

SAFETY RECALL
 NORTH AMERICA
PHEV Charging Cables



Reference: 98A / NHTSA 23V-623

FCA US LLC



Remedy available for
 2023-2024 model year (GG) Dodge Hornet Plug-in Hybrid Electric Vehicles (PHEVs)



Remedy available for
 2023-2024 model year (GC) Alfa Romeo Tonale Plug-in Hybrid Electric Vehicles (PHEVs)

Revision	Edition	Detail
1	September 2023	Special Tools table part numbers updated.

Template Version 1.0

SYMPTOM DESCRIPTION

The 12 Volt (12V) battery positive cable on the Integrated Dual Charging Module (IDCM), as well as the two High Voltage (HV) connections with grounds may have been built with missing or an incorrectly torqued nut on about 5,326 of the above vehicles. A loose 12V battery positive cable and/or high voltage connectors may result in a high resistance in the connection to the IDCM which may lead to a vehicle fire with the ignition on or off. A vehicle fire can result in increased risk of occupant injury and/or injury to persons outside the vehicle, as well as property damage.

Customers are advised to not park these vehicles inside of buildings or structures, or near other vehicles until the vehicle has the repair completed.

SCOPE

This recall applies only to the above Plug-in Hybrid Electric Vehicles (PHEVs).

NOTE: Some vehicles above may have been identified as not involved in this recall and therefore have been excluded from this recall.

IMPORTANT: Some of the involved vehicles may be in dealer new vehicle inventory. Federal law requires you to complete this recall service on these vehicles before retail delivery. Dealers should also consider this requirement to apply to used vehicle inventory and should perform this recall on vehicles in for service. Involved vehicles can be determined by using the VIP inquiry process.

REPAIR TO BE PERFORMED

Inspect and tighten the IDCM cables to the proper torque. Inspect or replace nut on positive cable from 12V Battery to the IDCM and tighten the nut to the proper torque.

ALTERNATE TRANSPORTATION

Dealers should attempt to minimize customer inconvenience by placing the owner in a loaner vehicle if inspection determines that repair is required, and the vehicle must be held overnight.

COMPLETION REPORTING / REIMBURSEMENT

Claims for vehicles that have been serviced must be submitted on the DealerCONNECT Claim Entry Screen located on the Service tab. Claims paid will be used by FCA to record recall service completions and provide dealer payments.

Use the following labor operation numbers and time allowances:

Labor Description	Number	Hrs
Inspect/Secure IDCM Cables	08-98-A1-82	0.8

Add the cost of the recall parts plus applicable dealer allowance to your claim.

NOTE: See the Warranty Administration Manual, Recall Claim Processing Section, for complete recall claim processing instructions.

PARTS INFORMATION

Part No.	Qty.	Part Name
06107272AA	1	Nut

PARTS RETURN

No parts return required for this campaign.

SPECIAL TOOLS

Number	Description
NPN	wiTECH MicroPod II / MDP
NPN	Laptop Computer
NPN	wiTECH Software
C-4829A	Remover, Trim
2077100080	Kit, HV Circuit Tester Adapter

DEALER NOTIFICATION

To view this notification on DealerCONNECT, select “Global Recall System” on the Service tab, then click on the description of this notification.

OWNER NOTIFICATION / SERVICE SCHEDULING

All involved vehicle owners known to FCA are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers.

VEHICLE LISTS, GLOBAL RECALL SYSTEM, VIP AND DEALER FOLLOW UP

All involved vehicles have been entered into the DealerCONNECT Global Recall System (GRS) and Vehicle Information Plus (VIP) for dealer inquiry as needed.

GRS provides involved dealers with an updated VIN list of their incomplete vehicles. The owner’s name, address and phone number are listed if known. Completed vehicles are removed from GRS within several days of repair claim submission.

To use this system, click on the “**Service**” tab and then click on “**Global Recall System**.” Your dealer’s VIN list for each recall displayed can be sorted by: those vehicles that were unsold at recall launch, those with a phone number, city, zip code, or VIN sequence.

Dealers must perform this repair on all unsold vehicles before retail delivery. Dealers should also use the VIN list to follow up with all owners to schedule appointments for this repair.

Recall VIN lists may contain confidential, restricted owner name and address information that was obtained from the Department of Motor Vehicles of various states. Use of this information is permitted for this recall only and is strictly prohibited from all other use.

ADDITIONAL INFORMATION

If you have any questions or need assistance in completing this action, please contact your Service and Parts District Manager.

Customer Services / Field Operations
FCA US LLC.

SERVICE PROCEDURE

Inspect PHEV Cables For Proper Tightness

High Voltage System

When performing repairs that directly involve or imply possible contact with live high voltage components/systems, the technician must ensure that the power supply of the high voltage system is disconnected throughout the operation.

Before performing any repair/diagnostics on the vehicle, carefully read and comply with the general instructions for working safely on hybrid/electric vehicles and use suitable general equipment and personal protective equipment (PPE), referring to:

[Refer to the detailed procedures available in DealerCONNECT > Service Library > under: 12 - Electrified Powertrain System > Warning.](#)

- Before proceeding with the repair, secure the vehicle by cutting off the high voltage power supply. Refer to the procedure:

[Refer to the detailed procedures available in DealerCONNECT > Service Library > under: 12 - Electrified Powertrain System > High Voltage Battery > Standard Procedure > High Voltage Power Down.](#)

- The technician must ensure that no one can restore the high voltage supply by acting on the HVTSM (High Voltage Test Service Module) device while the operation is in progress.

- The technician must check again that the connections in the HVTSM device were not re-established if the vehicle was left unattended during the service operation.

- The loss of insulation test procedure must be performed before re-establishing the high voltage power supply whenever an operation is performed on the high voltage system components/wiring of the vehicle, as described in the procedure:

[Refer to the detailed procedures available in DealerCONNECT > Service Library > under: 12 - Electrified Powertrain System > High Voltage Battery > Standard Procedure > Loss Of Isolation Test.](#)

REMOVAL

1. Remove the support platform. [Refer to the detailed procedures available in DealerCONNECT > Service Library > under: 23 - Body > Decklid/Hatch/Liftgate/Tailgate/Swing Gate > PANEL, Close Out > Removal and Installation > Support Platform.](#)
2. Remove the luggage compartment/load platform oddment compartment. [Refer to the detailed procedures available in DealerCONNECT > Service Library > under: 23 - Body > Interior > HOUSING, Luggage Compartment > Removal and Installation > Oddment Compartment - PHEV.](#)

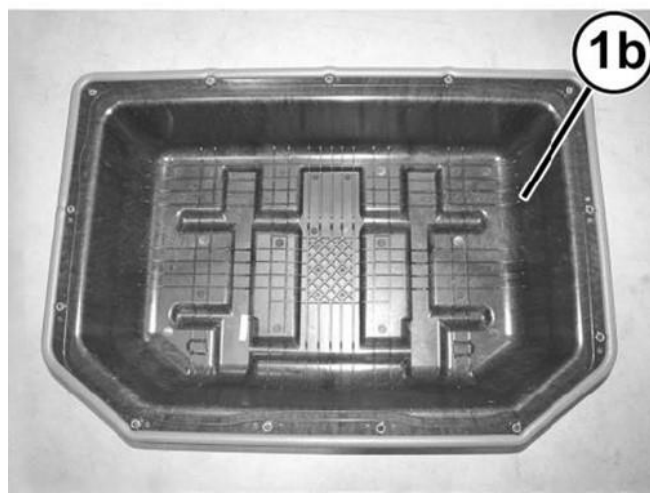
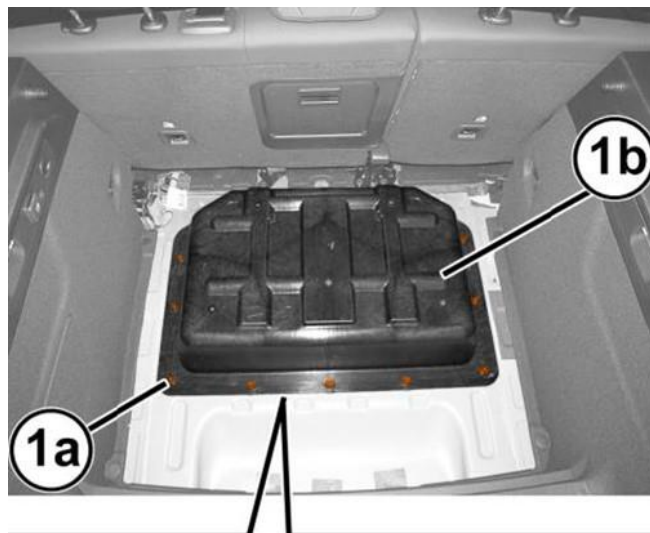
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3. Remove the IDCM guard, undo the fixing screws (1a) along the perimeter and remove the shield (1b).



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SAFETY RECALL

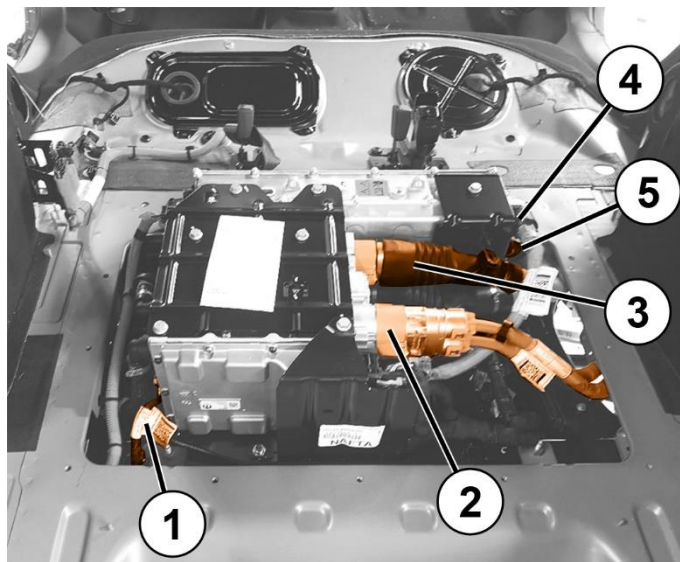
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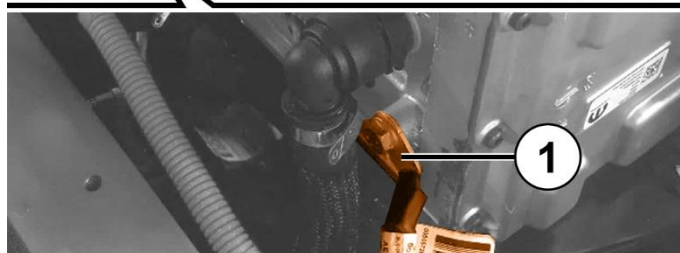
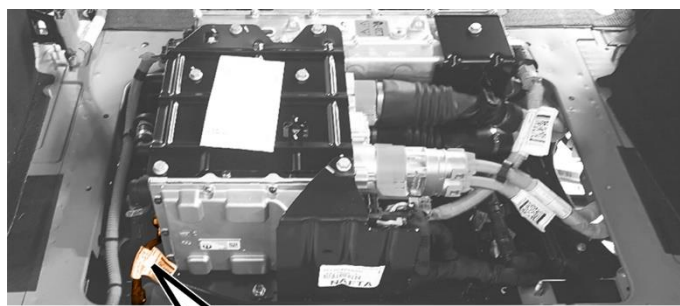
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4. Check that the 5 connections are tightened securely.



5. Check that the ground cable (1) is tightened to the prescribed torque of 15 Nm (11 Ft. Lbs.).



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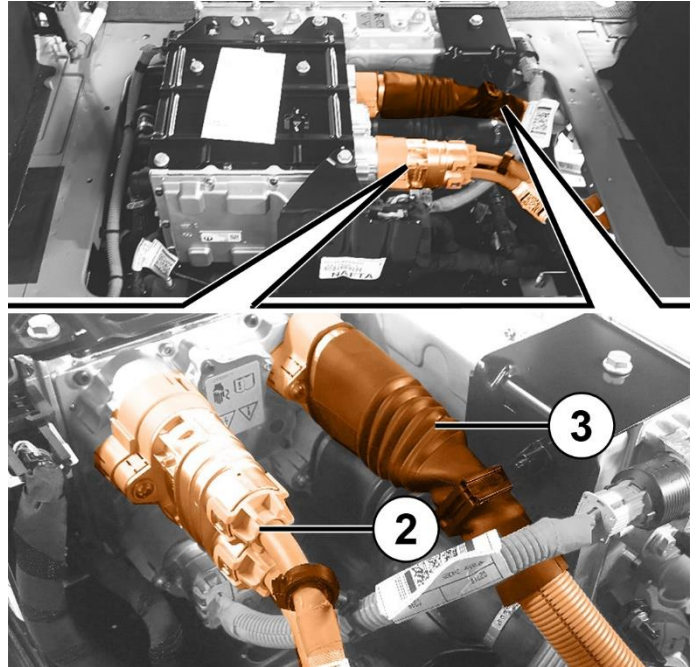
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6. Check that the HV connector (2) and (3) are tightened to the prescribed torque of 9 Nm (80 In. Lbs.).

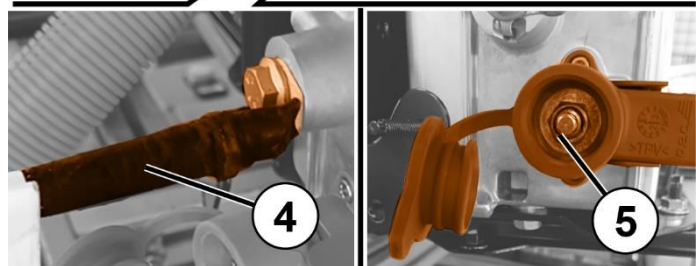


7. Check that the ground cable (4) is tightened to the prescribed torque of 15 Nm (11 Ft. Lbs.).



8. Check the presence of the nut on the charging cable (5).

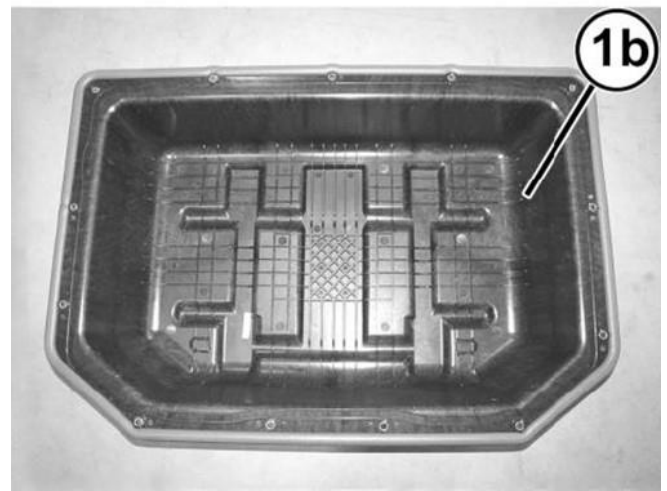
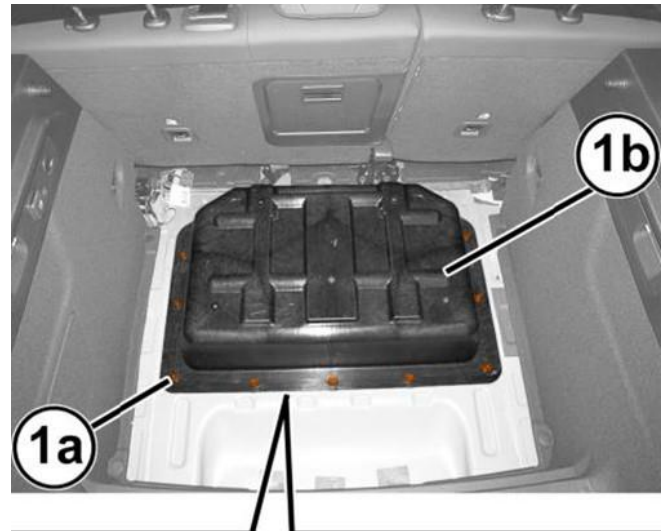
9. If the nut for positive cable from 12V battery to the IDCM is not present, the vehicle is NOT compliant (NOK), proceed with inserting the **NEW** nut and correctly tighten to the prescribed torque of 11 Nm (97 In. Lbs.).



10. If the nut for positive cable from 12V battery to the IDCM is present and correctly tightened at the prescribed torque of 11 Nm (97 In. Lbs.), the vehicle is compliant (OK).

Installation

11. Install the the IDCM guard, securing the fixing screws (1a) along the perimeter and remove the shield (1b).
12. Install the luggage compartment/load platform oddment compartment. [Refer to the detailed procedures available in DealerCONNECT > Service Library > under: 23 - Body > Interior > HOUSING, Luggage Compartment > Removal and Installation > Oddment Compartment - PHEV.](#)
13. Install the support platform. [Refer to the detailed procedures available in DealerCONNECT > Service Library > under: 23 - Body > Decklid/Hatch/Liftgate/Tailgate/Swing Gate > PANEL, Close Out > Removal and Installation > Support Platform.](#)
14. The loss of insulation test procedure must be performed before re-establishing the high voltage power supply whenever an operation is performed on the high voltage system components/wiring of the vehicle, as described in the procedure: [Refer to the detailed procedures available in DealerCONNECT > Service Library > under: 12 - Electrified Powertrain System > High Voltage Battery > Standard Procedure > Loss Of Isolation Test.](#)



15. Power up the high voltage system [Refer to the detailed procedures available in DealerCONNECT > Service Library > under: 12 - Electrified Powertrain System > High Voltage Battery > Standard Procedure > High Voltage Power Up.](#)
16. Return the vehicle back to the customer or inventory.