of the stroke - "Kick-down" function).

Activation

The mode is activated by pressing the **ELECTRIC** button located on the central tunnel.

With "ELECTRIC" mode active:

- ❒ the LED located on the ELECTRIC fig. 2 button is on;
- ❒ the display of the instrument panel shows "ELECTRIC".

When the "ELECTRIC" mode is activated, the vehicle will proceed exclusively in electric operation mode, up to a maximum speed of 135 km/h and until the battery charge is exhausted. Depending if the accelerator pedal is fully depressed and/ or the battery is discharged, the system will automatically switch to the "HYBRID" operating mode.

⚠ 8)

This mode of operation can be activated with the **Selec-Terrain™** system dial rotated to "**AUTO**" (default setting) or "**SPORT**".

Even when the high-voltage battery charge level is high and the electric mode is available, the heat engine may start under certain conditions to protect the hybrid system.

WARNING You cannot start the engine if the battery temperature is too low or too high. If, under these conditions, the fully electric operating mode is selected, the heat motor is started.

"E-SAVE" MODE

Activating the "**E-SAVE**" operating mode allows to maintain the charge status or charge the high-voltage battery, depending on the setting done on the display of the **Uconnect™** 8.4" system (for more information see "**Uconnect™** 8.4 NAV DAB Radio / **Uconnect™** 8.4" DAB Radio" in the "Knowing the instrument panel and Multimedia" section).

The electrical autonomy of the high-voltage battery is thus safeguarded, allowing it to be used, for example, for a route in urban areas where the heat engine use is prohibited.

Activation

The mode is activated by pressing the **E-SAVE** button located on the central tunnel.

With "**E-SAVE**" mode active:

- ❒ the LED located on the E-SAVE button fig. 2 is on;
- ❒ the display on the instrument panel shows "E-SAVE".

Using the **Uconnect™** system display it is possible to change the features of the function (see "Knowing the instrument panel and Multimedia").

There are two features related to the "**E-SAVE**" mode:

- "**Battery save**" (high-voltage battery charge status safeguard) (preset setting).
- "**Battery charge**" (high-voltage battery charge).

NOTE The activation of"**E-SAVE**" mode permits charging the high voltage battery up to a value close to 70% based on the driving style and the method of using the car.

Battery save

It keeps the high-voltage battery charge status at approx. the same constant charge level in which the vehicle is when the "**E-SAVE**" mode is activated.

Battery charge

The high-voltage battery is charged through the control electronics thanks to the operation of the heat engine.

NOTE Driving with the "**E-SAVE**" mode active may result in an increase in average fuel consumption and a limitation of the accelerator pedal response in case of engine performance request.

NOTE The "**E-SAVE**" mode can be used only if the fuel level inside the tank is not at the minimum level.

ATTENTION

7) *With "HYBRID" mode active, car stopped and the ignition device RUN, opening the engine boot automatically activates the heat engine.*
8) *With "ELECTRIC" mode active, car stopped and the ignition device RUN, opening the engine lid automatically activates the heat engine.*

POWER SOURCES THAT CAN BE USED

⚠ 9) 10) 11) 12) 13) 14) 15) 16) 17) 18) 19) 20) 21) 22) 23) 24) 25) 26) 27) 28) 29) 30) 31) 32)

GENERAL INFORMATION

The vehicle's high-voltage battery can be charged not only through the heat engine operation , but also using special charging cables that allow:

- the connection of the charging socket located on the rear left side of the vehicle to the charging sockets in public charging stations;

or

- to the domestic socket.

Regular and complete charging of the high-voltage battery reduces fuel consumption by using electrical energy thanks to the operation of the electric motor.

The charging procedure control and monitoring takes place in a fully automatic way.

NOTE The vehicle is not able to automatically recognize the maximum allowable current intensity depending on the type of domestic socket/public charging stations used and the regulations in force in the country in which you are located (e.g. overloads). Reduce the maximum charge current required by using the "Charge setting" option on the display of the **Uconnect™** system (for more information refer to "**Uconnect™** 8.4 NAV DAB Radio / **Uconnect™** 8.4" DAB Radio" in the section "Knowing the instrument panel and Multimedia"). Before charging in your own home, or elsewhere, check the allowable current intensity by contacting a specialized technician: it is advisable to contact the Jeep Dealership.

TYPES OF CHARGING CABLES

Two different types of cables can be used for charging:

- "**Mode 2**" A fig. 3 charging cable (standard): allows charging from an earthed domestic power socket. This type of socket is used for charging with alternating current. The "**Mode 2**" charging cable complies with IEC 61851, IEC 62752 and SAE J1772 standards.
- "**Mode 3**" B fig. 4 charging cable (optional): allows charging from a public charging station and a domestic AC (alternating current) charging station (wallbox). The charging speed may be faster than charging through a domestic power socket.

A

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B

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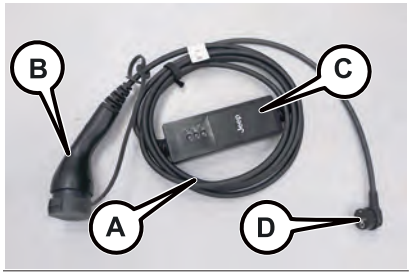
"MODE 2" CHARGING CABLE

The car is equipped with a "**Mode 2**" 230 Volt AC (A) fig. 5 charging cable located inside a special bag, fig. 6, placed in the boot.

The cable consists of:

- ❒ specific charge connector (B) for connection to the vehicle;
- ❒ a charge status control unit (C) equipped with LEDs, able to provide indications on any anomalies present during the charging phase;
- ❒ a connection plug (D) to a domestic power socket.

NOTE After use, remember to correctly replace the protective cover (where provided) on the specific charging connector (B) to prevent moisture and/or dust from getting inside.



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"Mode 2" cable variants table

The following table shows the list of the specific cable types and the amperages allowed for each country where the car is sold. This amperage is the limit allowed when the charging power is set to the highest level.

Country group (*)	Electric vehicle charging connector type	Electric current intensity (Ampere)	Type of domestic power socket/plug (**)	Cable length (metres)	Notes
1	Type 2	13	CEE 7/7	6	–
2		10	G		–
3		8	CEE 7/7		–
4		8	J		–
5		6	K		–
6		10	CEE 7/7		Specific cable for Norway market

(*) The Country Group is indicated by the message "COUNTRY GROUP" on the label located on the rear of the control unit (see the indications in fig. 14).

(**) Refer to the following pages for the type of power socket/plug.

NOTE To check the maximum electric current (Ampere) that can be consumed, refer to the label located on the back of the control unit (see what is described and illustrated in the "Charge status control unit" paragraph).

Country group table for "Mode 2" cable

The following table shows the list of countries contained in each "Country Group" associated with the "Mode 2" cable.

Country Group	Country
1	Albania
	Austria
	Belgium
	Bulgaria
	Croatia
	Czech Republic
	Estonia
	Germany
	Greece
	Hungary
	Iceland
	Latvia
	Lithuania
	Luxembourg
	Macedonia
	Morocco
	Netherlands
	Poland
	Portugal
	Romania
	Serbia
	Slovakia
	Slovenia
	Spain
	Sweden
	Italy
	Ukraine
	Turkey
2	Cyprus
	Gibraltar
	Malta
	United Kingdom, Ireland

Country Group	Country
3	France
	Finland
	Guadeloupe
	French Guiana
	Martinique
	Reunion
4	Liechtenstein
	Switzerland
5	Denmark
6	Norway

NOTE For more information on the type of socket in use in the various countries, refer to the following website: https://www.iec.ch/worldplugs/list_bylocation.htm.

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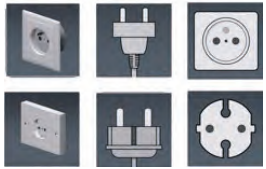

G

J

K

CHARGE STATUS CONTROL UNIT

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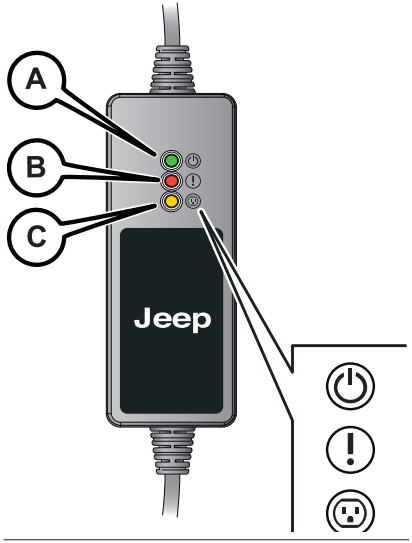
Signal LED

There are three LEDs on the front of the charge status control unit:

- **GREEN LED on** (A fig. 8): indicates correct operation in the domestic power distribution system: it is therefore possible to proceed with the high-voltage battery charging.
- **RED LED on** (B fig. 8): indicates a fault in the charging system.
- **YELLOW LED on** (C fig. 8): indicates a possible failure in the domestic mains power supply.

ATTENTION Never carry out any repair work on your own: always contact the Jeep Dealership.



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For the type of failure, refer to the description under "Charging system failure" on the following pages.

Symbol label

On the back of the charging status control unit there is a summary label, fig. 9, which shows some symbols.

The main ones are listed below:

this symbol indicates a risk of electric shock.

this symbol indicates a general dangerous situation.

This symbol shows the minimum operating temperature of the charging status control unit in accordance with IEC 61851 and IEC 62752 certification.

NOTE FCA guarantees that the device has been tested for use from -40°C to +50°C.
If the device is not used and must be stored, the temperature must be between -40°C and +80°C.
Exceeding these temperature values may damage the device.

The presence of this symbol on the label indicates that the specific "Mode 2" charge cable cannot be used for domestic power distribution networks where the earthing cable is not present. For specific markets, without the grounding cable, check for "COUNTRY GROUP" on the label (fig. 9).

The presence of this symbol on the label indicates that the charging status control unit does not have the function of disconnecting the earthing cable.

The symbol indicates that the charging unit should not be placed in the waste if it no longer works: for disposal refer to the environmental regulations in force in the country in which it circulates.

The symbol prompts you to read the instructions in this publication carefully before using the charging cable.

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CHARGING SYSTEM FAILURE

Any faults during charging are displayed by the LEDs, either steady or flashing, located on the front of the charging status control unit. Refer to the table below.

	GREEN LED	RED LED	YELLOW LED	Description	Action/Consequence
1	OFF	OFF	OFF	Charging cable not connected to the domestic charging socket or power failure in the domestic power supply mains	–
2	ON	OFF	OFF	There are no faults in the domestic power supply mains, so the charging cable can be connected to the charging socket on the vehicle	–
3	ON	ON (Flashing)	ON	Overheating at the charging socket of the domestic mains power supply	When the normal temperature is reached, the system will make a new charge attempt at a lower current level
4	ON	OFF	ON (Flashing)	Charging to a lower current level due to overheating of the charging socket of the domestic electricity distribution mains (see point 3)	–

	GREEN LED	RED LED	YELLOW LED	Description	Action/Consequence
5	ON	ON	ON (Flashing)	Overheating at the charging socket of the domestic mains power supply	Overheating during charging at a lower current level (see point 4) Proceed as follows: ❒ disconnect the charge cable from the car and from the domestic power socket with care (the domestic power plug may be hot); ❒ please wait for the domestic power plug and socket to reach a normal temperature; ❒ reconnect the cable to the domestic power socket and to the car's charge socket, then try to charge again. In case of a new anomaly, contact a certified electrician
6	ON	ON (2 blinks)	ON (2 blinks)	Lack of earthing cable in the charging socket of the domestic mains power supply	The system will make a new charge attempt after 30 seconds (6 attempts in total)
7	ON	ON	ON (2 blinks)	Lack of earthing cable in the charging socket of the domestic mains power supply	New charge attempt (see point 6) failed. Disconnect the charge cable from the car and/or the domestic socket and reconnect it, then try to charge again In case of a new anomaly, contact a certified electrician.

	GREEN LED	RED LED	YELLOW LED	Description	Action/Consequence
8	ON (flashing)	OFF	OFF	Domestic mains power incorrectly supplied	The system will make a new charge attempt after 30 seconds (6 attempts in total) If the fault persists, disconnect the charge cable from the car and the domestic socket and reconnect it, then try to charge again In case of a new anomaly, contact a certified electrician
9	ON	ON	OFF	Dispersion of electricity on the car	Disconnect the charge cable from the car and the domestic socket and reconnect it, then try to charge again In case of a new anomaly, contact a Jeep Dealership
10	ON	ON (flashing)	OFF	Electric charging current too high	The system will make a new charge attempt after 30 seconds (6 attempts in total)
11	ON	ON (7 blinks)	OFF	Electric charging current too high	New charge attempt (see point 10) failed. Disconnect the charge cable from the car and the domestic socket and reconnect it, then try to charge again In case of a new anomaly, contact a Jeep Dealership

	GREEN LED	RED LED	YELLOW LED	Description	Action/Consequence
12	ON	ON (2 blinks)	OFF	Charge anomaly on the car	The system will make a new charge attempt after 30 seconds (6 attempts in total)
13	ON	ON (3 blinks)	OFF	Charging cable failure	If the fault persists, disconnect the charge cable from the car and the domestic power socket and reconnect it, then try to charge again
14	ON	ON (4 blinks)	OFF		
15	ON	ON (5 blinks)	OFF		In case of a new anomaly, contact a Jeep Dealership
16	ON	ON (6 blinks)	OFF		

Key

ON = LED on

OFF = LED off

BLINK = 0.5 seconds ON / 0.5 seconds OFF / 3 seconds pause

FLASHING = 0.5 seconds ON / 0.5 seconds OFF

MAINTENANCE / CLEANING OF THE CHARGING SYSTEM

The device is maintenance-free.

If you need to clean the device, use a soft cloth slightly dampened with a mild detergent solution, then wipe dry with a dry cloth. Do not use abrasive products or flammable substances (e.g. alcohol, petrol or their derivatives). **Do not** wash the device with water, hazard of fire or electric shock with the risk of serious injury or death.

WARNING Only clean the device when it is DISCONNECTED from both the domestic charging socket and the charging socket located on the vehicle.

FCC SPECIFICATIONS
(Federal Communications Commission)

The Charge Status Control Unit complies with Section 15 of the FCC Regulation.

The use of the device meets the following two requirements:

1. This device does not cause harmful interference.
2. Correct operation of the device may be affected by interference from nearby electrical/electronic devices.

This device is designed to withstand radio frequency interference (RFI), however, some factors (e.g., high intensity radio signals or radio transmitters in the vicinity of the device) may cause it to malfunction. If you find an anomaly in the operation of the device, contact the Jeep Dealership.

WARNING Modifications and/or repairs made incorrectly and NOT carried out by the Jeep Dealership will invalidate the Warranty and the above requirements.

"MODE 3" CHARGING CABLE
(optional)

The car can be equipped with a "**Mode 3**" charging cable fig. 10, located inside a special bag fig. 11, placed in the boot.

The "**Mode 3**" charging cable:

- ❒ complies with EN 61851- 1, EN 62196- 1 and EN 62196- 2 standards;
- ❒ can be used for a minimum temperature of -40°C up to a maximum temperature of +50°C.

This type of cable allows you to connect to public alternating current (AC) charging stations. The charging speed may be faster than charging through a domestic power socket.

Using this type of cable it is possible to charge the car with a current of up to 32A.

NOTE After use, remember to replace the protective covers on both sides of the charging cable correctly to prevent moisture and/or dust from entering the cable charging socket connections.

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Maintenance / cleaning of the charging system

The device is maintenance-free.

If you need to clean the device, use a soft cloth slightly dampened with a mild detergent solution, then wipe dry with a dry cloth. Do not use abrasive products or flammable substances (e.g. alcohol, petrol or their derivatives). **Do not** wash the device with water, hazard of fire or electric shock with the risk of serious injury or death.

WARNING Only clean the cable when it is DISCONNECTED from both the public charging station and the charging socket located on the vehicle.

ATTENTION

9) *Always turn off the engine before recharging the high-voltage battery. Even with the engine switched off, the cooling fan inside the engine compartment can start automatically during charging. Do not approach the cooling fan while charging.*
10) *The safety and suitability of the domestic system for charging through the domestic mains are primary and are under the Customer's responsibility.*
11) *Do not connect the charging cable connector if there is dust and/or water on the charging socket. Making the connection in the presence of water or dust on the connector/charging cable and the plug may cause a fire or electric shock. Use of worn-out electrical sockets may result in fire and injury.*
12) *If you use electrical medical devices (e.g., cardiac pacemakers), make sure in advance that charging the high-voltage battery does not affect the operation of these devices. In some cases, electromagnetic waves generated by the charger may affect the operation of such medical devices.*
13) *Stop the charge immediately if you notice any abnormal symptoms (e.g. smell, smoke, etc.).*
14) *Replace the charging cable if the cable jacket is damaged to prevent risk of electrocution.*
15) *When connecting or removing the charging cable, be sure to grasp the handle of the charging connector and the charging plug. If you pull the cable directly (without using the handle) the internal conductors may disconnect or damage: this may cause a shock or fire.*
16) *The charging cable is a high-voltage conductor. Contact with high-voltage can cause serious personal injury or death. Similarly, do not touch the orange high-voltage cables.*
17) *It is strictly forbidden to use any plug adapter or similar devices when charging. Never use the charging cable together with an extension cord.*
18) *Never connect the charging cable to an extension cord or multi-plug. Multiple sockets, extension cables, overvoltage protection or similar units cannot be used together with the charging cable as they may present a risk of fire, electrocution, etc.*
19) *The charging cable supplied as standard is watertight and is guaranteed by the Manufacturer: do not use other cables not supplied by FCA.*
20) *Be sure not to touch the charging connector and charging plug with wet hands.*
21) *Do not charge when the connector and charging plug are wet.*
22) *Do not charge in adverse weather conditions (e.g. during thunderstorms) at charging stations.*
23) *Always keep charging connector and charging plug clean and dry. Take care to keep the charging cable away from water or moisture. Do not use chemicals or solvents.*
24) *Be sure to use the designated charging cable to charge the vehicle. Using any other charging cable may cause personal injury or damage to the vehicle.*

25) *How to use the charging cables:*
- *Treat the charging cable with care: avoid folding and/or bending it on sharp surfaces.*
- *After using the charging cable, replace the protective covers (if present) on both sides of the cable correctly.*
- *Avoid prolonged exposure of the charging cable to sunlight.*
- *Avoid dropping the charging cable from above: violent shocks could damage the cable.*
- *Do not immerse the charging cables in liquids.*

26) *Do not leave children unattended in the vicinity of the charging cable when it is connected.*

27) *Position the charging cable in such a way that it is not crushed by other vehicles, trampled on by people, or positioned in way that people in the vicinity of the vehicle may stumble, resulting in damage or personal injury.*
28) *Disconnect the charging cable from the domestic socket or charging station before cleaning it.*
29) *Do not use the charging cable if it has damaged parts.*
30) *Never disconnect the charging cable from the domestic power socket or public charging station during charging. Always interrupt charging, then disconnect the cable, first from the car-side charging socket and then from the domestic socket or public charging station.*
31) *Never use a visibly worn or damaged electrical socket. It could cause fire or serious damage.*

32) *The high-voltage battery should only be charged with the maximum allowable current or other lower current specified in local and national recommendations for charging high-voltage batteries.*
33) *The device is to be used exclusively for charging the vehicle.*
34) *Never attempt to make a repair and/or perform maintenance on the charge cables, this may result in serious personal injury or even death. Always contact a Jeep Dealership.*

CHARGING

35) 36)

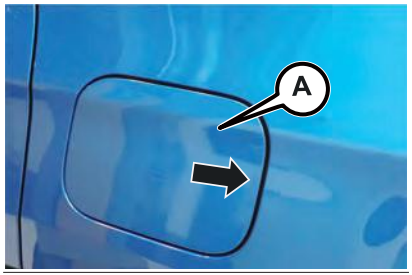
2) 3) 4) 5) 6)

Before charging the high voltage battery, it is recommended to turn the ignition device OFF in order to obtain a charge until full in the shortest period possible.

WARNING The brake calliper lock is activated during the charging procedure: unlocking will be carried out automatically at the end of the charging procedure.

CHARGING SOCKET ON THE VEHICLE

To access the charging socket, open the charging flap (A) fig. 12 located on the left side by pressing on the area indicated by the arrow.

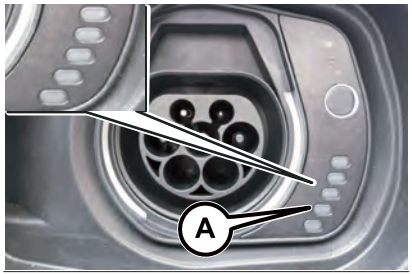


12 J0B6030E

Charge socket LED

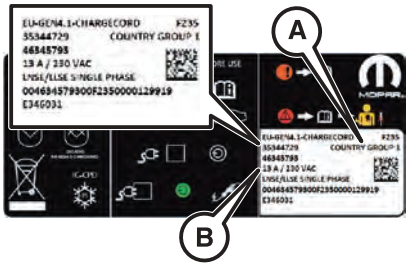
Next to the charging socket there are some LEDs (A) fig. 13 that indicate the charging status by means of four different colours and related flashing types:

- **Blue**: to indicate that the system is waiting for a charging schedule.
- **Flashing green**: during the charging process.
- **Steady green**: to indicate that the charging process is complete.
- **Blinking red**: to indicate a fault in the charging system or when there is a fault in the charging procedure (e.g. when the charging connector is connected to the charging socket located on the vehicle and the cable has not been previously connected to the power socket).



13 J0B6035E

WARNING Use only the charging cable supplied with your vehicle: refer to the label on the control unit, which indicates the "Country Group" (A) fig. 14 and the electrical current intensity (Ampere) (B) and the table "**Mode 2**" Cable Variants in the "Power sources that can be used" chapter) or a replacement cable recommended by FCA.



14 J0B6069E

Symbol labels

On the inside of the charging socket flap there are labels with the following warnings and indications that must be checked and observed when charging the high-voltage battery.

Symbols label (charging information)

On the label, fig. 15, there are the following symbols:

indicates a risk of electric shock.

indicates a general dangerous situation.

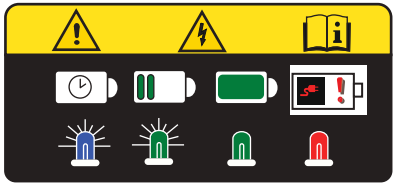
indicates to refer to the descriptions and figures in this supplement.

indicates that a charging timer has been set.

indicates that the charging procedure is in progress.

indicates that the charging procedure is complete.

indicates that there is a fault in the charging procedure.



15 J0B6004E

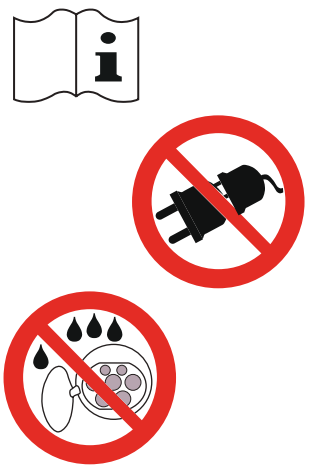
Symbols label (charging information)

On the label, fig. 16, there are the following symbols:

indicates to refer to the descriptions and figures in this supplement.

indicates to not use extension cords and/or adapters to carry out the charging procedure.

indicates that water should not come into contact with the charging socket on the vehicle.



16 J0B6005E

CHARGING FROM DOMESTIC POWER SUPPLY (AC) SOCKET PROCEDURE

37) 38) 39) 40) 41)

WARNING Always connect the cable to the charging socket of the domestic mains first and only then to the vehicle.

The vehicle's high-voltage battery is charged by connecting the "**Mode 2**" charging cable, supplied with the vehicle, to an AC charging socket.

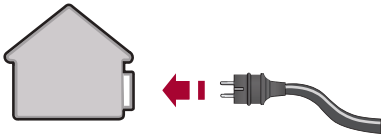
For the characteristics of the "**Mode 2**" cable, refer to the "Power sources that can be used - Mode 2 cable" chapter.

To charge, proceed as follows:

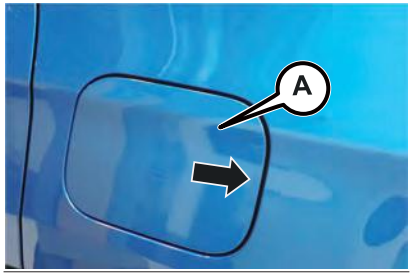
- ❒ park the car safely (automatic transmission lever in position "P" - Park);
- ❒ engage the electric park brake;
- ❒ switch off the engine;
- ❒ take the kit located in the boot;
- ❒ unroll the charge cable and connect it to an AC charging socket, fig. 17.

NOTE From the moment the plug is connected to the domestic mains charging socket, the 3 LEDs on the control unit of the cable will flash for approx. 6 seconds (control unit switching on phase);

- ❒ open the charging flap (A) fig. 18 located on the left side by pressing on the area indicated by the arrow;
- ❒ remove any dust that may have accumulated on the charging connector and charging socket;



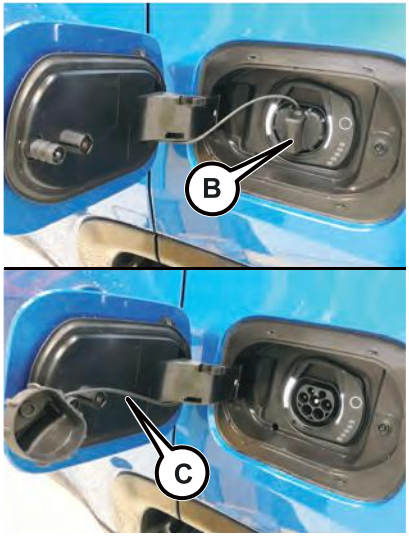
17 J0B6000E



18 J0B6030E

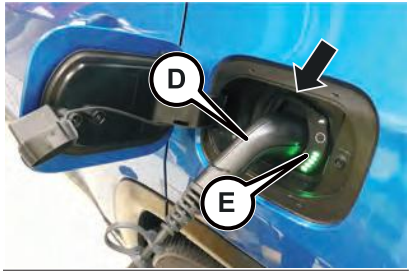
- ❒ remove the protective cover (B) fig. 19 of the charging socket and attach it to the device (C);
- ❒ grasp the charging connector (D) fig. 20 by the handle, remove the protective cover (where provided) and insert it into the charging socket (E), until you hear the click indicating that it has been locked
- ❒ if no scheduled charging has been set (see the "Charging functions" chapter), charging starts automatically;

- check by turning on the LEDs on the cable control unit that there are no faults in the charging system (for more information see "Charging status control unit" in the chapter "Power sources that can be used - Mode 2 cable"). If there are no anomalies, the green LEDs located next to the charging socket will light up. In case of anomalies, refer to the description under "Charging system failure" in the chapter "Power sources that can be used - **Mode 2** cable".



19 J0B6031E

NOTE The charge procedure is interrupted when opening the bonnet: a dedicated message will be shown on the instrument panel display. The charge will be reactivated when the bonnet is closed correctly.



20 J0B6032E

The time required to charge the high-voltage battery depends on several factors: for more information see the description in the "Charging time" paragraph in the "Knowing the instrument panel and multimedia" section.

If the passenger compartment preconditioning is activated, the high-voltage battery charging time will be extended. The time required for heating/cooling the car is mainly determined by the outside temperature.

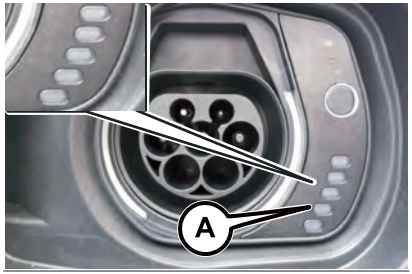
WARNING The maximum power consumption of the charging socket depends on the type of contract signed by the user, the type of cable used and the charge level set in the **Uconnect™** 8.4" Radio system menu.

WARNING Use only the charging cable supplied with the vehicle or a replacement cable recommended by FCA.

WARNING The high-voltage battery must be charged in accordance with the maximum amperage rating allowed by local and national recommendations for charging electric/hybrid vehicles.

END OF CHARGING PROCEDURE

The charging procedure ends when all the LEDs (A) fig. 21, located next to the charging socket, will light up in green with a steady light (during the charging phase the first LED will flash, while the other LEDs will be on with a steady light).



21 J0B6035E

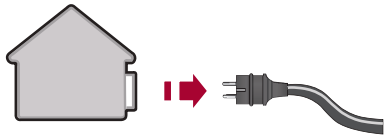
DISCONNECTING THE "MODE 2" CHARGING CABLE

During the charging procedure the cable is automatically locked on the charging socket in the car.

To complete the charging, proceed as follows:

- ❒ unlock the doors of the vehicle allowing the charging cable to unlock;
- ❒ disconnect the cable from the vehicle charging socket by grasping the handle of the charging connector and avoiding to pull the cable directly, fig. 22;
- ❒ disconnect the cable from the charging socket, fig. 23;
- ❒ replace the protective cover of the charging socket;
- ❒ close the charging flap, making sure it locks properly;
- ❒ roll up the charging cable correctly, repositioning the protective cover correctly on the charging connector (where provided). When rolling up, take care not to damage the cable. Then place the cable, together with the charging kit, inside the bag located inside the boot.

22 J0B6065E



23 J0B6001E

WARNING Before disconnecting the charging connector, make sure that the doors are unlocked. If the door is locked, the charging connector locking system does not allow disconnection.

CHARGING PROCEDURE FROM DOMESTIC CHARGING STATION (WALLBOX)

WARNING The wallbox domestic charging station must be installed by qualified personnel after checking the domestic electrical system. For information on available wallbox charging stations, contact a Jeep Dealership.

The vehicle's high-voltage battery can be charged by directly connecting the charging cable on the wallbox or using the "**Mode 3**" cable (optional).

For the characteristics of the "**Mode 3**" cable, refer to the "Power sources that can be used - Mode 3 cable" chapter.

Charging with wallbox, fig. 24 or fig. 25, allows to reach, from a domestic user, a higher charge power than the charge achieved using a domestic socket: the charging time, as a consequence, is significantly reduced.

24 J0B6070E

NOTE The wallbox configuration may vary depending on the country where the vehicle is sold.

NOTE The electrical system of the house must be checked regularly by qualified personnel.

25 J0B6081E

The maximum charging current value is automatically set by the device, depending on the building's electrical system.

For the charging procedure, refer to the "Charging from domestic power supply (AC) socket procedure".

CHARGING FROM PUBLIC CHARGING STATION (AC) PROCEDURE

42) 43)

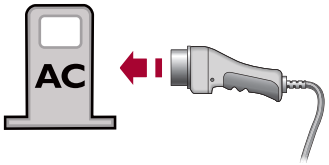
The vehicle's high-voltage battery can be charged by directly connecting the charging cable of the public charging stations or using the "**Mode 3**" cable (optional).

For the characteristics of the "Mode 3" cable, refer to the "Power sources that can be used - Mode 3 cable" chapter.

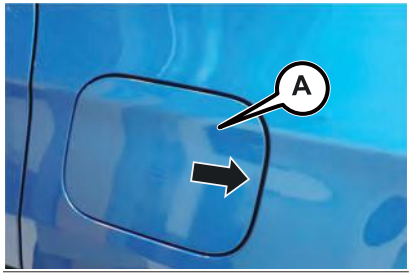
To charge, proceed as follows:

- ❒ park the car safely (automatic transmission lever in position "P" - Park);
- ❒ engage the electric park brake;
- ❒ switch off the engine;
- ❒ remove the charging cable (optional) fig. 26 from the boot (inside a special bag), remove the protective cover (where present) on the two-colour connector connector (D) and plug it into the socket of the public charging station, fig. 27;
- ❒ open the charging flap (A) fig. 28 located on the left side by pressing on the area indicated by the arrow;
- ❒ remove any dust that may have accumulated on the charging connector and charging socket;
- ❒ remove the protective cover (B) fig. 29 of the charging socket and attach it to the device (C) fig. 29;

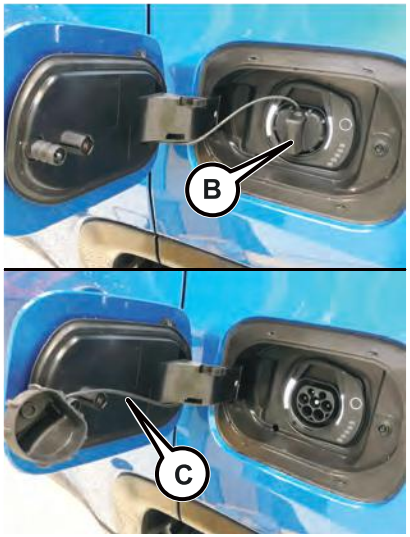
26 J0B6064E



27 J0B6067E



28 J0B6030E



29 J0B6031E

- ❒ grasp the charging cable, remove the protective cover (where provided) on the connector (E) fig. 26 and plug it into the charging port on the vehicle until you hear the click indicating that it has been locked;
- ❒ charging starts automatically. If necessary, the public charging station must be enabled; follow the manufacturer's instructions and warnings when using the charging station;
- ❒ during the charging phase, the first LED located next to the charging socket on the vehicle flashes green while the remaining LEDs are on with steady light.

NOTE The charge procedure is interrupted when opening the bonnet: a dedicated message will be shown on the instrument panel display. The charge will be reactivated when the bonnet is closed correctly.

WARNING In some countries the "Mode 3" cable is not available.

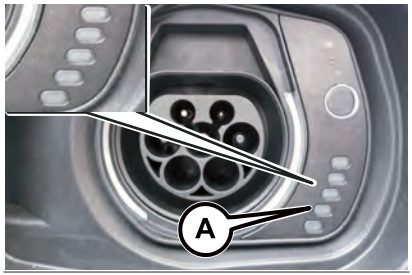
WARNING Always connect the connector first to the socket on the public charging station and then to the vehicle.

WARNING Unlocking the door locks during the charging procedure will cause it to stop. Charging resumes automatically after about 60 seconds.

WARNING Before leaving the vehicle, it is advisable to lock the doors by pressing the button on the key. If it is not possible to lock the doors by pressing the button on the key, lock the doors by pressing the button on the driver's side door handle.

END OF CHARGING PROCEDURE

The charging procedure ends when all the LEDs (A) fig. 30, located next to the charging socket, will light up in green with a steady light (during the charging phase the first LED will flash, while the other LEDs will be on with a steady light).



30 J0B6035E

DISCONNECTING THE "MODE 3" CHARGING CABLE

To complete the charging, proceed as follows:

- ❒ unlock the doors of the vehicle;
- ❒ disconnect the cable from the charging port of the vehicle and put the protective cover (where provided) back on the connector (E) fig. 26;
- ❒ unplug the cable from the charging socket on the public charging station and put the protective cover (where provided) back correctly on the two-colour connector (D) fig. 26;
- ❒ replace the protective cover of the charging socket;
- ❒ close the charging flap, making sure it locks properly;
- ❒ roll up the charging cable correctly, repositioning the protective covers on both sides of the cable correctly (take care not to damage the cable when rolling it up). Then place the cable inside the bag located inside the boot.

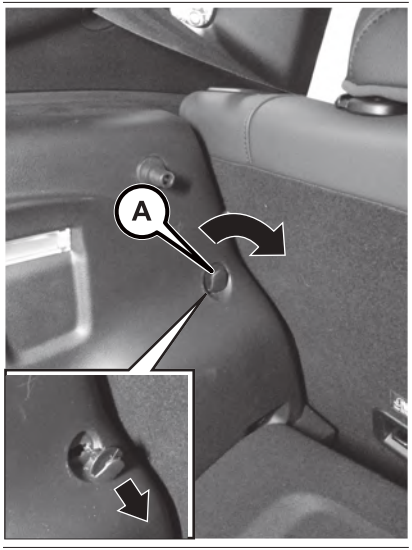
CHARGE CABLE EMERGENCY UNLOCK

If the charging cable does not unlock at the end of the charging procedure, you can unlock it manually.

If, after closing and opening the doors by pressing the relevant buttons / located on the key, it is still not possible to remove the charging cable from the socket on the vehicle, it is possible to act manually by operating a special emergency unlocking device located on the left side of the boot and performing the operations described below:

- ❒ acting from inside the boot, turn the hook (A) fig. 31 90° clockwise;
- ❒ pull the cord to manually unlock the actuator of the charging socket;
- ❒ pull the charging connector out of the charging socket located on the vehicle;
- ❒ correctly reposition the cord and the hook in their housing.

NOTE To restore correct operation of the system, contact the Jeep Dealership.



31 J0B6083E

ATTENTION

35) *The charge current level ("Level 1" / "Level 2" / "Level 3", etc.) can only be changed using the display of the Uconnect™ system (for more information see the "Uconnect™ 8.4" NAV DAB Radio / Uconnect™ 8.4" DAB Radio" chapter in the "Knowing the instrument panel and Multimedia" section of this supplement). The default charge level set is "Level 3". For countries in which the 13A "Mode 2" charge cable can be used, if the domestic power socket IS NOT CERTIFIED, it is recommended to set "Level 4" charge to the maximum, which corresponds to approx. 10A. For the list of country-specific cable types refer to what is indicated in the "Mode 2" cable variant table".*
36) *In order to reduce the risk of electric shock or damage to the device, special care should be taken when cleaning: ALWAYS unplug the device from the domestic power supply socket and vehicle sockets.*

37) *Incorrect setting of the charge current intensity can overload or overheat the mains power supply of the domestic socket. Fire hazard. Before charging from other domestic sockets, adjust the charge current intensity to the mains. If you do not know the mains, set to the lowest level. Never use extension cords for charging.*
38) *Incorrect connection between connector and charging terminals constitutes a fire hazard!*
39) *During normal operation, the domestic power socket can overheat. In the case of extreme overheating, the charge is interrupted and the warning LED on the front of the cable control unit will turn on. Refer to the table in the paragraph "Charge system failure" in chapter "Usable power sources".*
40) *The "Mode 2" charge cable must be connected to a dedicated circuit that is not shared with other devices that absorb electrical energy.*
41) *Do not insert fingers or objects in the cable charge connector.*

42) *The high-voltage battery must only be charged through approved, earthed domestic sockets or from a public charging station using the charging cable supplied separately as an option by FCA ("Mode 3" charging cable).*
43) *Keep the charging flap closed when the charging socket is not in use.*

WARNING

2) *Do not charge if the outside temperature is -30°C or lower, as charging is likely to take longer and the charging device may be damaged.*
3) *Do not leave the car or the charging cable in areas where the outside temperature is below -40°C as they may be damaged.*
4) *In cold temperatures, the charging cable may become stiff. Therefore, be careful not to apply excessive force to the charging cable as it may be damaged.*
5) *Do not use personal generators to charge the high-voltage battery. This may cause fluctuations in charging and the voltage may be insufficient, resulting in damage to the vehicle system.*

6) *Charging the high-voltage battery using incorrect or damaged sockets, or charging cables and not following the prescribed charging procedures may cause short circuits, fire and potential risk of damage to the vehicle's hybrid system.*

CHARGING FUNCTIONS

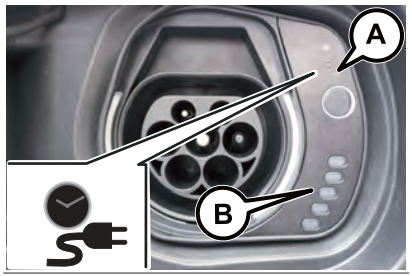
CHARGING SCHEDULE

By acting on the **Uconnect™** system display and selecting the "Charging Schedule" function you can set the start and end time at which the high-voltage battery is to be charged.

For more information see the section "Knowing the instrument panel and multimedia" in this supplement.

If the vehicle is charging, but it is outside the charging range set via the **Uconnect™** system, the LED (A) fig. 32 (located near the charging socket) will light up and the LED (B) will turn on with blue light.

If charging is in progress, the LEDs will light on with green flashing/green steady light depending on the charge status of the battery portion indicated by the LED.



32 J0B6034E

INTERRUPTING THE CHARGING PROCEDURE

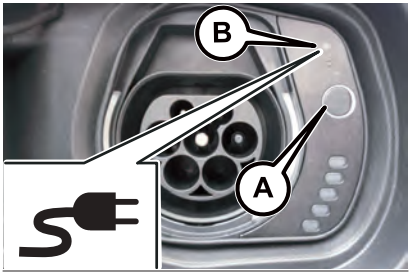
By inserting the charging connector of the cable into the charging socket on the vehicle, charging starts automatically.

By pressing the immediate charge button (A) fig. 33 it is possible to"-pass" a possible charge schedule already set through the display of the **Uconnect™** system (for further information refer to the chapter "**Uconnect™** 8.4" NAV DAB Radio / **Uconnect™** 8.4" DAB Radio" in the section "Knowing the instrument panel and Multimedia".

To stop charging, unlock the doors by pressing the button on the key or the similar button on the driver's side door panel trim.

LED (B) fig. 33 illuminates when the vehicle is charging without a set interval or in the case of an immediate charging operation.

If charging is interrupted, the LED (B) turns off.



33 J0B6033E

If, approximately 60 seconds after the doors are unlocked, the system detects that the charging cable is still connected inside the charging socket, charging will restart automatically and the cable will be locked inside the charging socket. A dedicated message will appear on the **Uconnect™** system display.

NOTE The charging procedure can be interrupted either while using the "Mode 2" charging cable or while using the "Mode 3" charging cable.

CONTINUING THE CHARGING PROCEDURE

After interrupting the charging procedure, if you wish to resume the procedure, you can either perform the door lock operation by pressing the button on the key or wait approximately 60 seconds after the door unlocking operation.

In this case, closing the doors with the charging cable connected will resume charging and the cable will be locked inside the charging socket.

Once the charging procedure is resumed, the LED (B) next to the charging socket will turn off.

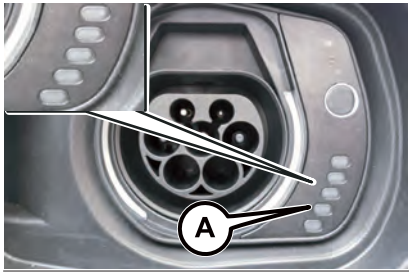
INSTANT CHARGING MANAGEMENT

Instant charging is performed by pressing the button (A) fig. 33 located next to the charging socket or through the dedicated App installed on your smartphone.

NOTE Button (A) fig. 33 is only active when the doors are unlocked.

END OF CHARGING PROCEDURE

The charging procedure ends when all the LEDs (A) fig. 34, located next to the charging socket, will light up in green with a steady light (during the charging phase the first LED will flash, while the other LEDs will be on with a steady light).



34 J0B6035E

FAILURE DURING CHARGING PROCEDURE

If a fault is detected during the charging procedure, the first and last LED located next to the charging socket will light up flashing red, fig. 35.

35 J0B6093E

"eCoasting" MODE (ENERGY SAVING)

It is a mode that, when the accelerator pedal is released, recovers energy during the slowing down phase of the car.

The "eCoasting" mode, always active regardless of the selected operating mode (use of the heat engine or electric motor), maximizes energy recovery when the accelerator and brake pedals are released.

Driving in "eCoasting" mode is possible if the automatic transmission lever is in position "D" (Drive).

INTERVENTION TYPE SELECTION

You can select the type of intervention of the "eCoasting" mode by pressing the button (A) fig. 36 located on the central tunnel.

Pressing button (A) fig. 36 activates the "*Plus*" mode, which differs from the "*Normal*" mode for an increased deceleration when the accelerator pedal is released.

36 J0B6027E

By pressing button (A) fig. 36 the LED located on the button will light up and the symbol will be shown on the instrument panel display, which will be:

- **white** if the "*Plus*" function has been selected but is not active (e.g. battery too charged, too cold/hot, etc.);
- **green** if the "*Plus*" function has been selected and is active.

When switching from "Plus" to "Normal" and vice versa, a dedicated message will appear on the instrument panel display.

"eBraking" MODE (HIGH-VOLTAGE BATTERY CHARGING)

The "eBraking" mode, which is always active regardless of the selected operating mode (heat engine or electric motor operation), activates the high-voltage battery charging when the brake pedal is pressed, thereby recovering energy during braking.

The electric motors work like alternators, converting the kinetic energy of the car into electrical energy.

Using this mode is particularly useful when driving in the city, where there are continuous stops and starts.

NOTE In order to make the most efficient use of the system, the braking phase should, where possible, be modulated by applying gradual pressure on the brake pedal so as to allow maximum energy recovery.

NOTE In the event of an emergency, maximum braking efficiency is always guaranteed by the conventional braking system.

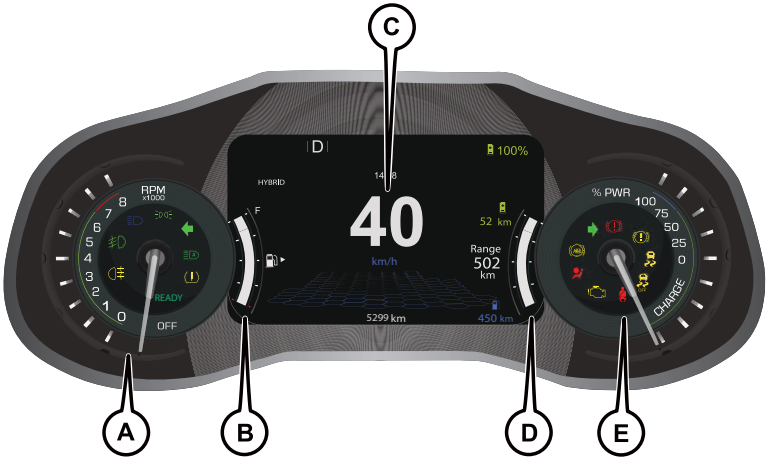
KNOWING THE INSTRUMENT PANEL AND MULTIMEDIA

This section gives you all the information you need to understand, interpret and use the instrument panel correctly. It also describes the features related only to the hybrid system present on the **Uconnect™** *8.4" NAV DAB Radio /* **Uconnect™** *8.4" DAB Radio.*

For anything not included, refer to the "Knowing the instrument panel" and "Multimedia" sections in the Owner Handbook.

INSTRUMENT PANEL FEATURES

RECONFIGURABLE MULTIFUNCTION DISPLAY



37 J0B6026E

A. Tachometer - B. Digital fuel level gauge with fuel reserve warning light (the triangle on the right side of the symbol ⛽ indicates the side of the vehicle where the fuel filler neck is located) - C. Reconfigurable 7" multifunction display - D. Digital vehicle range indicator (this indicator is not fixed but can be selected from several others in the instrument panel menu) - E. Power meter (expressed as percentage %)

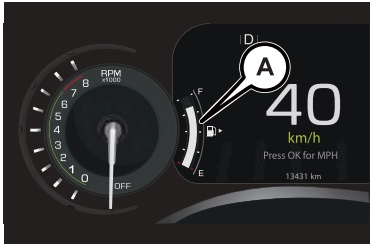
WARNING The illumination of the instrument panel graphics may vary according to version.

DIGITAL FUEL LEVEL GAUGE

The digital gauge on the display shows the amount of fuel (A) fig. 38 inside the tank.

The indications next to the graphic scale indicate the amount of fuel:

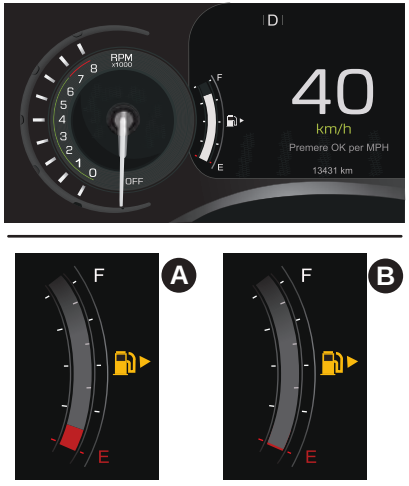
- **F** (Full) = full tank
- **E** (Empty) = empty tank.



38 J0B6021E

FUEL RESERVE DISPLAY

When 6.2 litres of fuel are left inside the tank, (A) fig. 39, the indicator ⛽ turns yellow and the fuel quantity indication and the letter "E" are displayed in red.



39 J0B6022E

When the tank is completely empty (B) fig. 39, the indicator ⛽ turns yellow and the last graphic notch on the digital indicator and the letter "E" are displayed in red.

The instrument panel display shows a message and an acoustic signal is emitted.

WARNING If the reserve warning light switches on, refuel at the earliest opportunity.

WARNING Do not travel with the fuel tank almost empty: possible gaps in fuel supply could damage the catalytic converter.

POWER METER

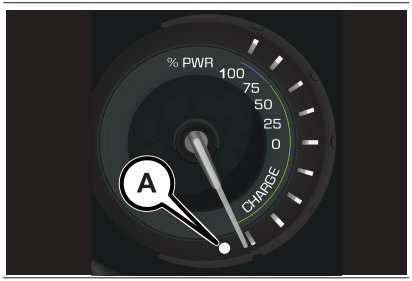
The analogue indicator displays the percentage (%) of power output/ consumed by the hybrid vehicle's drive system, referred to the maximum available power.

The top half of the indicator refers to the output power.

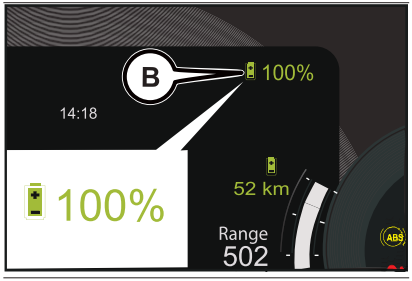
The lower half refers instead to the power consumed via regenerative braking, while the vehicle decelerates.

The symbol (B) fig. 41 displays, in percentage, the high-voltage battery charge status.

NOTE The screen shown in fig. 41 is only one of the possible selectable screens for this portion of the instrument panel, so it is not necessarily always present.



40 J0B6020E



41 J0B6038E

Brightness sensor

Inside the power meter there is a light sensor (A) fig. 40 capable of detecting ambient light conditions.

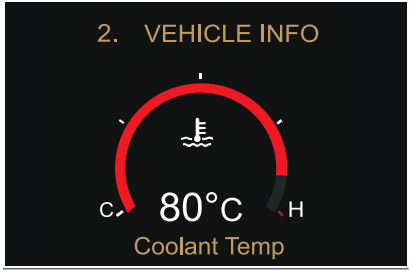
The brightness of the instrument panel is adjusted depending on what the sensor detects.

DIGITAL HEAT ENGINE COOLANT TEMPERATURE GAUGE

The digital gauge on the display fig. 42 shows the temperature of the engine coolant and starts supplying indications when the fluid temperature exceeds approximately 50 °C.

Under normal usage, the temperature should remain around the middle of the digital scale according to the working conditions.

The graphic scale on the symbol on the display becomes red to signal an excessive engine coolant temperature increase. In this case, switch off the engine and contact a Jeep Dealership.

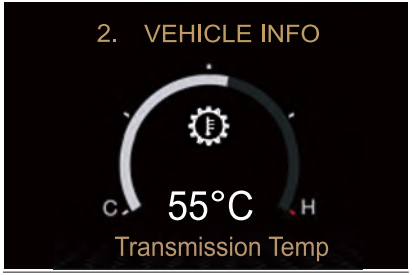


42 J0B6024E

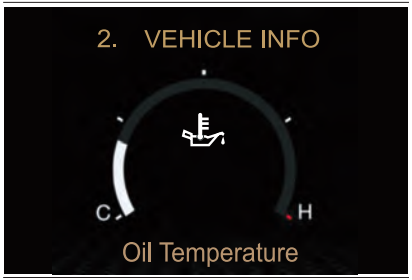
Automatic transmission temperature / Oil temperature / Battery charge status

The same mode and graphic scale are also used to display the information related to:

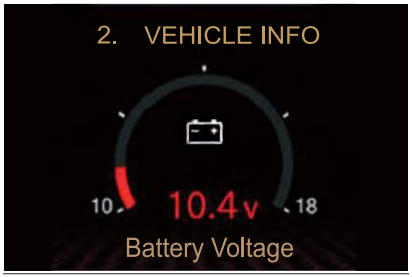
- ❒ automatic transmission temperature fig. 43;
- ❒ oil temperature fig. 44;
- ❒ vehicle battery charge status fig. 45.



43 J0B6092E



44 J0B6090E



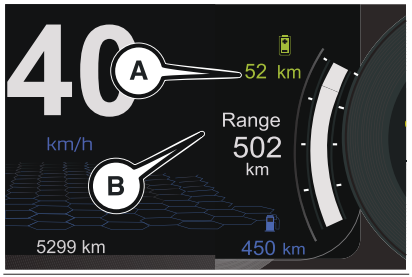
45 J0B6091E

DIGITAL RANGE INDICATOR

The digital indicator (A) fig. 46 displays the range value for "ELECTRIC" (electric motor) operation.

The digital indicator (B) fig. 46 displays the range during the "HYBRID" operating mode (heat engine + electric motor). This indication cannot be selected from the various others available in the instrument panel menu.

The range values can also be displayed by selecting "DRIVER ASSIST" on the menu and then "HYBRID INFO" (see the description in the "Display" chapter).



46 J0B6025E

DISPLAY

The car is equipped with a 7" reconfigurable multifunction display that can show useful information to the driver while driving.

The central area of the display shows the Main Menu.

MAIN MENU

The Main Menu, shown on the display, is composed of the following items:

- ❒ SPEEDOMETER
- ❒ VEHICLE INFO
- ❒ DRIVER ASSIST
- ❒ FUEL ECO
- ❒ HYBRID INFO
- ❒ TRIP
- ❒ AUDIO
- ❒ ALERTS
- ❒ DISPLAY SETUP
- ❒ VEHICLE SETUP

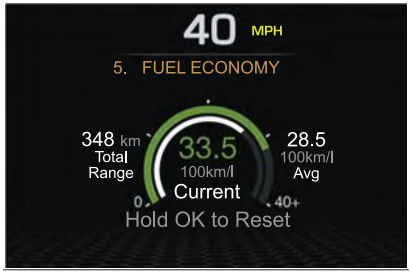
The different Menu items are selected using the control buttons located on the left side of the steering wheel fig. 47.

47 J0B0189C

FUEL ECO

(fuel consumption)

This menu option displays quantities "Fuel consumption" ("Average Consumption" and "Current Consumption") and "Range" fig. 48.



48 J0B6068E

HYBRID INFO

(hybrid system information)

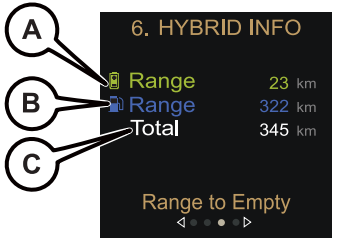
This Menu item allows you to view information on the instrument panel display concerning:

- ❒ "Range to Empty";
- ❒ "Efficiency Coach";
- ❒ "Charge/Power";
- ❒ "E-Drive Mode".

Range to Empty

The "Range" value shown on the instrument panel display refers to:

- ❒ operation with the electric motor (A) fig. 49;
- ❒ operation with heat engine (B) fig. 49;
- ❒ total "Range" value in "HYBRID" (C) fig. 49 operating mode (consisting of the sum of the "Range" value with electric motor operation and the value with heat engine operation).



49 J0B6018E

NOTE Only the variants specific to this version are shown below: for anything not included, refer to the Owner Handbook.

Efficiency Coach

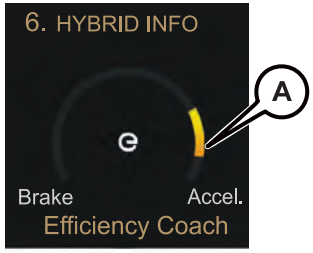
The "Efficiency Coach" function provides the driver with "visual awareness" through the indications on the instrument panel display on how to achieve maximum energy efficiency while driving.

The display varies according to the following conditions:

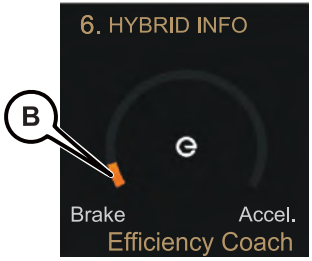
- ❒ if the driver accelerates/brakes efficiently or, after reaching a certain speed, he does not act on the accelerator and/or brake pedal, the following screen will appear on the display, fig. 50;
- ❒ during acceleration and braking, the most efficient operation will be represented by the green indicator (fig. 50), while the least efficient operation will be represented by the yellow indicator (fig. 51), followed by orange one, when the efficiency level decreases (fig. 52).

Driving the car in optimal conditions is achieved when the letter "**e**" and the graphic indication on the graphic bar are shown in green in the middle of the display screen.

50 J0B6041E



51 J0B6042E



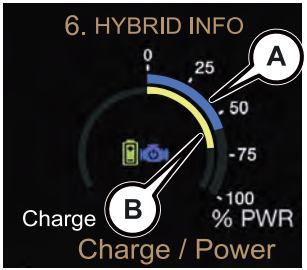
52 J0B6043E

Charge / Power

The "Charge/Power" function shows the instantaneously available on the instrument panel display.

The **light blue** outer graphic ring (A) fig. 53 displays the power available at that moment from the heat engine.

The **green** inner graphic ring (B) fig. 53, represents the power available from the electric drive during the acceleration phase and the input power during the regeneration phase.

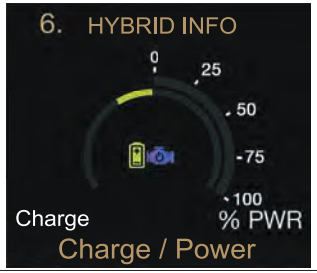


53 J0B6044E

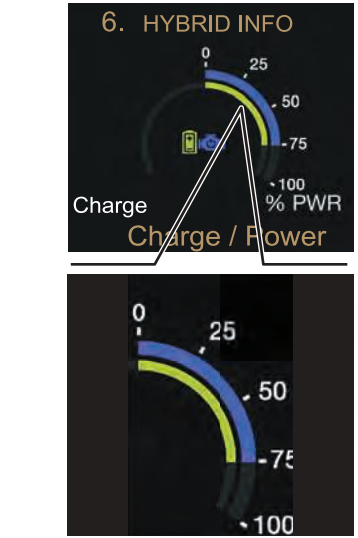
The charge/power indications are only displayed when the vehicle is ready for driving.

The display on the instrument panel varies according to the following conditions:

- ❒ if the high-voltage battery is not charging, only one graphic notch will be shown on the display for each sector ("Charge" and "Power"), fig. 53;
- ❒ if the high-voltage battery is charging, the left side of the screen will be highlighted on the display, fig. 54;
- ❒ if the high-voltage battery is "Power" the right side of the screen will be highlighted on the display, fig. 55.



54 J0B6045E



55 J0B6046E

"Load" display

The green charging indicator grows towards the left when the regeneration phase is in progress or when the heat engine is charging the high-voltage battery.

"Power" display

The power is shown on the instrument panel display by filling the engine and/or battery section (when both are operating in "HYBRID" mode) from the top right centre, depending on the power source used. The two indicators will move independently.

"E-Drive Mode"

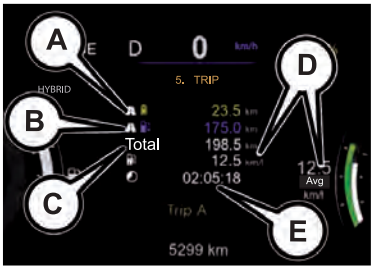
The "E-Drive Mode" function informs the driver of the selected operating mode ("HYBRID" or "ELECTRIC" or "E-SAVE") by showing dedicated messages on the display.

TRIP (Trip A/Trip B)

This menu option allows you to view "Trip computer" information.

The information shown on the instrument panel display (for "Trip A" and "Trip B") is as follows:

- *Distance Travelled* (in "ELECTRIC" mode) (expressed in "km" or "mi") (A fig. 56);
- *Distance Travelled* (in "HYBRID" mode) (expressed in "km" or "mi") (B fig. 56);
- **Total**: *Total Distance Travelled* relative to 'Trip A' (expressed in 'km' or 'mi') (C fig. 56);
- *Average Consumption* (expressed in "mpg", or "l/100km" or "km/l") (D fig. 56);
- *Travel Time* (hours/minutes/seconds) (E fig. 56).



56 J0B6047E

NOTE The "Average consumption" value can only be considered reliable during the operation of the heat engine.

WARNING LIGHTS AND MESSAGES

WARNING The warning light switches on in the instrument panel together with a dedicated message and/or acoustic signal when applicable. These indications are precautionary and as such must not be considered as exhaustive and/or alternative to the information contained in the Supplement, which you are advised to read carefully in all cases. Always refer to the information in this section in the event of a failure indication.

WARNING Failure indications displayed are divided into two categories: very serious and less serious failures. Serious faults are indicated by a repeated and prolonged warning "cycle". Less serious faults are indicated by a warning "cycle" with a shorter duration. The display cycle of both categories can be interrupted. The instrument panel warning light will stay on until the cause of the failure is eliminated.

WARNING LIGHTS ON INSTRUMENT PANEL

Green Warning Lights

Message	What it means
READY	**CAR READY TO GO** This warning light displayed indicates to the driver that the car is ready to move. As long as the "READY light is displayed on the instrument panel, it does not matter whether the heat engine is started or not, the vehicle's propulsion is always available. When the vehicle is moving, the warning light goes out: if the warning light remains on with steady light or flashing light, contact the Jeep Dealership.

SYMBOLS ON THE DISPLAY

Red Symbols

Symbol	What it means
	**VEHICLE CHARGING PROCEDURE FAILURE** This symbol is shown on the instrument panel display, with the vehicle stationary, in the case of a fault during the high-voltage battery charging procedure. ❒ **failures in the charging system**, in this case disconnect and then reconnect the charging cable to the charging socket or, in the case of charging at a public charging station, look for another power supply point. If the symbol and the message on the display continue to be displayed, contact the Jeep Dealership. ❒ **failures in the public charging station** (because it may have been deactivated or there may be a failure). We recommend that you try charging your car at another public charging station. If the symbol and the message on the display continue to be displayed, contact the Jeep Dealership.
	**TRACTION BATTERY FAILURE** The symbol appears on the instrument panel display in case of traction battery failure. Contact a Jeep Dealership.
	**HYBRID-ELECTRIC SYSTEM FAILURE** The symbol appears on display of the instrument panel in case of hybrid-electrical system failure. The display will also show a dedicated message. Contact a Jeep Dealership.
	**PERFORMANCE LIMITATION** The symbol appears on the instrument panel display if the vehicle acceleration is limited due to a reduction in the performance of the heat engine or the electric motor. If the symbol remains on while driving, contact a Jeep Dealership. NOTE If the automatic dual-zone climate control system is turned on, it will be turned off automatically.

Amber symbols

Symbol	What it means
	**PEDESTRIAN ACOUSTIC SIGNALLING SYSTEM FAILURE** This symbol is shown on the instrument panel display in case of failure of the pedestrian acoustic warning. Contact a Jeep Dealership.
	**4WD LOW MODE ENGAGEMENT** The message appears on the instrument panel display in case of 4WD LOW mode engagement.
	**4WD LOCK MODE ENGAGEMENT** The message appears on the instrument panel display in case of 4WD LOCK mode engagement.

Green Symbols

Symbol	What it means
	**CHARGING CABLE CONNECTED** When this symbol is displayed it indicates that the cable is connected to the vehicle's charging socket, not that the charging procedure is in progress. The symbol can also be displayed together with dedicated messages. These messages will indicate the connection status to the charging socket until fully charged. WARNING Starting the engine is not allowed until the charging procedure is complete.
	**MAXIMUM BATTERY REGENERATION SYSTEM INTERVENTION ("eCoasting")** This symbol appears on the instrument panel display when the button located on the left side of the central tunnel is pressed and indicates that the system is active and is working-regeneration in progress. If the green or white symbol does not turn on after pushing the relative button on the central tunnel, this indicates a system failure: in this case contact a Jeep Dealership.

White symbols

Symbol	What it means
	**BATTERY REGENERATION MODE ("eCoasting")** The symbol is shown on the instrument panel display after pressing the relevant button located on the central tunnel and indicates the activation of the battery regeneration mode (the symbol will turn green if the maximum battery regeneration system is activated). If the green or white symbol does not turn on after pushing the relative button on the central tunnel, this indicates a system failure: in this case contact a Jeep Dealership.
	**HILL DESCENT CONTROL** *System activation*: symbol switched on continuously along with the display of a dedicated message. *System not activated:* LED located on the button on the central tunnel switched on.

Message in white

The following message can be shown on the instrument panel display, relating to the vehicle's operating mode:

Message	What it means
ELECTRIC	**"ELECTRIC" MODE** The message is shown on the instrument panel display when the fully electric operating mode is activated by pressing the relevant button located on the central tunnel. Activating this mode allows fuel saving for later use.
E-SAVE	**"E-SAVE" MODE** The message is shown on the instrument panel display when the "E-SAVE" mode is activated by pressing the relevant button on the central tunnel. Activating this mode allows fuel saving for later use.
HYBRID	**“HYBRID” MODE** This message is shown on the instrument panel display when the "HYBRID" mode is activated by pressing the relevant button on the central tunnel. Activating this mode allows the system to automatically adapt to the most efficient driving style.

Messages shown on the instrument panel display

Some messages (related to the high-voltage battery charging or generic warning messages) may be displayed on the instrument panel display.

Messages related to the high-voltage battery charging phase

Message on the display	What it means
Charging procedure in progress	This message appears on the instrument panel display during the charging procedure. The display also shows a graphic bar indicating the loading percentage.
Charging schedule in progress	This message appears on the instrument panel display during the charging schedule procedure. The display also shows a graphic bar indicating the percentage to reach full charge (100%).
Charging procedure completed	This message appears on the instrument panel display when the charging procedure is complete. The display also shows the graphic outline of the car.
Charge Until Full times displaying	With the key removed from the ignition device, the instrument panel display shows the times ("Maximum" and "Minimum") necessary to obtain the complete charge of the high-voltage battery. The display also shows a message indicating whether the "charge schedule" procedure is set or deactivated.
Vehicle charging procedure failure	This message appears on the instrument panel display if there is a fault in the charging procedure.
SERV 4WD (four-wheel drive failure)	This message is shown on the instrument panel display to signal the all-wheel drive system failure. Please contact a Jeep Dealership as soon as possible to eliminate the failure.

Message on the display	What it means
Issue Detected Check External Charging Station	This message appears on the instrument panel display during the charging procedure when there is a fault in the external charging socket.
Charge port door open	The message appears on the instrument panel display during the charging procedure when the car's charging flap is open. Close the flap before driving again.
Fuel flap locked	This message appears on the instrument panel display when the fuel flap is locked. The fuel flap will unlock when the car is ready to start again.
Charging cable plugged in - charging not in progress	This message appears on the instrument panel display when the charging cable is plugged in but the charging procedure is not in progress. Lock the doors to resume the charging procedure.
Engine lid opening - charge procedure interruption	The message is shown on the dashboard display if interrupting the charge procedure for the high-voltage battery and the low voltage battery (12 V) or high-voltage battery conditioning by opening the bonnet. By closing the bonnet correctly: the charge procedure and conditioning will restart.
Hybrid-electric system failure	This message appears on the instrument panel display if there is a fault in the hybrid-electric system. Contact a Jeep Dealership.
Operating Mode	The display of the instrument panel shows messages related to the operating mode selected ("HYBRID" or "ELECTRIC" or "E-SAVE").
eCoasting mode	The instrument panel display shows dedicated messages when the "Plus" or "Normal" function is selected for the "eCoasting" mode.

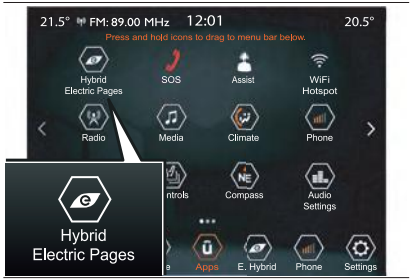
UCONNECT™ 8.4” NAV DAB Radio / UCONNECT™ 8.4” DAB Radio

Using the display of the **Uconnect™** system on your vehicle, you can activate/ deactivate some of the Hybrid mode functions, see below for more information.

HYBRID/ELECTRIC PAGES

Proceed as follows:

- press the “Apps” button on the display to access the **Uconnect™** menu containing all the system application functions;
- press the "Hybrid/Electric Pages" button fig. 57 to display the menus for the following modes:
  - "Power Flow";
  - "Driving History";
  - "Schedules";
  - "E-Save";
  - "Charge Setting";



57 J0B6007

Power Flow

Through the "Power Flow" function it is possible to see on the display information related to the distribution of the power consumed/supplied by the systems:

- "Engine" (power value, expressed in kW, that the heat engine is generating). Based on the car operating conditions, this power is used for car movement, to heat the passenger compartment, supply the electric loads and charge the high-voltage battery. The operation of the heat engine is monitored in order to minimize fuel consumption.
- "Battery" (power value, expressed in kW, that the high voltage battery is currently able to supply/absorb);
- "Climate" (power value, expressed in kW, that the automatic dual-zone climate control system is using to maintain the set air temperature value inside the passenger compartment).

Proceed as follows:

- press the "Hybrid/Electric Pages" button, fig. 57;
- press the "Power Flow" button, fig. 58: the display will show the information previously described.

58 5520544D

NOTE During deceleration energy recovery operations ("eBraking" or "eCoasting") the power value of the high-voltage battery displayed on the **Uconnect™** system display may be negative.

NOTE The distribution of the power flows is shown graphically using arrows on the **Uconnect™** system display.

Driving History

Using the "Driving History" function, you can see the graphs (relating to the "Previous Week" and "Current Week") on the display with information regarding:

- ❒ "Distance Travelled" (values expressed in km or mi);
- ❒ "Regeneration" (energy value, expressed in kWh).

Proceed as follows:

- ❒ press the "Hybrid/Electric Pages" button, fig. 57;
- ❒ pressing the "Driving History" button on the display will show the information related to the "Distance Travelled", fig. 59 or "Regeneration", fig. 60 (display of information related to the regeneration of the high-voltage battery).

59 J0B6009

60 J0B6010

Distance Travelled

The graphic bars on the display (regarding the "Previous Week" and the "Current Week") indicate the distance travelled (expressed in km or mi) in one day in electric operating mode ("ELECTRIC") or in hybrid operating mode ("HYBRID").

The **green** bars are referred to the operation with electric motor.

The **blue** bars are referred to the operation with heat engine.

Regeneration

The graphic bars on the display show the value of energy recovered from the high-voltage battery (expressed in kWh) during "eCoasting" and "eBraking" energy recovery operations.

Schedules

Using the "Schedules" feature, you can schedule the automatic dual-zone climate control system and/or the high-voltage battery charging.

When charging the vehicle, or if the high-voltage battery is sufficiently charged, you can activate the preconditioning of the passenger compartment before driving.

Proceed as follows:

- ❒ press the "Hybrid/Electric Pages" button, fig. 57;
- ❒ press the "Schedules" graphic button, fig. 61;
- ❒ select one of the items related to "Schedules" and press the graphic button **>**;
- ❒ press the "Charge Schedule" or "Climate Schedule" button", fig. 62. The charge schedule and the climate schedule cannot be entered at the same time in the same schedule line as one excludes the other. If you want to activate both the charge schedule as well as the climate schedule, they must be entered in multiple schedule lines.

61 J0B6011

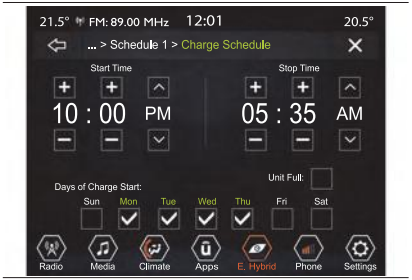
62 J0B6012

The display also shows information about "Next Schedules" ("Charge" and "Climate") and "Estimated Time to Complete Charge" ("Maximum" and "Minimum" time).

Charging Schedule

Using this function you can set the high-voltage battery charging by selecting the following settings fig. 63:

- ❒ "Start Time": time at which to activate the charging procedure. Through this function you can choose the time interval at which to activate the charging procedure.
- ❒ "Stop Time": time when the charging process ends;
- ❒ "Days of Charge Start": day(s) on which to start charging;
- ❒ "Until Full": the charge continues until the high voltage battery is fully charged;
  NOTE when this is selected, the charge procedure cannot be interrupted. Charging will stop automatically when 100% is reached.



63 J0B6013

NOTE If the charge schedule was not set, to charge the high-voltage battery simply connect the cable to the power socket (the charge schedule operation does not need to be set).

NOTE If the "Until Full" setting is selected and the charge cable is connected after the schedule start time, the high-voltage battery charge procedure will start the next day (at the same time). If you want to start to charge immediately and continue to charge until the high-voltage battery is fully charged, select the setting "Charge Now".

For the charging cable connection, see the description in the "Charging" chapter in the "Knowing your vehicle" section.

Climate Schedule

This function is used to set the ignition of the automatic dual-zone climate control system when the engine is turned off by selecting the following settings, fig. 64:

- ❒ "Departure Time": time you wish to leave. The car preconditioning activation time will be managed autonomously by the car;
- ❒ "Allow Climate Schedule to pre-condition vehicle when battery level is below 25%": enables the air conditioning system of the passenger compartment when the high-voltage battery charge status is below 25%. The preconditioning is active even if the charging cable is not connected to the charging socket;
- ❒ "Repeat": allows you to repeat the function for the selected days of the week (the days are at the bottom of the screen).

NOTE The temperature set by the automatic dual-zone climate control system is the temperature selected before the engine or climate control system is turned off.

64 J0B6014

NOTE To stop the "Climate Schedule" procedure, either start the engine or press the OFF button on the automatic dual-zone climate control system panel.

NOTE Before the comfort temperature is reached, press and release the door unlocking button located on the key with remote control, or on the handle of the driver's door (for versions with the Passive Entry system) to unlock the doors and turn off the alarm (where provided). Afterwards, before the comfort temperature is reached, press and release the ignition device.

NOTE "Allow Climate Schedule to pre-condition vehicle when battery level is below 25%" the high-voltage battery charge function will be temporarily suspended. This depends on the power consumption of the automatic dual-zone climate control system compared to that provided by the public charging station: in case of redundancy, the air conditioning will be activated and charging will be carried out.

NOTE The schedule of the automatic dual-zone climate control system can be activated only under the following conditions:

- ❒ Doors closed correctly;
- ❒ Bonnet closed correctly;
- ❒ Liftgate closed correctly;
- ❒ Brake pedal not pressed;
- ❒ Hazard warning lights on button not pressed;
- ❒ Alarm (where provided) not active;
- ❒ Battery voltage at an acceptable charge level;
- ❒ Ignition device in the OFF position;
- ❒ Automatic transmission gear lever in "Park" (P);
- ❒ Vehicle speed below 5 km/h.

NOTES

- ❒ If a problem occurs with the electric motor, the automatic dual-zone climate control system schedule will be deactivated in approx. 3 seconds.
- ❒ For safety reasons, windscreen wiper operation is disabled when the automatic dual-zone climate control system schedule is active.

E-Save

The "E-Save" function makes it is possible to safeguard the high-voltage battery charge status or use the heat engine to charge the high-voltage battery.

Proceed as follows:

- ❒ press the "Hybrid/Electric Pages" button, fig. 57;
- ❒ press the "e-Save" graphic button, fig. 65;
- ❒ activate one of the following functions: "Battery Save" (battery charge status saving) or "Battery charge" (battery charging).

65 J0B6015

Charge Setting

Using the "Charge Setting" function, you can set the power level / current consumption during charging. Select the displayed level on the display, which ranges from a minimum level ("Lvl "1') up to a maximum level ('Lvl 5").

The high-voltage battery charge level (expressed as a percentage) is shown graphically on the display fig. 66.

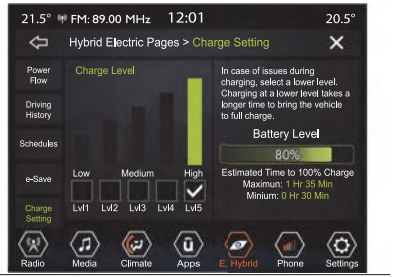
Proceed as follows:

- ❒ press the "Hybrid/Electric Pages" button, fig. 57;
- ❒ press the "Charge Setting" button fig. 66 and select one of the levels shown on the display.

The display also shows information related to:

- ❒ "Battery Level": the graphic bar shown on the display indicates, in percentage, the high-voltage battery charge status.
- ❒ "Estimated time to 100%": corresponds to the time required to obtain full recharging of the high-voltage battery.

If problems occur during the charging procedure, a dedicated message will appear on the display suggesting the driver to select a lower level (selecting a lower level will take longer to charge).



66 J0B6016

NOTE To get an estimate of the time needed for full charge (100%) refer to what is shown on the display and updated in real time.

Charging time

The charging time varies depending on:

- ❒ the high-voltage battery load capacity;
- ❒ the age of the high-voltage battery and its temperature;
- ❒ the type of cable used ("Mode 2" cable or "Mode 3" cable) and, consequently, the selected charging mode (connection to a domestic socket, a domestic charging station (wallbox) or a public charging station);
- ❒ any external or environmental factors such as, for example, activation of the air conditioner, the outside temperature, the temperature of the high-voltage battery, the country where charging is carried out.

NOTES

The charging times shown in the table below are estimates based on charging the high-voltage battery having a charge status less than 1%.

Charging times can be longer if there is a thermal protection device, which reduces the charging current passing through the cables.

Type of charging cable used	Estimated standard charge time (using "Level 5")	Estimated maximum charge time (using "Level 1")
"Mode 2" charging cable (*)	About 3 Hours	About 8 Hours
"Mode 3" charging cable (**)	About 1 hour 45 minutes	About 6 Hours

(*) The **standard charge time** reported is calculated considering a charge made with a current intensity of 13A (corresponding to "Level 5" ("High") set on the **Uconnect™** system display). Selecting a lower power level will increase the time required for charging, up to a **maximum time** of about 8 hours (corresponding to the "Level 1" ("Low") set on the **Uconnect™** system display).

(**) The **standard charge time** reported is calculated considering a charge made with a current intensity of 32A (corresponding to "Level 5" ("High") set on the **Uconnect™** system display). Selecting a lower power level will increase the time required for charging, up to a **maximum time** of about 6 hours (corresponding to the "Level 1" ("Low") set on the **Uconnect™** system display).

NAVIGATION

(only for versions with Uconnect™ 8.4" NAV DAB Radio)

Content on the screen

Navigation buttons

In the map display or navigation view, tap the "Main menu" button to open the menu.

The following navigation buttons are available in the main menu:

"*Search*": select this button to search for an address, a place or a point of interest, then plan a route toward the location.

"*Current Route*": select this button to cancel or change the planned route.

"*Favourites*": Select this button to show the saved places.

"*Parking*": select this button to search for a car park.

"*Charging station*": select this button to search for public charging stations.

"*Gas Station*": select this button to search for gas stations.

Planning a route

Finding a public charging station

WARNING In the interest of safety and to avoid being distracted while you are driving, you should always plan a route before you start driving.

To find a charging station, proceed as follows:

- Select the "Main menu" button to open the corresponding menu
- Select "EV Charging Station" . The map opens showing the locations of charging stations, fig. 67.

67 J0A4033

If a route has been planned, the available charging stations will be displayed on the map.

If a route has not been planned, the charging stations near the current position will be displayed on the map.

You can change the screen to display a list of the charging stations by pressing this button .

You can select a charging station from the list to find it on the map.

Tip: you can display all results using the scroll bar on the right of the screen.

- Select a charging station from the map or list, fig. 68. A pop-up menu opens on the map showing the name of the charging station.
- To plan a route towards the selected charging station, select the "Drive" button .
  A route is planned and the indications to get to your destination start. When you start driving, the navigation view is displayed automatically.

68 J0A4034

Tip: You can add a charging station as a stop on your route by using the pop-up menu. The charging stations that are set as a stop on your route have a blue icon.

Charging connectors

Select "Settings" in the "Main Menu" and then select "Charging Connectors" .

You can choose the correct charging connector to use when searching for a charging station. The charging connector supplied with the car is already selected, fig. 69.

69 J0A4047

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SAFETY

The following section is very important: it describes the safety systems supplied with the car's hybrid system. The necessary instructions on how to use them correctly are also given.

For anything not included, refer to the "Safety" section in the Owner Handbook.

PRECAUTIONS RELATING TO THE HYBRID SYSTEM

⚠ 44) 45) 46) 47) 48) 49)

WORKS ON THE HYBRID SYSTEM

The vehicle's hybrid system:

- ❒ is isolated from the vehicle and is secured by protective equipment;
- ❒ is protected from the outside environment;
- ❒ is only accessible for maintenance work by qualified personnel.

The vehicle monitors the integrity of the hybrid system: if a fault is detected, a dedicated message will appear on the instrument panel display together with the relevant icon.

Warnings

In case of fault, damage or fire to the vehicle:

- ❒ the components of the hybrid system can be live and the high-voltage battery can be charged;
- ❒ the high-voltage battery, cables and electrical components may be exposed and pose a potential risk of electrocution;
- ❒ vapours released during handling or disconnection of the high-voltage battery from the system are potentially toxic and flammable;
- ❒ damage to the vehicle or high-voltage battery may cause immediate or delayed release of toxic and/or flammable gases or a fire;

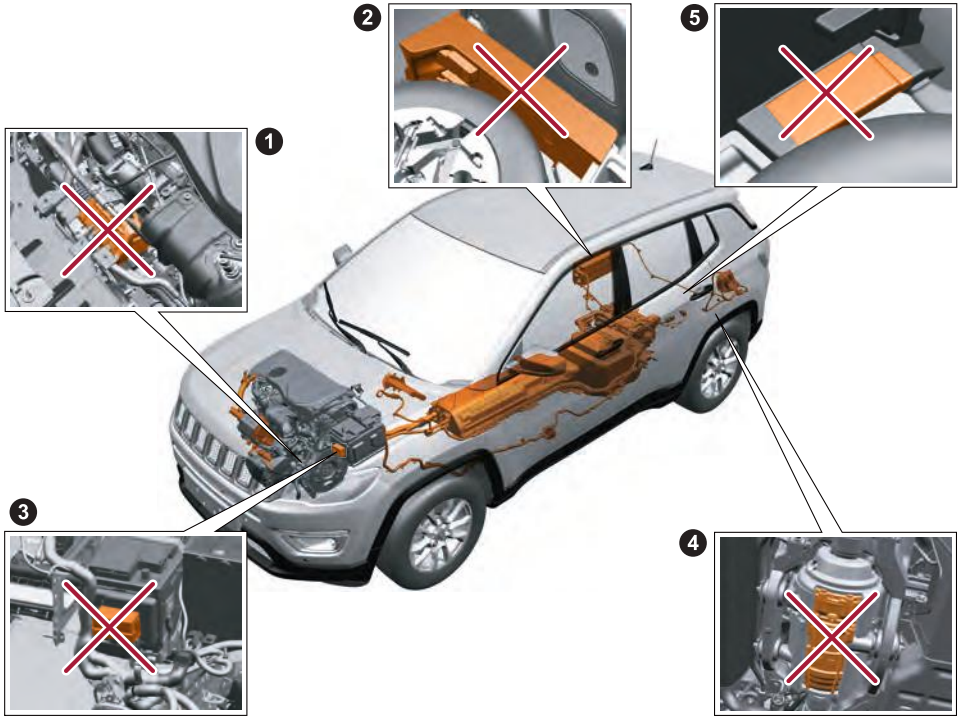
The high-voltage components are orange (see the information in fig. 70).

WARNING Non-insulated cables or wires may be visible inside or outside the vehicle. **Never touch** cables and/or connectors: electric shock could occur, resulting in injury or death by electrocution.

WARNING Do not touch / disassemble / remove the electric climate control compressor.

WARNING Do not touch / disassemble / remove the high voltage battery.

HYBRID SYSTEM COMPONENTS ON CAR NOT TO TOUCH



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Do not touch, disassemble, remove or replace the following components:

1. Front electric motor - 2. Charging control module - 3. High-voltage system specific components fusebox - 4. Rear electric motor - 5. Charge module

ELECTROMAGNETIC WAVES

High-voltage components and cables on hybrid vehicles are electromagnetically shielded.

If non-certified electrical/electronic devices are installed, electromagnetic interference with some components may occur.

ATTENTION

44) *Improperly performed work, in particular maintenance and repair work on the high-voltage system, can result in current leakage: risk of injury, burns or death. Any maintenance, repair or modification work must usually be carried out by qualified technicians.*
45) *According to ECE100 standard, the label ⚠ is affixed to the vehicle's high-voltage components with which the driver may come into direct or indirect contact.*
46) *The components of the hybrid system are not repairable. All high-voltage wiring harness is orange. If necessary, contact the Jeep Dealership for servicing or repair work. NEVER touch the orange wiring harness. Severe injury or death by electric shock could result if the high-voltage system components are damaged.*

47) *Do not pour water or any other kind of liquid into the boot. Even if insulated by specific protections, high-voltage components are mounted. Risk of death by electrocution.*
48) *Never perform any operation on high-voltage components.*
In case of need, contact a Jeep Dealership.
49) *Even if the high-voltage battery is flat, the hybrid system will still remain live - danger of fire or fatal injury. Do not touch or modify live parts in any way (e.g. orange cables, even with discharged high-voltage batteries).*

ACTIVE SAFETY SYSTEMS

50) 51) 52)

ESC (ELECTRONIC STABILITY CONTROL) SYSTEM

Complete disengagement mode

This mode was created exclusively for use on unpaved roads and for driving off-road when the ESC stability functions could inhibit car manoeuvrability due to the conditions of the path.

To activate this mode, hold down the button OFF fig. 71 for 5 seconds with the car stopped and the engine on. After 5 seconds have passed, the warning light OFF appears on the instrument panel and a dedicated message appears on the display.

71 J0B6150E

In this mode, the ESC system and the TCS are deactivated, with exception of the “limited slip” function, until the car reaches a speed of 64 km/h. When this speed is reached, the ESC system returns to the partial disengagement mode while the TCS remains deactivated.

When the car speed drops down below 64 km/h, the ESC systems turns off.
At a reduced speed, the ESC system is deactivated so that it does not interfere with off-road driving, but is restored to guarantee the stability function at speeds above 64 km/h.

The warning light OFF is always on when the ESC system is deactivated.

To activate the ESC system again, briefly press the button OFF fig. 71. In this way, normal ESC operation is restored.

NOTE The message “ESC OFF” will appear on the display of the instrument panel and an acoustic warning will sound when the automatic transmission lever is moved to P (“Park”) from any other position and therefore moved from P (“Park”). This also occurs even if the message “ESC OFF” does not appear on the display of the instrument panel.

HDC (HILL DESCENT CONTROL) SYSTEM

The HDC (Hill Descent Control) system was designed for off-road driving at low speeds with the 4WD LOW operating mode selected.

The HDC system keeps the speed of the car constant when driving down hill in different driving conditions and controls the car speed by actively operating the brakes.

The HDC system has three different states:

- ❒ "**Off**" (the system is not enabled and will not activate);
- ❒ "**Enabled**" (the system is enabled and ready, but the activation conditions are not satisfied, or the driver is pressing the brake pedal or the accelerator);
- ❒ **"Active**" (the system is enabled and actively controls the car speed).

Enabling the system

The system is enabled by pressing the button located on the central tunnel fig. 72, and if the following conditions are satisfied:

- ❒ the **Selec-Terrain™** device is in 4WD LOW mode;
- ❒ the vehicle speed is below 12 km/h;
- ❒ the electric parking brake (EPB) is deactivated;
- ❒ the driver side door is closed.

72 J0B6135E

System Activation

Once enabled, the HDC system will activate automatically if the car is driven downhill on a steep slope, higher than 4%.

The speed set for the HDC system can be selected by the driver and can be adjusted within the thresholds by pressing down on the accelerator pedal or the brake pedal.

Manual driver control

The driver can cancel the activation speed of the HDC system at any moment by pressing down on the accelerator pedal or the brake pedal.

Deactivating the system

The HDC system is deactivated, but remains available, if one of the following conditions occurs:

- ❒ the speed set for the HDC system is cancelled with 12 km/h, but set to speeds below 40 km/h;
- ❒ the vehicle is on a descent with insufficient gradient, that is below 4% or a level surface, or is going uphill;
- ❒ the automatic transmission lever is in P ("Park") position.

Disabling the system

The HDC system is deactivated and disabled if one of the following conditions is met:

- ❒ the button shown in fig. 72 is pressed;
- ❒ activation of mode other than 4WD LOW;
- ❒ driver side door open;
- ❒ speed of 40 km/h exceeded (immediate deactivation of the HDC system).

Warnings for the driver

The appearance of the symbol on the instrument panel display and the turning on of the LED on the button shown in fig. 72 warn the driver of the status of the HDC system:

- ❒ the symbol on the display of the instrument panel and the LED on the button turn on and remain on **with a fixed light** when the HDC system is enabled or activated. This is the normal operating condition of the HDC system;
- ❒ the LED on the button **flashes** for a few seconds, then turns off, when the driver presses the button shown in fig. 72 if the enabling conditions are not satisfied.

ATTENTION

50) *In "Full Off" mode, the engine torque reduction and stability functions are deactivated. During emergency manoeuvres, the ESC system will not engage to help maintain car stability. The ESC disengagement mode was designed exclusive for use on unpaved roads and off-road.*

51) *A prolonged use of the system could cause the braking system to overheat. If the brakes overheat, the HDC system will be gradually deactivated, if active, after warning the driver (the LED on the button will turn off); it can be reactivated only when the brake temperature has gone down enough. The distance that can be driven depends on the brake temperature and therefore the gradient, the load and the car speed.*

52) *The capabilities of an HDC-equipped vehicle must never be exploited in a reckless or dangerous manner which could jeopardize the driver's safety or the safety of others.*

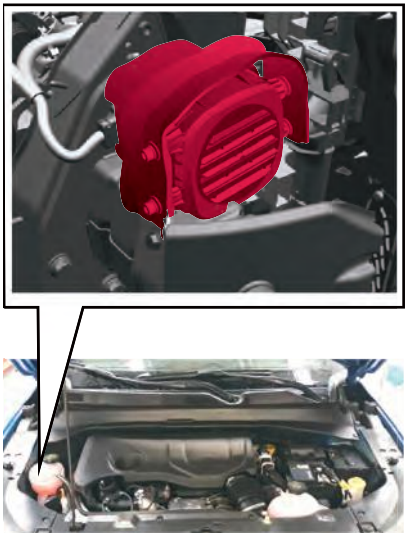
PEDESTRIAN ACOUSTIC SIGNALLING SYSTEM

53)

During electric operation mode ("ELECTRIC"), children, pedestrians, cyclists, animals and other road users may not perceive the car, as the usual noise produced by the heat engine is absent: this constitutes an accident hazard, particularly at low speeds, such as in car parks. Adapt your driving style to traffic conditions. Observe traffic conditions and actively intervene according to the situation.

The car is equipped with an acoustic pedestrian signalling system, located on the right side of the engine compartment, fig. 73, capable of reproducing the noise of the heat engine while driving in electric mode, thus alerting people in the vicinity of the car that it is approaching.

The intensity of the acoustic signal varies depending on the speed.



73 J0B6039E

WARNING The warning is deactivated when the vehicle is stationary or when the automatic transmission lever is in the “Park” (P) position.

NOTE The system, operating only at vehicle speeds below 20 km/h, is always active and cannot be deactivated.

ATTENTION

53) *The pedestrian acoustic warning system is a driving aid and was not designed to avoid collisions. The driver must never reduce their level of attention while driving. Driving is always the responsibility of the driver, who must take into consideration the traffic conditions to drive in complete safety. The driver is always required to maintain a safe distance from the vehicle in front and from any persons and/or animals located near the car. Failure to observe what is described could cause a collision or serious injuries to persons and/or animals located near the car.*

STARTING AND DRIVING

We have now reached the "heart" of the car: let's see how to use the vehicle to its full potential.

We'll look at how to drive safely in any situation, making it a welcome companion with our comfort and wallets in mind.

For anything not included, refer to the "Starting and driving" section in the Owner Handbook.

STARTING THE ENGINE

The motor is normally started in "ELECTRIC" operating mode.

Under the following conditions, however, the heat engine may be used:

- ❒ when the temperature of the hybrid system is too high (approx. 50°C) or too low (approx. -10°C);
- ❒ when the high-voltage battery charge level is too low.

ENGINE STARTING PROCEDURE

Proceed as follows:

- ❒ turn the ignition device to the RUN position;
- ❒ engage the electric parking brake and place the automatic transmission lever in neutral (N) or "Park" (P);
- ❒ fully depress brake pedal and hold it down;
- ❒ move the ignition device to the START position: if the procedure has been carried out correctly, you can start driving;
- ❒ the READY warning light will be displayed on the instrument panel when the car is ready to move. As long as the READY light is displayed on the instrument panel, it does not matter whether the heat engine is started or not, the vehicle's propulsion is always available;
- ❒ while holding down the brake pedal, position the automatic transmission lever to the gear position (D);
- ❒ release the brake pedal and press the accelerator pedal;
- ❒ press the accelerator pedal to start driving.

NOTE With the car stationary or when the automatic transmission lever is in neutral (N), the electric motor is running while the heat engine is off.

NOTE No noise will be generated by the electric motor while driving in electric mode;

ENGINE SWITCH OFF PROCEDURE

54) 55)

Proceed as follows:

- ❒ with the car stationary, press the brake pedal;
- ❒ bring the automatic transmission lever to "Park" (P);
- ❒ release the brake pedal;
- ❒ move the ignition device to the OFF position (versions equipped with mechanical key) or press the START/STOP ENGINE button fully to switch off the engine (versions equipped with Keyless Enter-N-Go system);
- ❒ engage the electric park brake.

NOTE When the engine is switched on and off, a metallic noise may be heard due to the opening/closing of the electrical contacts. This noise is normal and is not intended to be an anomaly.

ATTENTION

54) *Do not leave the vehicle in a poorly ventilated area with electrical operating mode on and heat engine switched off, as the heat engine may start automatically if the residual charge level of the high-voltage battery is insufficient. The exhaust gases generated can cause serious damage to people and animals.*

55) *When leaving the vehicle, you must set the automatic transmission lever to "Park" (P). If you unintentionally press the accelerator pedal or when the automatic transmission lever is in a position other than "Park" (P) the vehicle can move abruptly, resulting in serious injury or death.*

AUTOMATIC TRANSMISSION (6 GEARS)

The vehicle is equipped with an electronically controlled 6-speed automatic transmission, which automatically changes gear according to the vehicle's instantaneous usage parameters (vehicle speed, road gradient and accelerator pedal position).

Manual gear shifting can still occur thanks to the "sequential mode" position for the gear lever.

DISPLAY

The instrument panel display will show the following:

- **in automatic mode**: the gear selected (P, R, N, D);
- **in manual (sequential) driving mode**: the manual engagement of a (higher or lower) gear, with the relevant number.

GEAR LEVER

The gear lever fig. 74 can be moved to the following positions:

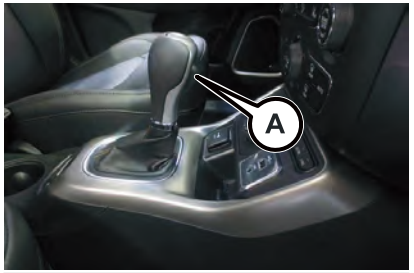
- **P** = Park
- **R** = Reverse
- **N** = Neutral
- **D** = Drive
- "**AutoStick**":
  - **+** sequential upshifting;
  - **–** sequential downshifting.

74 J0B6130E

The diagram for gear engagement is shown on the panel to the side of the gear lever.

The gear engaged is shown on the instrument panel display.

The lever has a button (A) fig. 75 that must be pressed to move the lever to P ("Park") or R.



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If the transmission is used in "sequential" mode, which is activated moving the lever from D (Drive) to the left, the various positions can be reached towards + (higher gear) or – (lower gear). These positions are unstable: the lever always returns to the central position.

To exit position P (“Park”), or to pass from position N (Neutral) to position D (Drive) or R (Reverse) when the car is stopped or is moving at a low speed, in addition to pressing the button (A) fig. 75 the brake pedal must also be pressed (see "Gear engagement disabling system with brake engaged" in this chapter).

WARNING DO NOT accelerate while shifting from position P (or N) to another position.

WARNING After selecting a gear, wait a few seconds before accelerating. This precaution is particularly important with a cold engine.

LEVER POSITIONS

Park (P)

56) 57)

7)

This position integrates the electric parking brake, blocking the transmission.

The engine can be started with the gear lever in this position.

WARNING Never try to select the P (“Park”) position when the car is moving. Before leaving the car, always bring the gear lever in this position and engage the parking brake.

When parking on a flat surface, first of all bring the gear lever to position P (“Park”) and then engage the electric parking brake.

Parking uphill, before bringing the gear lever to P (“Park”) engage the electric parking brake, otherwise moving the gear lever from P (“Park”) might be difficult.

To check the actual engagement of the position P (“Park”):

- ❒ move the gear lever completely forwards, to end of travel position;
- ❒ make sure that letter P is displayed on the instrument panel;
- ❒ with the brake pedal released, make sure that the gear lever does not move from position P (“Park”).

Reverse (R)

 8)

Select this position only with the vehicle at a standstill.

Neutral (N)

 58)

It corresponds to neutral for a manual transmission. The engine can be started with the lever in position N. Engage N in the case of prolonged stops with engine running.

Also engage the electric park brake.

Drive (D) - Automatic forward gear

Use this position in normal driving conditions.

The accelerator must be released, with car at a standstill and brake pedal pressed to shift from position D to position P (“Park”) or R (Reverse).

This position ensures the automatic engagement of the most suitable gears for driving needs and maximum fuel economy in terms of consumption.

In this position, the transmission shifts the gears automatically, selecting the most suitable for forward driving among those available as you go. In this way, the optimal driving characteristics of the vehicle are guaranteed in all the typical conditions of use.

“AutoStick ”- Manual (sequential) shifting mode

In the case of frequent shifting (e.g. when the vehicle is driven with a heavy load, on slopes, with strong headwind or when towing heavy trailers), it is recommended to use the “AutoStick (sequential shifting) mode, which permits the driver to decide when to shift, to select and keep a lower fixed ratio.

In these conditions, using a lower gear improves car performance and prolongs the life of the transmission, limiting gear shifting and preventing overheating.

It is possible to shift from position D (Drive) to the sequential mode regardless of vehicle speed.

Activation

With gear lever in position D (Drive), to activate the sequential drive mode, move the lever to the left (– and + indication of the panel). The engaged gear will appear on the instrument panel display.

Tip the gear stick forwards, towards symbol – or backwards, towards symbol +, to shift gears.

Deactivation

To deactivate the sequential driving mode, bring the gear lever back in position D (Drive) ("automatic" drive mode).

WARNINGS

Do not downshift on slippery surfaces: the drive wheels might lose grip with resulting risk of the vehicle slipping. This could cause accidents or personal injuries.

To select the correct gear for maximum deceleration (engine brake), simply keep the gear lever pressed forward, towards the indication – on the panel.

The vehicle will keep the gear selected by the driver until the safety conditions allow it. This means, for example, that the system will try to prevent the engine from switching off, automatically downshifting if the engine speed is too low.

AUTOMATIC TRANSMISSION "LIMP HOME MODE"

Transmission function is monitored electronically for abnormal conditions. If a condition that might damage the transmission is detected, the "limp home" mode is activated.

In this condition, regardless of the gear selected, the transmission remains in 3rd gear, unless car speed is not high: in this case the 5th gear will be engaged, when speed decreases the 3rd gear will be engaged. Positions P ("Park"), R (Reverse) and N (Neutral) still work.

The symbol  might be shown on the instrument panel display.

In the event of "limp home" mode immediately contact the nearest Jeep Dealership.

Temporary failure

In the event of a temporary failure correct transmission operation can be restored for all the forwards gears by proceeding as follows:

- ❒ stop the vehicle;
- ❒ move the gear lever to P (“Park”);
- ❒ turn the ignition device to the OFF position;
- ❒ wait for about 10 seconds, then restart the engine;
- ❒ shift into the desired gear range. If the problem is no longer detected, the transmission will return to normal operation.

WARNING In the event of a temporary failure it is still recommended to contact a Jeep Dealership as soon as possible.

IGNITION LOCK AND PARK POSITION

Versions with Keyless Enter-N-Go system

This function requires the gear lever to be positioned in P (“Park”); then bring the ignition device to OFF.

Versions with mechanical key

This function requires the gear lever to be positioned at P (Park) before extracting the key from the ignition device.

In the case of faults or if the battery is flat and the ignition key is engaged, the latter is locked in position.

In this case of faults or a discharged battery, to remove the key manually see the "Automatic transmission lever release” chapter in the "In case of emergency” section.

GEAR ENGAGEMENT DISABLING SYSTEM WITHOUT BRAKE PEDAL PRESSED

This system prevents you from moving the gear lever from position P (“Park”) if the brake pedal has not been previously depressed.

To bring the transmission to a position other than P (“Park”), the ignition device must be in position START and the brake pedal must be depressed.

GENERAL WARNINGS

Failure to comply with what is reported below may damage the transmission:

- ❒ select position P (“Park”) only with the car at a complete standstill;
- ❒ select position R (Reverse), or pass from R to another position only with the car at a complete standstill and engine idling;
- ❒ do not shift gears between positions P (“Park”), R (Reverse), N (Neutral) or D (Drive) with engine running at a speed above idling;
- ❒ before engaging any gear, fully depress the brake pedal.

WARNING Keep the brake pedal pressed while moving the gear lever to a position other than P (“Park”) and “AutoStick”.

- unexpected movement of the vehicle can injure the occupants or people nearby. Do not leave the car with engine running: before getting out of the passenger compartment always engage the electric parking brake, bring the gear lever to P (“Park”), switch off the car and extract the key from the ignition device (for versions with mechanical key). With ignition device OFF (key extraction allowed), the transmission is locked in position P (“Park”), to prevent any accidental movement of the car;
- when getting out of the vehicle, always remove the mechanical key from the ignition device and close all the doors. Do not leave children unattended inside the car;
- on versions equipped with Keyless Enter-N-Go, do not leave the electronic key near the vehicle (or in a place that can be accessed by children) and do not leave the ignition device activated. A child could activate the electric windows, other controls or inadvertently start the engine;
- bringing the transmission to a position different from P (“Park”) or N (Neutral) at an engine speed higher than idling is dangerous. If the brake pedal is not fully depressed the car could rapidly accelerate. Only engage the gear with engine at idling, fully depressing the brake pedal.
- If the transmission overheats, the symbol appears on the instrument panel display. In this case the transmission could operate incorrectly until it cools down.
- If the transmission temperature exceeds the normal operating limits, the transmission control unit may change the gear engagement order and reduce the drive torque.
- when using the car with extremely low external temperatures, transmission operation may change depending on the engine and transmission temperature, as well as car speed.

ATTENTION

56) *Never use position P ("Park") instead of the electric park brake. Always engage the electric park brake when parking the vehicle to avoid the accidental movement of the vehicle.*
57) *If the P ("Park") position is not engaged, the car could move and injure people. Before leaving the vehicle, make sure that the gear selector is in position P ("Park") and that the electric park brake is engaged.*
58) *Do not shift the gear selector to N (Neutral) and do not stop the engine when driving on a downhill road. This type of driving is dangerous and reduces the possibility of intervening in the case of variation of the road traffic or surface. You risk losing control of your vehicle and causing accidents.*

WARNING

7) *Before moving the gear lever from position P ("Park"), bring the ignition device to RUN position and press the brake pedal. Otherwise, the gear selector may get damaged.*
8) *Engage reverse only with the vehicle stationary, engine at idling speed and accelerator fully released.*

ADAPTIVE CRUISE CONTROL (ACC)

ACC SYSTEM ENABLING / DISABLING

Activation

It is not possible to turn on the Adaptive Cruise Control (ACC) when the 4WD LOW operating mode is on.

Deactivation

The device is deactivated and the set speed is cancelled from the memory if the 4WD LOW operating mode is selected.

ACC SYSTEM DISENGAGEMENT

The device is disengaged and the set speed is cancelled from the memory if the 4WD LOW operating mode is selected.

FOUR WHEEL DRIVE - JEEP ACTIVE DRIVE (4WD) AND JEEP ACTIVE DRIVE LOW (4WD LOW)

FOUR-WHEEL DRIVE

The four wheel drive (4WD) is fully automatic in standard driving mode.

Four-wheel-drive activation

The buttons to activate the four-wheel drive are located on the **Selec-Terrain™** device, fig. 76 and allow to select:

- **4WD LOCK**: with "HYBRID" operating mode, it forces the activation of the combined activation of heat engine and rear electric motor ensuring four-wheel drive. This function can be selected in AUTO mode and is automatic in the other driving modes.
- **4WD LOW**: it enhances the "off-road" performance of the vehicle in all driving modes.

76 J0B6082E

WARNING With 4WD LOCK or 4WD LOW function active the ELECTRIC operating mode is automatically deactivated: the heat engine operation is activated.

WARNING Changing mode is not possible when the vehicle speed is over 130 km/h.

Follow the procedure described below to enable the 4WD LOW mode.

Enabling the 4WD LOW mode

With the car stopped, the ignition device to RUN or with the engine running, move the gear lever to the neutral position /(N) and press the 4WD LOW button. The message “4WD LOW” appears on the instrument panel display after changing the operating mode.

NOTE The LEDs on the 4WD LOW and 4WD LOCK buttons flash until the changing of the operating mode is completed.

NOTE The “4WD LOW” icon appears on the instrument panel display.

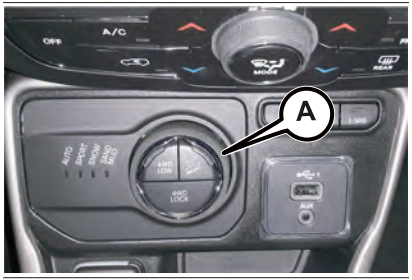
Disabling the 4WD LOW mode

To disable the 4WD LOW mode, the car must be stopped and the automatic transmission lever must be in neutral (N). Press the 4WD LOW button.

SELEC-TERRAIN™

59)

The **Selec-Terrain™** system combines the characteristics of the car control systems with the possibility of intervention by the driver, in order to provide the best performance on all types of terrain.



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DRIVING MODE SELECTION

Turn knob (A) fig. 77 to select the desired mode.

- **AUTO (Automatic)**: the traction mode with continuous and automatic operation can be used while driving on road and off-road. With "AUTO" mode active, the "ELECTRIC" operating mode can be activated.
- **SPORT**: this mode allows you to use the electric motor and the heat engine to maximize the sporty driving of the car.
- **SNOW**: this mode can achieve more stability on slippery or snow-covered grounds. To be used for driving on-road and off-road in the case of grounds with poor grip, such as roads covered by snow.
- **SAND/MUD:**
  - **SAND**: off-road driving mode to be used on surfaces with poor grip, such as sandy surfaces. The transmission is set to offer a maximum traction.
  - **MUD**: off-road driving mode for surfaces with poor grip, such as mud-covered grounds or wet grass.
- **ROCK** (where provided, for Trailhawk versions only): this mode is only available if the 4WD LOW mode is activated. The device sets the car to maximize traction and give the highest steering capacity on off-road surfaces featuring a high grip. This mode guarantees the best "off-road" performance. This mode must be used to pass over obstacles at slow speed, such as large rocks, deep cracks, etc.

The selected driving mode is shown on the instrument panel display by a graphic icon and by the message that indicates the active mode.

WARNING Changing mode is not possible when the vehicle speed is over 130 km/h.

WARNING With the **SAND/MUD** or **ROCK** driving mode is selected, the heat engine tends to increase the engine speed in order to permit charging of the high-voltage battery.

When the engine is started, the AUTO mode is automatically selected (LED on close to the AUTO message).

Turning the knob A fig. 77 the LED close to the AUTO message comes on solid. The other LEDs switch on sequentially, depending on the clicks set on the knob, so that the driver can understand which is the new required mode.

Once the desired mode has been reached (LED on next to the message), the **Selec-Terrain™** system knob returns to the starting position.

NOTE Activate the HDC system to control the vehicle when driving down steep paths. For more information, refer to what is described in paragraph “HDC system” in the “Safety” section).

"Energy Management" system (operating mode selection)

The **Selec-Terrain™** system is able to interact with the different operating modes ("HYBRID" / "ELECTRIC" / "E-SAVE" of the car) according to the following table:

Operating Mode	AUTO	SPORT	SNOW	SAND/MUD	ROCK
HYBRID	X	X	X	X	X
E-SAVE	X				
ELECTRIC	X	X			

WARNING If you try to select an operating mode and the operating mode selection system does not allow it, a dedicated message will appear on the instrument panel display.

"Energy Management" system operating mode

The "Energy Management" system allows you to select the following operating modes:

- **"HYBRID" mode** ("*Charge-depleting mode*"): this operating mode mainly uses the electric motor. The heat engine will only start if the driver presses the accelerator pedal and then it will switch off when it is no longer needed (accelerator pedal release).
- **"E-SAVE" mode**
  - "*Battery hold*": this operating mode allows you to safeguard the high-voltage battery charge status maintaining its current charge status, so that it can be used at a later time (e.g. when driving on traffic restricted city streets).
  - "*Battery charge*": this operating mode activates the heat engine operation for driving and charging the high-voltage battery so that it can be used at a later time (e.g. when driving on traffic restricted city streets). In this operating mode, fuel consumption will increase in order to provide the energy needed to charge the high-voltage battery.
- **"ELECTRIC mode"**: this operating mode activates the operation of the electric motor only. If high performance is required (pressing on the accelerator pedal) the electric motor and the heat engine will run simultaneously. A continuous acoustic warning will sound in this case to warn the driver.

ATTENTION

59) *If the vehicle is accidentally partially immersed in water, switch off the engine and leave the vehicle immediately. Avoid physical contact with the flooded vehicle. Immediately contact the rescuers, police or fire brigade and inform them that this is a vehicle with a high-voltage system.*

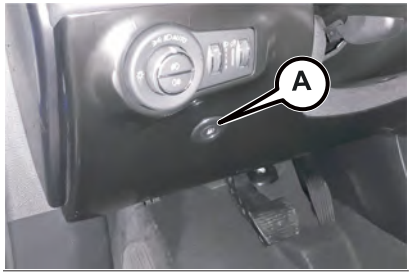
REFUELLING THE VEHICLE

Always stop the engine before refuelling.

REFUELLING PROCEDURE

To refuel proceed as follows:

- ❒ switch off the engine and set the automatic transmission lever to "Park" ("P");
- ❒ as soon as the fuel flap unlock button (A) fig. 78 (left-hand drive versions) or (B) fig. 79 (right-hand drive versions) is pressed, with the automatic transmission lever in "Park" ("P"), actions are taken to depressurize the fuel tank (during this procedure a dedicated message will appear on the instrument panel display);
- ❒ when the depressurization operations are completed, it will be possible to refuel (during this procedure a dedicated message will appear on the instrument panel display). Generally the depressurization procedure is quite rapid: it could last up to 15-20 seconds in case of high ambient temperatures. The fuel flap is then unlocked and opened (if necessary, finish opening manually and then refuel);
- ❒ when refuelling is complete, close the fuel flap. If the flap is not closed, a dedicated message will appear on the instrument panel display indicating the need to close the flap;
- ❒ insert the fuel nozzle into the fuel inlet and proceed with refuelling: a dedicated message will appear on the instrument panel display when refuelling is possible;
- ❒ when the fuel nozzle "clicks" or shuts off, before removing the nozzle, wait for at least 10 seconds in order for the fuel to flow inside the tank;
- ❒ then remove the nozzle from the filler and close the fuel flap.



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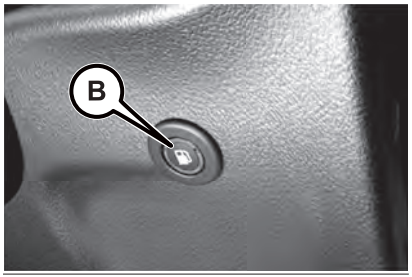

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The refuelling procedure described previously is illustrated on the label (C) fig. 80 applied inside the fuel filler flap.

NOTE After pressing button (A) fig. 78 or (B) fig. 79, you have 20 minutes to refuel. After this time you will need to press the button again to refuel.

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Warnings

- In plug-in hybrid vehicles, depending on the type of use, the fuel may remain inside the tank for extended periods of time and its characteristics may vary. In order to avoid damage to the fuel feed system it is recommended to consume at least one full tank of fuel every 6 months of use of the vehicle.
- Never attempt to start the engine if there is no fuel inside the tank. In this case the heat engine is not able to charge the high-voltage battery.

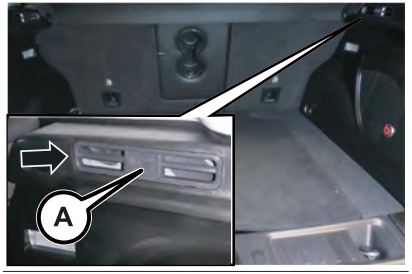
EMERGENCY FUEL FLAP OPENING

(where provided)

If the fuel flap is not unlocked due to faults in the electrical unlocking system, the fuel flap can be unlocked manually using a cord located on the right side of the boot, on the side panel near the fuel flap.

Proceed as follows:

- ❒ working inside the boot, remove the cover mask (A) fig. 81 removing it toward the inside of the boot;
- ❒ pull the cover mask (B) fig. 82 to unlock the fuel filler flap;
- ❒ correctly reposition the cover mask in its housing.



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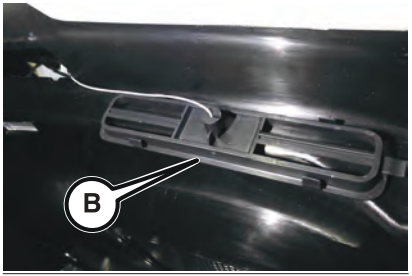

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NOTE If refuelling is performed by manually unlocking the fuel flap, special attention must be paid to the reference operation as there may be fuel refluxes.

DRIVING TIPS

9)

This chapter contains the main tips for driving hybrid cars.

For anything not included, refer to the "Driving tips" section in the Owner Handbook.

OFF-PAVEMENT DRIVING TIPS

Using the 4WD LOW operating mode

During off-road driving, select the 4WD LOW operating mode in order to obtain greater traction and control on slippery or tough surfaces and downhill or uphill on gradients and to increase traction power at low speeds.

The use of this operating mode must be limited to extreme situations, such as high snow, mud or sand, when greater towing power is required at low speed.

When the 4WD LOW mode is used, avoid driving the car at speeds above 40 km/h.

Driving on snow, mud or sand

In heavy snow, when pulling a load, or for additional control of the car at slower speeds, shift to a low gear and, if necessary, select the 4WD operating mode suitable for the terrain.

Do not shift to a lower gear than necessary to maintain headway.

Over-revving the engine can spin the wheels and traction will be lost.

Avoid abrupt downwards gear changes on icy or slippery roads, since the engine braking action may make the vehicle slip, resulting in loss of control.

Driving uphill

Before tackling a very steep climb, shift the transmission to a lower gear and select 4WD LOW operating mode. On particularly steep climbs, engage the 1st gear and select the 4WD LOW operating mode.

ENVIRONMENTAL PROTECTION

Environmental protection is one of the key values pursued in all FCA activities.

Attention to the environment covers the entire life cycle of the car and takes into account its overall environmental impact, from design to component reuse.

FCA applies the basic principle that any new product developed must have a lower environmental impact than the product it replaces.

An energy-efficient, fuel-efficient car not only helps to reduce environmental impact, but also allows the driver to keep running costs down, saving money and contributing to a better environment.

Here are some tips:

- ❒ Plan your route for effective average speed. Speeds above about 80 km/h and below 50 km/h lead to higher energy consumption.
- ❒ Observe the service and maintenance intervals of the vehicle as stated in the Service and Warranty Booklet.
- ❒ Avoid running the engine at idle and switch it off during long queues. Comply with the regulations of the country where you are driving.
- ❒ Planning the route: many unnecessary stops and an irregular speed contribute to increase fuel consumption.

NOTE Dispose of any potentially polluting waste materials (e.g. batteries and used oil) respecting the environment. In case of doubt about the disposal of waste materials, please contact a Jeep Dealership.

FUEL CONSUMPTION

To limit fuel consumption, try to make maximum use of the car's electric drive, depending on the driving needs and the route.

Since much of a car's total environmental impact is generated by its use, one of FCA's main objectives is to reduce fuel consumption, carbon dioxide and other pollutants emissions.

The lower the fuel consumption, the lower the emissions of carbon dioxide, a gas that contributes to the creation of the greenhouse effect.

TIPS FOR DRIVING HYBRID CARS

Drive the car avoiding abrupt acceleration and adapting the driving style and speed to each situation.

To ensure maximum autonomy and minimize energy consumption, observe the precautions below.

High-voltage battery charging

Charge the car regularly from the mains. It is recommended to always travel with a fully charged high-voltage battery.

Check where the public charging stations are located (for more information see the "Navigation" chapter in the section "Knowing the instrument panel and multimedia".

Park, if possible, in a car park provided with public charging stations.

Regular recharging of the high-voltage battery increases the range of the car.

Passenger compartment heating

If possible, warm up the passenger compartment before driving.

If you are driving for a short time after air conditioning in the passenger compartment, switch off the automatic dual-zone climate control system compressor or turn off the fan.

The passenger compartment air conditioning, both during cooling and heating, is carried out by high-voltage electrical components, which, therefore, have an impact on the range of the car in electric operation mode. In order to maximize the energy efficiency of the car, it is suggested to use the passenger compartment air conditioning function only when strictly necessary.

During the summer season, avoid parking the car in a way that overheats the passenger compartment during parking.

Park, if possible, in suitably ventilated indoor areas or outside in the shade.

Unnecessary loads

Do not travel with an overloaded luggage compartment. The weight of the vehicle and its arrangement greatly affect fuel consumption and stability.

Guide

Drive at a constant speed and anticipate obstacles in order to brake the less possible. This driving style avoids excessive energy consumption.

Dose the pressure on the accelerator pedal: the electric motor is more efficient than the heat engine, especially at low speeds. High speed leads to higher energy consumption.

As far as possible, do not use the heat engine to charge the high-voltage battery. Recharging with the heat engine increases fuel consumption.

Tyres

Check the tyre pressures at least once every four weeks: if the pressure is too low, consumption levels increase as resistance to rolling is higher.

The type of tyres can influence energy consumption. For information on the correct type of tyres to use and inflation pressure, see the "Technical Specifications" section.

Exploitation of inertia force

At a traffic light, release the accelerator pedal, allowing the car to decelerate.

On downhill stretches, release the accelerator pedal, letting the car proceed by inertia.

The hybrid system is able to recover energy from braking and slowing down: making effective use of these driving phases emphasizes the peculiarities of a hybrid car and its efficiency.

Switching off superfluous functions

Functions such as seat heating or activating the heated rear window require high energy consumption, especially when driving in urban traffic or when queuing or stopping for long periods of time. If not strictly necessary, remember to disable these functions.

Efficient use of the hybrid system

The car's hybrid system operates automatically, however, adopting an appropriate driving style allows to take advantage of the system's features, optimizing fuel consumption and energy recovery.

Energy recovery optimization

Energy recovery is a feature of hybrid cars and allows to efficiently exploit the "passive" driving phases (slowing down and braking), recovering energy and recharging the high-voltage battery, allowing to use the energy recovered during subsequent accelerations.

This feature is useful for powering electrical components, thus representing a fuel saving condition.

The energy recovery optimization, during acceleration and braking, is carried out in three phases:

- **Light energy recovery** during deceleration without pressing the brake pedal.
- **Medium energy recovery** during slight deceleration slightly pressing the brake pedal.
- **Maximum energy recovery**: if the brake pedal is depressed deeper, provided that the indicator located on the power meter on the instrument panel still moves in the charge indication middle space.

Optimal energy recovery

Optimizing energy recovery is possible by adopting an appropriate driving style.

As soon as the indicator on the instrument panel display shows the maximum energy recovery, press the brake pedal deeper, only if the driving conditions require it.

Examples of fuel-saving driving

The hybrid system allows particularly efficient energy management under different driving conditions.

Constant speed driving: the electric motor removes load from the heat engine at intervals, by automatic activation.

Fuel consumption optimization

Charge the vehicle regularly using a charging device.

This reduces fuel consumption from the electricity use by using the "ELECTRIC" operating mode.

WARNING If the car has to be stored for a long time (more than 1 month), the high-voltage battery charge level can be reduced. It is therefore recommended to leave the high-voltage battery status over 50%.

Electrical operating mode

The range of the car in electric mode is influenced by several factors (including electrical devices such as air conditioning, **Uconnect™** system, lighting, etc.) and varies depending on driving conditions and/or traffic.

SERVICING AND MAINTENANCE

Environmental protection through regular maintenance makes it possible to extend the life of the car and optimize fuel consumption, also contributing to a cleaner environment.

Contact the Jeep Dealership for repair and maintenance work. FCA's qualified personnel have the best knowledge and equipment to ensure maximum protection of the car and the environment.

WARNING

9) *Frequent restarts, sudden accelerations and braking, long distances travelled at high speed, heavy loads, high power consumption in the passenger compartment, low outside temperature and uphill gradients can reduce the driving range.*

TRANSPORTING THE VEHICLE

If the vehicle has to be transported by ship or air, it is not necessary to request any authorization from a public authority (ref. IATA-DGR standard and IMDG code 01.01.2018) because the high-voltage battery installed on the vehicle has passed all the safety tests required by the regulations in force and complies with the safety systems.

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IN CASE OF EMERGENCY

Have a flat tyre or a burnt-out bulb?

At times, a problem such as these may interfere with your driving experience.

The pages on emergencies can help you to deal with critical situations independently and with calm.

In an emergency, we recommend that you call the phone number found in the Warranty Book.

It is also possible to call the national or international universal freephone number to search for the nearest Dealership.

For anything not included, refer to the "In case of emergency" section in the Owner Handbook.

IN CASE OF ACCIDENT

AUTOMATIC HIGH-VOLTAGE BATTERY DISCONNECTION

In the case of an accident, with the intervention of the fuel cut-off system and air bags, the high-voltage battery is disconnected automatically, to avoid possible fire risks that could put passengers and any other people involved in traffic and/or near the car in a dangerous condition.

To reactivate the high-voltage battery, contact a Jeep Dealership.

PRECAUTIONS IN CASE OF ACCIDENT

In order to minimize the risk of serious injury, observe the following precautions:

- park safely at the roadside, apply the electric parking brake, turn the automatic transmission gear lever to P (Park) and switch off the engine;
- **contact rescue immediately, warning that it is a electric hybrid vehicle equipped with a high-voltage system;**
- do not touch the high voltage components (identified by the yellow triangular label with the symbol or because they are connected to orange cables) or any components that came into contact with uncovered high voltage cables. NEVER touch exposed electric cables: danger of ELECTROCUTION;
- if you notice any electrolyte leakage from the high-voltage battery, do not go near the vehicle. If the electrolyte from the high-voltage battery comes into contact with the eyes or skin, blindness or skin lesions may occur. Any vapours released from the electrolyte, if inhaled, may also cause a risk of intoxication. In case of contact with the electrolyte, rinse immediately with plenty of water and seek medical attention;
- do not go near the high-voltage battery with naked flames: danger of FIRE. In the event of a fire, move away from the area surrounding the car and call emergency services promptly;
- if the car has been seriously damaged, maintain a safe distance between the car and the other cars / flammable materials.

FUSES

The specific fuses for this version are located in a control unit located inside the engine compartment.

WARNING Contact a Jeep Dealership to replace the specific fuses for this version.

CHANGING A WHEEL

60) 61)

The spare wheel (where provided) fig. 83 is located under the boot load platform.

ACCESS TO THE SPARE WHEEL

To access the spare wheel, proceed as follows:

- ❒ open the liftgate and then remove the load platform;
- ❒ remove the jack and spare wheel fastener A fig. 83;
- ❒ remove the jack unit and the wrench for removing the fixing bolts from the spare wheel, fig. 83. Turn the screw of the jack to loosen the wrench and separate it from the jack assembly;
- ❒ take the spare wheel out of the boot.

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Follow the instructions in the Owner Handbook for the replacement procedure.

ATTENTION

60) *The spare wheel (where provided) is specific to the vehicle: do not use it on vehicles of a different model, nor use wheels from other models on your vehicle. The spare wheel must only be used in an emergency. Never use it for more than strictly necessary and never exceed a speed of 80 km/h. "Attention! For temporary use only! 80 km/h max!". Replace with standard wheel as soon as possible. Never remove or cover the sticker on the spare wheel. Never apply a hub cap to the spare wheel. The driving characteristics of the vehicle will be modified with the spare wheel fitted. Avoid violent acceleration and braking, abrupt steering and fast cornering.*

61) *With the spare wheel fitted avoid violent acceleration and braking, abrupt steering and fast cornering. The total life of a space-saver wheel is approximately 3000 km (1865 miles), after which it must be replaced by another wheel of the same type. Never install a standard tyre on a rim that is designed for use with a spare wheel. Have the wheel repaired and refitted as soon as possible. Using two or more spare wheels at the same time is forbidden. Do not grease the threads of the stud bolts before fitting them: they might slip out when driving!*

JUMP-STARTING

LOW VOLTAGE BATTERY (12 Volt) FLAT

If the car's low voltage battery (12 Volt) battery is flat, it can be jump started or a portable booster can be used.

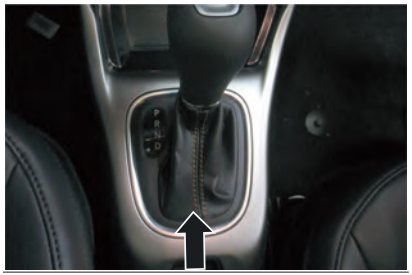
For the procedure to be carried out, refer to the description in the "Jump starting" chapter in the "In case of emergency" section of the Owner Handbook.

If both the low voltage battery and the high-voltage battery are flat, charge the low voltage battery first, in order to start the system and allow the heat engine to start in order to move the car. We suggest then, to also charge the high-voltage battery.

RELEASING THE AUTOMATIC TRANSMISSION GEAR SELECTOR

In the event of a failure, to move the gear lever from P ("Park"), proceed as follows:

- ❒ switch off the engine;
- ❒ engage the electric park brake;
- ❒ working carefully in the point indicated by the arrow, fig. 84, remove the transmission trim (complete with shift lever gaiter) lifting it upwards;
- ❒ depress the brake pedal and keep it fully depressed;
- ❒ Insert the supplied screwdriver perpendicular into the release access hole in the rear right corner of the gear lever assembly, fig. 85 and press down on the release lever;



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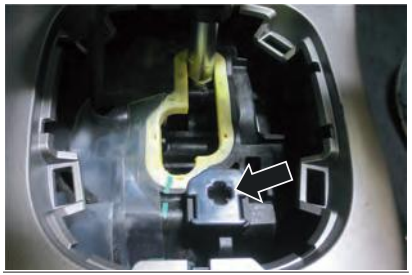

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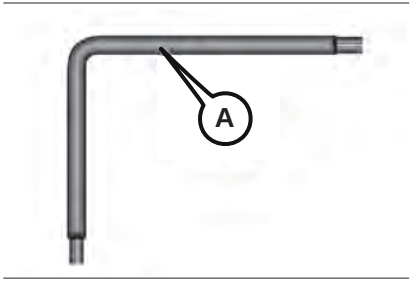
IGNITION KEY EMERGENCY REMOVAL

The ignition key (for versions with a mechanical key) can be removed only if the gear lever is in position P ("Park").

If the car battery is flat and the ignition key is engaged, the latter is locked in position.

Follow these steps to extract the key fob manually:

- ❒ stop the car in safety conditions, engage a gear and the electric parking brake;
- ❒ using the provided key (A) fig. 86 (located in the casing containing the handbook) undo the fixing screws (B) fig. 87 for the lower upholstery (C);
- ❒ remove the lower steering column upholstery (C) by releasing it from its housing;
- ❒ use one hand to pull down the tab (D) fig. 88 and use the other to remove the key, sliding it outward;
- ❒ once the key has been removed, refit lower upholstery (C) fig. 87, make sure it locks correctly and tighten the fixing screws (B) firmly.



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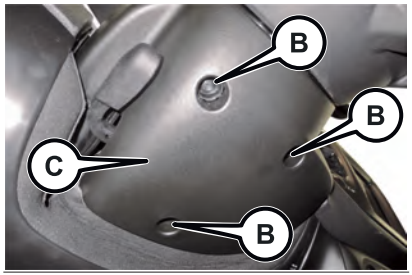

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10)

WARNING

10) *It is advisable to contact a Jeep Dealership to have the refitting procedure carried out. If you would like to proceed autonomously, special attention must be paid to the correct coupling of the retaining clips. Otherwise, noise might be heard due to an incorrect fastening of the lower cover with the upper cover.*

TOWING A BROKEN-DOWN VEHICLE

62) 63) 64)

This chapter describes the procedures for towing a broken-down car.

WARNING Comply with the regulations regarding vehicle towing in force in each country.

WARNING Do not tow using lifting harnesses. When securing the vehicle to a flatbed truck, do not attach to front or rear suspension components. Damage to your vehicle may result from improper towing.

TOWING METHOD

It is recommended to tow the car with all the four wheels LIFTED from the ground. It is therefore possible to tow the car on the flatbed of a rescue vehicle.

If this is not possible, towing is allowed with the two front wheels raised off the ground but only for short distances and at low speed.

Before towing, make sure that the automatic transmission is in neutral (N), checking that the car moves when pushed.

WARNING If the transmission cannot be put in neutral (N), do not tow the car and contact a Jeep Dealership. Should the automatic transmission lever be in "Park" (P), release it before towing (see paragraph "Positions of the lever" in the Owner Handbook).

WARNING If a vehicle is towed without complying with the above requirements, the transmission and/or the transfer unit might be seriously damaged. Damage due to incorrect towing is not covered by warranty.

ATTENTION

62) *For versions with mechanical key fob, turn the ignition key to the RUN position and then to OFF without removing it before towing. The steering column will automatically lock when the key is removed and the wheels cannot be steered. Check that the gear lever is in neutral (N). For versions with electronic key fob, turn the ignition device to the RUN position and then to OFF, without opening the door.*

63) *The brake servo and the electromechanical power steering will not work while being towed. You will therefore need to apply more force on the brake pedal and steering wheel. Do not use flexible ropes when towing, and avoid jerky movements. During towing, make sure that the trailer hitch does not damage any components it is touching. When towing the car, you must comply with all specific traffic regulations and adopt an appropriate driving behaviour. Do not start the engine while towing the car. Before tightening the ring, clean the threaded housing thoroughly. Make sure that the ring is fully screwed in before towing the vehicle.*

64) *The front and rear tow hooks should be used only for emergencies on the road. You are allowed to tow the vehicle for short distances using an appropriate device in accordance with the rules of the road (a rigid bar), to move the vehicle on the road in readiness for towing or transport via a breakdown vehicle. The tow hooks MUST NOT be used to tow the vehicle off the road or where there are obstacles and/or for towing operations using cables or other non-rigid devices. In compliance with the above conditions, towing must take place with the two vehicles (one towing, the other towed) aligned as much as possible along the same centre line.*

SERVICING AND MAINTENANCE

Correct servicing permits the performance of the vehicle to be maintained over time, as well as limited running costs and safeguarding the efficiency of the safety systems.

This section explains how.

For anything not included, refer to the "Servicing and maintenance" section in the Owner Handbook.

SCHEDULED SERVICING

Correct servicing is crucial for guaranteeing a long life for the vehicle under the best conditions. For this reason, Jeep has planned a series of checks and services at fixed distance intervals and, where provided, at fixed time intervals, as described on the Service Schedule.

Before each service, it is always necessary to carefully follow the instructions in the Scheduled Servicing Plan (e.g. periodically check level of fluids, tyre pressure, etc.).

The Scheduled Servicing is carried out by the Jeep Dealership at pre-set times. If, during each operation, in addition to the ones scheduled, the need arises for further replacements or repairs, these may be carried out with the owner's explicit agreement only. If your car is used frequently for towing, the interval between one scheduled servicing operation and the next should be reduced.

WARNING Scheduled Servicing operations are required by the Manufacturer. Failure to have them carried out may invalidate the New Vehicle Limited Warranty. It is advisable to inform a Jeep Dealership of any small operating irregularities without waiting for the next service.

PERIODIC CHECKS

Every **1,000 km** or before long trips check and, if necessary, top up:

- ❒ the coolant levels of the two systems of the car (heat engine cooling and high-voltage components cooling);
- ❒ brake fluid level;
- ❒ windscreen washer fluid level;
- ❒ tyre inflation pressure and condition;
- ❒ operation of lighting system (headlights, direction indicators, hazard warning lights, etc.);
- ❒ operation of windscreen washer/wiper system and positioning/wear of rear window wiper blades.

Every **3,000 km** check and top off if required: engine oil level.

DEMANDING USE OF THE CAR

If the vehicle is used in one of the following conditions:

- ❒ law enforcement (or security service), taxi service;
- ❒ towing a trailer or caravan;
- ❒ dusty roads;
- ❒ short, repeated journeys (less than 7-8 km) at sub-zero outside temperatures;
- ❒ engine often idling or driving long distances at low speeds or long periods of inactivity;

the following checks must be carried out more often than indicated in the Scheduled Servicing Plan:

- ❒ check front disc brake pad condition and wear;
- ❒ check cleanliness of bonnet and boot locks, cleanliness and lubrication of linkage;
- ❒ visually inspect conditions of: engine, gearbox, transmission, pipes and hoses (exhaust/fuel system/brakes) and rubber elements (gaiters/sleeves/ bushes, etc.);
- ❒ check the low voltage battery (12V) charge status and fluid level (electrolyte);
- ❒ visually inspect conditions of the accessory drive belts;
- ❒ check and, if necessary, change engine oil and replace oil filter;
- ❒ check and, if necessary, replace cabin air filter;
- ❒ check and, if necessary, replace air cleaner.

SCHEDULED SERVICING PLAN

WARNING Once you have carried out the last intervention in the table, continue with the scheduled servicing, maintaining the frequency indicated in the plan by marking each operation with a dot or dedicated note. Warning: simply restarting the maintenance from the start of the plan may cause the allowed interval to be exceeded for some operations!

Thousands of miles	9	18	27	36	45	54	63	72	81	90
Thousands of kilometres	15	30	45	60	75	90	105	120	135	150
Years	1	2	3	4	5	6	7	8	9	10
Check tyre condition/wear and adjust pressure, if necessary; check "Tyre Kit" rapid repair kit charge expiry date (for versions/markets, where provided)	●	●	●	●	●	●	●	●	●	●
Check operation of lighting system (headlights, direction indicators, hazard warning lights, boot, passenger compartment, glove compartment, instrument panel warning lights, etc.)	●	●	●	●	●	●	●	●	●	●
Check and, if necessary, restore the engine compartment liquid level (heat engine cooling, high-voltage system cooling, brakes, windscreen washers, etc.) (1)	●	●	●	●	●	●	●	●	●	●
Check the fuel/engine management systems operation, emissions, high-voltage battery and engine oil deterioration using the diagnosis equipment (where provided) (2)	●	●	●	●	●	●	●	●	●	●
Visually inspect condition and intactness of: exterior bodywork, underbody protection, pipes and hoses (exhaust, fuel supply, brakes), rubber parts (gaiters, sleeves, bushes, etc.)	●		●		●		●		●	
Check the position/wear of the windscreen wiper and rear window wiper blades (where provided)	●		●		●		●		●	
Check operation of the windscreen wiper/washer system and adjust nozzles, if necessary	●		●		●		●		●	
Check cleanliness of bonnet and boot locks, cleanliness and lubrication of linkage		●		●		●		●		●

Thousands of miles	9	18	27	36	45	54	63	72	81	90
Thousands of kilometres	15	30	45	60	75	90	105	120	135	150
Years	1	2	3	4	5	6	7	8	9	10
Visually inspect conditions and wear of front and rear disc brake pads and integrity of pad wear indicator	●	●	●	●	●	●	●	●	●	●
Visually inspect the condition of the accessory drive belt(s) (3)				●						
Change engine oil and replace oil filter	(4)									
Spark plug replacement(5)				●				●		
Replace accessory drive belt/s	(3)									
Replace air cleaner cartridge (6)		●		●		●		●		●
Change the brake fluid	(7)									
Replace passenger compartment filter (6) (O) (●)	O	●	O	●	O	●	O	●	O	●
UConnect Box system battery replacement (where provided) (8)					●					●
Visual inspection of electrical charging socket condition and integrity	●	●	●	●	●	●	●	●	●	●

(1) Only use the fluids shown in the handbook for topping up, and only after checking that the system is intact.

(2) If the engine oil quality detected by the vehicle diagnostics is lower than 20%, it is advisable to replace the engine oil and engine filter in order to avoid another service operation after a short time.

(3) The maximum mileage is 120,000 km. The belt must be replaced every 6 years, regardless of distance travelled. If the vehicle is used in heavy conditions (dusty areas, particularly harsh weather conditions, very low or very high temperatures for extended periods, urban driving, long periods of idling), the maximum mileage is 60,000 km. The belt must be replaced every 4 years regardless of the mileage. Furthermore, in the above demanding use conditions, the dual effect tensioner must be replaced at 120,000 Km or after 6 years regardless of the distance driven.

(4) The actual interval for changing engine oil and replacing the engine oil filter depends on the car usage conditions and is signalled by the warning light or message on the instrument panel. In any cases, never exceed 1 year.

(5) To guarantee correct operation and prevent serious damage to the engine, it is essential to proceed as follows: only use spark plugs specifically certified for these engines; all spark plugs should be of the same type and brand (see the "Engine" paragraph in the "Technical data" chapter); strictly comply with the spark plugs replacement intervals in the Service Schedule. It is advisable to contact a Jeep Dealership for plug replacement.

(6) If the vehicle is used in dusty areas, this filter should be replaced every 15,000 km.

(7) Brake fluid is to be replaced every 2 years or every 75,000 km.

(8) The UConnect Box battery must be replaced every 5 years, regardless of mileage.

(o) Recommended operations.

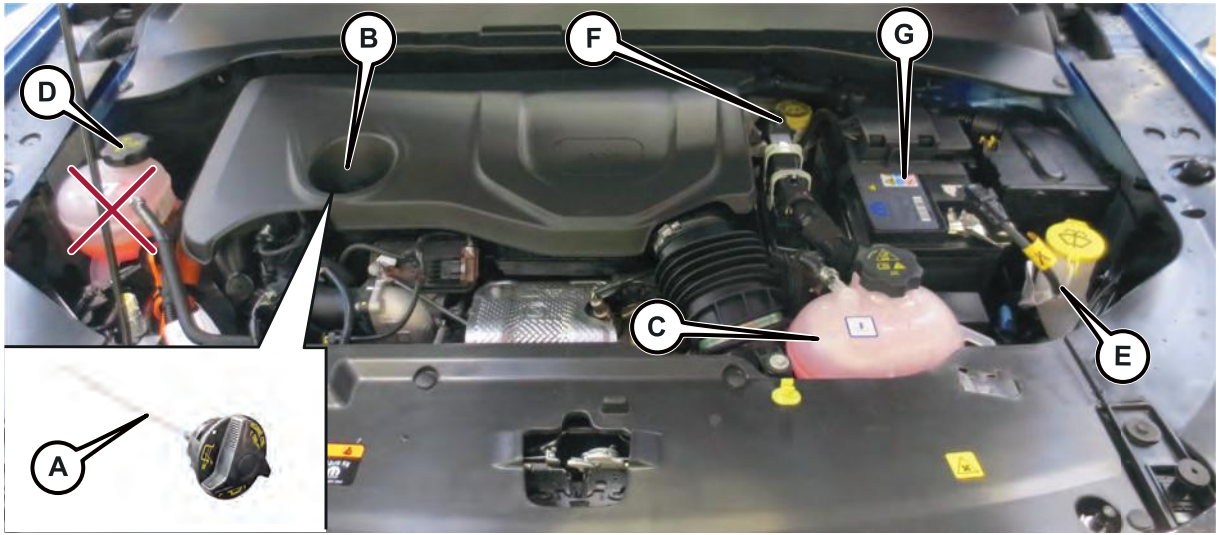
(●) Mandatory operations.

NOTE change automatic transmission oil and replace oil filter every 240,000 km.

CHECKING LEVELS

65) 66) 67) 68) 69)

11)



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A. Engine oil dipstick - B. Engine oil filler cap - C. Heat engine coolant fluid - D. High voltage system coolant - E. Windscreen/rear window washer fluid - F. Brake fluid - G. Low voltage battery (12V)

NOTE The cooling tank of the high-voltage system cannot be refilled by the driver. If it is necessary to top up the fluids, contact a Jeep Dealership.

ATTENTION

65) *Never smoke while working in the engine compartment: gas and inflammable vapours may be present, with the risk of fire.*
66) *Be very careful when working in the engine compartment when the engine is hot: you may get burned. Do not get too close to the radiator cooling fan: the electric fan may start: injury hazard. Scarves, ties and other loose clothing might be pulled by moving parts.*
67) *When working in the engine compartment pay special attention to mechanical components that can move suddenly, pressurized or very hot liquids and live electrical parts.*
68) *NEVER touch the high-voltage system components (identified by the orange colour), as this could result in serious injury or death from electric shock.*
69) *Do not pour water or any other type of liquid onto the high-voltage system components inside the engine compartment. Risk of death by electric shock and/or damage to the system.*

WARNING

11) *Be careful not to confuse the various types of fluids while topping up: they are not compatible with each other! Topping up with an unsuitable fluid could severely damage your vehicle.*

STORING THE VEHICLE

If the car is stopped for more than one month, in addition to the instructions below, observe the same precautions as described in the "Storing the vehicle" section in the "Servicing and maintenance" section of the online Owner Handbook.

If the car is stopped for several weeks, park the car with the high-voltage battery charged more than 50%.

If over-discharged, the high-voltage battery may be damaged.

The Jeep Dealership can provide further advice on what to do if the vehicle should be stopped for more than three months.

BODYWORK

UNDERBODY WASHING

If it is necessary to wash the underbody, do not directly pressurize with a high-pressure jet.

EXTERNAL CAR WASHING

Washing with closed hybrid system charging flap

The hybrid system is safe, even if the following situations occur:

- ❒ presence of water in the foot area;
- ❒ when the car is in water at a level that allows it to cross a ford;
- ❒ liquids entering the boot.

12)

ENGINE COMPARTMENT WASHING

13)

It is not recommended to wash the engine compartment with water.

PAINTING

When painting the car in the oven, take care not to exceed:

- ❒ 30 minutes at 70°C;
- ❒ 20 minutes at 80°C.

WARNING

12) *If it is necessary to wash the vehicle from the outside, take care not to insist directly with the water jet onto the charging flap of the hybrid system.*
13) *A high-pressure jet cleaner should not be used for cleaning the engine compartment. The appropriate precautions have been taken to protect all parts and connections, but the pressures generated by these devices are so high that complete protection against water seepages cannot be guaranteed.*

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TECHNICAL SPECIFICATIONS

Everything you may find useful for understanding how your vehicle is made and works is contained in this section and illustrated with data, tables and graphics. For the enthusiasts and the technician, but also just for those who want to know every detail of their vehicle.

For anything not included, refer to the "Technical Data" section in the Owner Handbook.

ENGINE CODES - BODYWORK VERSIONS

Versions	Engine codes	Bodywork versions
1.3 190HP	46337540	MPJHPFP NL1BAH1
1.3 240HP	46337540	MPJHPFP NN1BAH1
1.3 240HP Trailhawk	46337540	MPJHPFP TN1BAH1

ENGINE

HEAT ENGINE

Versions	1.3 190HP (*)	1.3 240HP (*)
Engine code	46337540	46337540
Cycle	Otto	Otto
Number and position of cylinders	4 in line	4 in line
Piston bore and stroke (mm)	70 x 86.5	70 x 86.5
Total displacement (cm^3)	1332	1332
Compression ratio	10.5 +/- 0.2	10.5 +/- 0.2
Maximum power (CEE) (kW)	96	132
Maximum power (CEE) (HP)	130	180
Corresponding engine speed (rpm)	5500	5750
Maximum torque (CEE) (Nm)	270	270
Maximum torque (CEE) (kgm)	27.5	27.5
Corresponding engine speed (rpm)	1850	1850
Spark plugs	NGK ILKFR7A8	NGK ILKFR7A8
Fuel	Unleaded petrol 95 R.O.N. (EN228 specifications)	Unleaded petrol 95 R.O.N. (EN228 specifications)

(*) Total engine power: 60HP is supplied by the rear electric motor.

REAR ELECTRIC MOTOR

	Features
Technology	Three-phase "induction" electric motor
Continuous power (kW)	44
Maximum torque (Nm)	250

HIGH-VOLTAGE BATTERY

Features	
Battery type	Lithium ions
Voltage (Volts)	380
Energy capacity (kWh/Ah)	11.4 / 33
Range (km) (*)	50

(*) The range value varies according to the energy consumption of the devices installed on the vehicle (e.g. automatic dual-zone climate control system).

TRANSMISSION

Model	Transmission	Traction
1.3 190HP/1.3 240HP	Automatic transmission with six forward gears plus reverse	Integral Electrified (Front traction Heat engine + electric motor rear)

The front and rear axles of the car are connected by a rear electric motor, capable of providing "eAWD" electric traction. This provides more torque on the rear wheels.

BRAKES

Model	Front brakes	Rear brakes	Parking brake
1.3 190HP/1.3 240HP	Disc	Disc	Electric

On the vehicle, in addition to the conventional braking system, the rear electric motor can, under certain conditions, slow down the vehicle and also allow the high-voltage battery to be charged (for more information, refer to the chapter "eBraking mode" in the "Knowing your vehicle" section).

WARNING Water, ice and salt spread on the roads may deposit on the brake discs, reducing braking efficiency the first time the brakes are applied.

TYRES AND WHEELS

Alloy rims. Tubeless radial carcass tyres.

All approved tyres are listed in the Registration Certificate.

WARNING If there are any discrepancies between the Owner Handbook and the Registration Document, take the information only from the latter. For safe driving, the car must be fitted with tyres of the same make and type on all wheels.

WARNING Do not use inner tubes with tubeless tyres.

SNOW CHAINS

14)

7 mm snow chains can only be used on the 215/60 R17 96H tyre (where provided).

Warnings

The use of snow chains should be in compliance with local regulations. In certain countries, tyres marked with code M+S (Mud and Snow) are considered as winter equipment; therefore their use is equivalent to that of the snow chains.

The snow chains may be applied only to the front axle.

If the vehicle is moving with the snow chains fitted, the "SNOW" drive mode must be set using the **Selec-Terrain™** system knob (for more information see the **Selec-Terrain™** chapter in the "Starting and driving" section).

Check the tension of the snow chains after the first few feet/metres have been driven.

Using snow chains with tyres with non-original dimensions may damage the vehicle.

Using different size or type (M+S, snow, etc.) tyres between front and rear axle may adversely affect vehicle driveability, with the risk of losing control of the vehicle and causing accidents.

WARNING

14) *Keep the speed down when snow chains are fitted; never exceed 50 km/h. Avoid potholes, steps and curbs and avoid driving long distances on roads not covered with snow to avoid damaging the vehicle and the road surface.*

RIMS AND TYRES PROVIDED

Versions	Rims	Tyres	Snow tyres
1.3 190HP **1.3 240HP**	7J x 17 H2 ET 37.5	215/60 R17 96H (*)	215/60 R17 96H (M+S) (*)
	7J x 17 H2 ET 37.5	235/60 R17 102H	235/60 R17 XL 102H (M+S)
	7J x 18 H2 ET 37.5	235/55 R18 100H	235/55 R18 100H (M+S)
	7.5J x 19 H2 ET40	235/45 R19 XL 99H	235/45 R19 XL 99H (M+S)
1.3 240HP Trailhawk	7J x 17 H2 ET 37.5	235/60 R17 102H M+S	235/60 R17 XL 102H (M+S)
Spare wheel (optional)	6.5J x17 H2 ET40	215/65 R17 99S (M+S)	

(*) Only for using 7 mm snow chains

WARNING With the spare wheel fitted the speed of the vehicle must not exceed 80 km/h: for more information refer to the on "Wheel changing" chapter in the "In case of emergency" section.

COLD TYRE INFLATION PRESSURE (bar)

When the tyres are warm, the inflation pressure should be + 0.3 bar in relation to the recommended figure. However, recheck the correct value when the tyre is cold.

With snow tyres, add +0.2 bar to the pressure value prescribed for standard tyres.

If it is necessary to jack the vehicle, refer to the "Jacking the Vehicle" chapter in the "In case of emergency" section of the Owner Handbook.

Tyres	Unladen/medium load		Full load	
	Front	Rear	Front	Rear
215/60 R17 96H (*)	2.4	2.4	2.6	2.6
235/60 R17 102H	2.4	2.4	2.6	2.6
235/55 R18 100H	2.4	2.4	2.6	2.6
235/45 R19 XL 99H	2.4	2.4	2.6	2.6
215/65 R17 99S (**)	2.4			

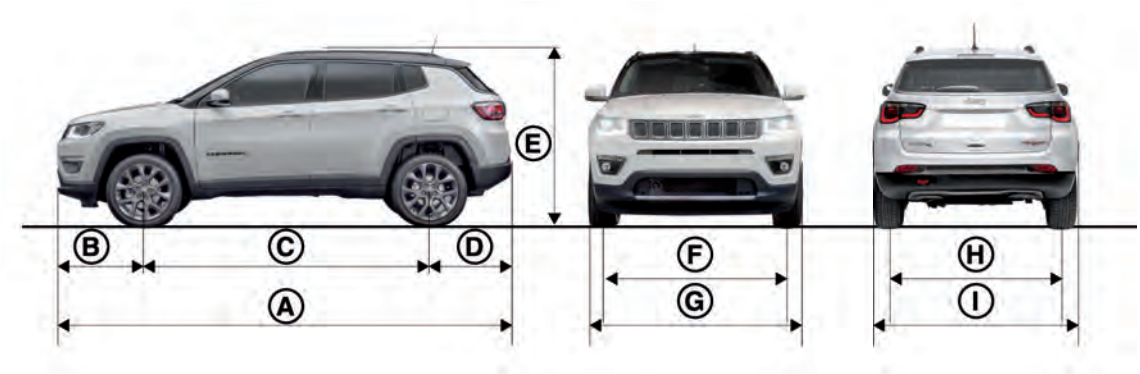
(*) Non original tyre: it must only be fitted if 7 mm snow chains are to be used.

(**) Spare wheel (optional)

NOTE The indicated pressure is aimed at comfort. To privilege fuel efficiency, the tyre pressure can be increased to a maximum of 3.0 bar for all tires.

DIMENSIONS

Dimensions are expressed in mm and refer to the car equipped with its original tyres. Small variations with respect to the reported values are possible depending on the dimensions of the rims. Height is measured with vehicle unladen.



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Limited / Longitude / Sport versions

A	B	C	D	E (*)	F	G	H	I
4394	905	2636	853	1638/1644 (**)	1547	2033	1542	1819

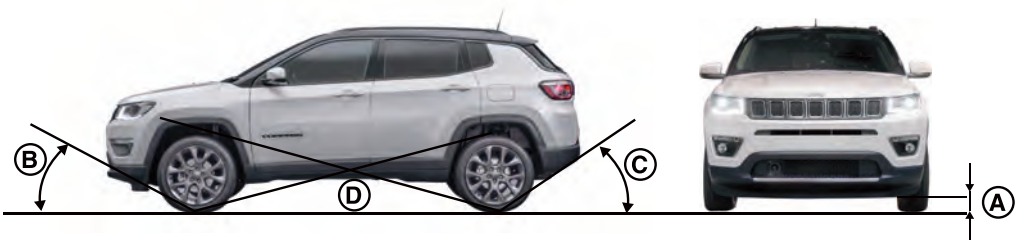
Trailhawk versions

A	B	C	D	E (*)	F	G	H	I
4398	908	2636	854	1651/1657 (**)	1546	2033	1538	1819

(*) Small variations with respect to the reported values are possible depending on the dimensions of the rims.

(**) With roof rack bars.

MINIMUM GROUND CLEARANCE/TYPICAL ANGLES



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"Minimum ground clearance" - reference A

The height value is measured near the lower edge of the rear electric motor. The height above ground also determines the values of "Approach angle", "Departure angle" and "Breakover angle".

Dimensions are expressed in mm and refer to the car equipped with its original tyres and empty car.

Four-wheel drive (eAWD) versions: 201 mm

Trailhawk versions with four wheel drive (eAWD LOW): 213 mm

"Approach angle" - reference B

The approach angle is determined by the horizontal line of the road surface and by the tangent line passing between the front wheel and the most projecting low point of the car.

The wider the angle, the lower the chance to hit an obstacle with the body or chassis, climbing a steep slope or overcoming an obstacle.

Four-wheel drive (eAWD) versions: 16°

Trailhawk versions with four wheel drive (eAWD LOW): 30.4°

"Departure angle" - reference C

The departure angle is determined by the same lines of the "Approach angle", and refers to the rear part of the car.

Four-wheel drive (eAWD) versions: 32°

Trailhawk versions with four wheel drive (eAWD LOW): 33.3°

"Breakover angle" - reference D

The value of the "Breakover angle" is linked to the ground clearance of the car and indicates the attitude of the car to overcome a wedge, more or less steep, preventing the car from resting on the ground with the body or chassis after touching the wedge with its lowest and most projecting parts (usually the underbody), because this would highly reduce wheel grip.

The wheels, without a suitable grip to the ground, will not have sufficient hold to move the vehicle, and will surge.

The higher the ground clearance, the wider the breakover angle. Always bear in mind that the higher the ground clearance, the lower the stability, due to a higher centre of gravity which reduces the side rollover angle.

Four-wheel drive (eAWD) versions: 18°

Trailhawk versions with four wheel drive (eAWD LOW): 20.9°

BOOT CAPACITY (Capacity - VDA standards)

BOOT CAPACITY	Litres
Capacity with the Tyre Kit device	420
Capacity with the spare wheel (where provided)	350
Cargo with the rear seats not folded down with the Tyre Kit device (capacity measured at shelf level)	1230
Cargo with the rear seats not folded down with the spare wheel (where provided) (capacity measured at shelf level)	1239

WEIGHTS

Weights (kg)	1.3 190HP	1.3 240HP
Unladen weight (with all fluids, fuel tank filled to 90% and without optional equipment)	1860	1860
Payload including the driver (*)	540	540
Maximum permitted loads (**)		
– front axle	1200	1200
– rear axle	1250	1250
– total:	2400	2400
Maximum combined vehicle load (vehicle + trailer) (***)	3400	3400
Towable loads		
– braked trailer	1250	1250
– trailer without brakes	600	600
Maximum load on roof (****)	50	50
Maximum load on tow hitch (trailer with brakes)	60	60

(*) If special equipment is fitted (sunroof, trailer towing equipment, etc.) the unladen weight will increase and consequently the payload will decrease in relation to the maximum permitted loads.

(**) Loads not to be exceeded. The user is responsible for arranging goods in the boot and/or load platform within the maximum permitted loads.

(***) Never exceed the maximum combined vehicle load value: the maximum towable load is only allowed if it does not exceed the maximum combined vehicle load.

(****) Versions with roof rack bars.

REFUELLING

	1.3 190HP/1.3 240HP	Prescribed fuels and original lubricants
Fuel tank (litres):	36.5	Unleaded petrol with at least 95 R.O.N. (EN228 specifications)
Including a reserve of (litres):	6.2	
Engine cooling system (litres):	5.4	Mixture of demineralized water and 50% PARAFLU UP (*)
Cooling system (high-voltage) (litres) (**)	7.0	
Engine sump (litres):	4.2	SELENIA DIGITEK P.E.
Engine sump and filter (litres):	4.5	
Gearbox/differential casing (litres):	6.5	TUTELA TRANSMISSION GI/VI
Hydraulic brake circuit (litres):	1.14	TUTELA TOP EVO
Windscreen and rear window washer fluid tank (litres):	2.5	Mixture of water and liquid PETRONAS DURANCE SC 35

(*) When the vehicle is used in particularly harsh climate conditions, we recommend using a 60-40 mixture of PARAFLU^{UP} and demineralized water.

(**) NOTE The cooling tank of the high-voltage system cannot be refilled by the driver. If it is necessary to top up the fluids, contact a Jeep Dealership.

FLUIDS AND LUBRICANTS

Your vehicle is equipped with an engine oil that has been thoroughly developed and tested in order to meet the requirements of the Maintenance Plan.

Constant use of the prescribed lubricants guarantees the fuel consumption and emission specifications. Lubricant quality is crucial for engine operation and duration.

15)

PRODUCT SPECIFICATIONS

Use	Features	Specification	Original fluids and lubricants	Replacement interval
Lubricant for petrol engines	**SAE 0W-30** ACEA C2 / API SN	**9.55535-GS1**	**SELENIA DIGITEK P.E.** Contractual Technical Reference N° F020.B12	According to Scheduled Servicing Plan

If lubricants conforming to the specific request are not available, products that meet the indicated specifications can be used to top up; in this case optimal performance of the engine is not guaranteed.

WARNING

15) *The use of products with different specifications than those indicated above could cause damage to the engine not covered by the warranty.*

Use	Features	Specification	Original fluids and lubricants	Applications
Lubricants and greases for drive transmission	Synthetic lubricant.	**9.55550-AV2**	**TUTELA TRANSMISSION GI/VI** Contractual Technical Reference N° F336.G05	ATF AW-1 automatic transmission lubricant
	SAE 75W API GL4 grade synthetic lubricant			Electrified axle
	Molybdenum disulphide grease, for use at high temperatures. N.L.G.I. consistency 1-2.	**9.55580-GRAS II**	**TUTELA ALL STAR** Contractual Technical Reference N° F702.G07	Wheel side constant velocity joints
	Low friction coefficient grease for constant velocity joints. N.L.G.I. consistency 0-1.	**9.55580-GRAS II**	**TUTELA STAR 700** Contractual Technical Reference N° F701.C07	Differential side constant velocity joints
Brake fluid	Synthetic fluid for brake and clutch systems. Exceeds specifications: FMVSS no. 116 DOT 4, ISO 4925 Class 6, SAE J1704.	**9.55597 or MS.90039**	**TUTELA TOP EVO** Contractual Technical Reference N° F002.L18	Hydraulic brakes and hydraulic clutch controls
Protective agent for radiators	Red protective with antifreeze action, based on inhibited monoethyl glycol with organic formula. Exceeds CUNA NC 956-16, ASTM D 3306 specifications.	**9.55523 or MS.90032**	**PARAFLU^{UP}** Contractual Technical Reference N° F101.M01	Cooling circuits proportions of use: 50% water 50% protective fluid (*)
Windscreen/rear window washer fluid	Mixture of spirits and surfactants. Exceeds CUNA NC 956-11 specifications.	**9.55522 or MS.90043**	**PETRONAS DURANCE SC 35** Contractual Technical Reference N° F001.D16	To be used diluted or undiluted in windscreen washer/wiper systems

(*) For particularly harsh climate conditions, a mixture of 60% protective fluid and 40% distilled water is recommended.

PERFORMANCE

Top speed reachable after the initial period of usage of the car.

Operating mode	km/h
Hybrid mode	184 (*) / 200 (**)
Electric mode	135

(*) 1.3 190HP versions

(**) 1.3 240HP versions

FUEL CONSUMPTION AND CO_2 EMISSIONS

The fuel consumption and CO_2 emission figures declared by the manufacturer are determined on the basis of the type-approval tests laid down by the applicable standards in the country where the vehicle is registered.

The type of route, traffic conditions, weather conditions, driving style, general condition of the car, trim level/equipment/accessories, use of the climate control system, car load, presence of roof racks and other situations that adversely affect the aerodynamics or wind resistance lead to different fuel consumption values than those measured.

The fuel consumption will only become more regular after driving the first 3000 km.

To find the specific fuel consumption and CO_2 emission figures for this car, please refer to the data in the Certificate of Conformity, and the related documentation that accompanies the vehicle.

PRESCRIPTIONS FOR HANDLING THE CAR AT THE END OF ITS LIFE

FCA has been committed for many years to safeguarding the environment through the constant improvement of its production processes and manufacturing products that are increasingly "eco-compatible". To grant customers the best possible service in terms of respecting environmental laws and in response to European Directive 2000/53/EC governing vehicles at the end of their life, FCA is offering its customers the chance to hand over their vehicle at the end of its life without incurring any additional costs. The European Directive sets out that when the vehicle is handed over, the last keeper or owner should not incur any expenses as a result of it having a zero or negative market value.

To hand your vehicle over at the end of its life without extra cost, contact one of our dealerships if you are purchasing another vehicle or an FCA-authorized collection and scrapping centre. These centres have been carefully chosen to offer high quality service for the collection, treatment and recycling of vehicles at their end of life, respecting the surrounding environment.

Similarly, to meet its obligations under European Directive 2006/66/EC on batteries, FCA requires you to comply with the national regulations on handling both low-voltage and high-voltage lithium ion batteries (12 V and 48 V) at all times. This includes consigning vehicles complete with their batteries to one of the collection and demolition centres authorized by FCA to handle such batteries, and not disposing of them improperly, which could lead to personal injuries and/or harm to the environment.

You can find further information on these collection and scrapping centres either from an FCA dealership or by calling the number in the Warranty Booklet or by consulting the websites of the various FCA brands.

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Compass

ERRATA CORRIGE

Jeep®

GB The content of this attachment updates the information contained in the “Jeep Compass 4xe" supplement.

UCONNECT™ 8.4″ NAV DAB RADIO / UCONNECT™ 8.4″ DAB RADIO

Charging time

NOTES

The charging times shown in the table below are estimates based on charging the high-voltage battery having a charge status less than 1%. Charging times can be longer if there is a thermal protection device, which reduces the charging current passing through the cables.

Type of charging cable used	Estimated standard charge time (using "Level 5")	Estimated maximum charge time (using "Level 1")
"Mode 2" charging cable (*)	About 4 Hours	About 11 Hours
"Mode 3" charging cable (**)	About 1 hour 45 minutes	About 9 Hours

(*) The **standard charge time** reported is calculated considering a charge made with a current intensity of 13A (corresponding to "Level 5" ("High") set on the **Uconnect™** system display). Selecting a lower power level will increase the time required for charging, up to a **maximum time** of about 11 hours (corresponding to the "Level 1" ("Low") set on the **Uconnect™** system display).

(**) The **standard charge time** reported is calculated considering a charge made with a current intensity of 32A (corresponding to "Level 5" ("High") set on the **Uconnect™** system display). Selecting a lower power level will increase the time required for charging, up to a **maximum time** of about 9 hours (corresponding to the "Level 1" ("Low") set on the **Uconnect™** system display).

TYRES AND WHEELS

RIMS AND TYRES PROVIDED

Versions	Rims	Tyres	Snow tyres
1.3 190HP **1.3 240HP**	7J x 17 H2 ET 37.5	215/60 R17 96H (*)	215/60 R17 96H (M+S) (*)
	7J x 17 H2 ET 37.5	235/60 R17 102H	235/60 R17 XL 102H (M+S)
	7J x 18 H2 ET 37.5	235/55 R18 100H	235/55 R18 100H (M+S)
	7.5J x 19 H2 ET40	235/45 R19 XL 99H	235/45 R19 XL 99H (M+S)
1.3 240HP Trailhawk	7J x 17 H2 ET 37.5	235/60 R17 102H M+S	235/60 R17 XL 102H (M+S)
Spare wheel (optional)	6.5J x17 H2 ET40	215/65 R17 99S (M+S)	

(*) Only for using 7 mm snow chains

WARNING With the spare wheel fitted, the car speed must not exceed 80 km/h: for more information refer to the on “Wheel changing" chapter in the “In case of emergency" section of the “Jeep Compass 4xe" supplement.

COLD TYRE INFLATION PRESSURE (bar)

When the tyres are warm, the inflation pressure should be + 0.3 bar in relation to the recommended figure. However, recheck the correct value when the tyre is cold.

With snow tyres, add +0.2 bar to the pressure value prescribed for standard tyres.

If it is necessary to jack up the vehicle, refer to the "Jacking the Vehicle" chapter in the "In case of emergency" section of the Owner Handbook.

Tyres	Unladen/medium load		Full load	
	Front	Rear	Front	Rear
215/60 R17 96H (*)	2.4	2.4	2.6	2.6
235/60 R17 102H (***)	2.4	2.4	2.6	2.6
235/55 R18 100H (***)	2.4	2.4	2.6	2.6
235/45 R19 XL 99H (***)	2.4	2.4	2.6	2.6
215/65 R17 99S (**)	2.4			

(*) Non original tyre: it must only be fitted if 7 mm snow chains are to be used.

(**) Spare wheel (optional)

(***) The specified pressure is aimed at comfort. To promote fuel efficiency, the tyre pressure can be increased to a maximum of 3.0 bar on all tyres (except for 215/60 R17 96H and 215/65 R17 99S tyres).

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Compass

ERRATA CORRIGE

Jeep®

(GB) The content of this attachment updates the information contained in the "Jeep Compass 4xe" supplement.

CHARGING

CHARGING PROCEDURE FROM WALLBOX CHARGING STATION ("SMART" WALLBOX)

Some "smart" wallboxes can be programmed from the mobile app.

IMPORTANT If programming is present both on the "small" wallbox and on the car **Uconnect™** 8.4" or mobile app), the charging system gives priority to programming of the wallbox (excluding the programming of the car).

WARNING LIGHTS AND MESSAGES

Messages shown on the instrument panel display

Warning messages

Message on the display	What it means
Issue Detected Check External Charging Station	This message appears on the instrument panel display during the charging procedure when there is a fault in the external charging port. In case of charging with "smart" wallbox, the message informs the driver that the external charging port is temporarily not powered because scheduled charging has been programmed but has not started yet.

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