



## STAR ONLINE PUBLICATION



**Case Number:** S2108000121 - Rev. B

**Release Date:** February 2026

**Models Affected:**

2021-2025 Jeep Wrangler 4XE (JL)

2022-2025 Jeep Grand Cherokee 4XE (WL)

**Symptom/Vehicle Issue:** Check Engine Light On And Service Hybrid System Displayed. P0A0A-00 High Voltage System Interlock Circuit "A" Is Active

**Discussion:** If one or more of the HVIL(High Voltage Interlock Loop) connectors was disconnected during a repair of the Hybrid System. Upon completing the repair, you may find DTC P0A0A-00 High Voltage System Interlock Circuit "A" Active even though proper torque of the HVIL connectors was achieved.

While proper torque may have been achieved, it is possible the HV connector did not seat properly.

**Repair:** Engineering has recommended the following procedure be followed when removing and installing ANY of the High Voltage connectors.

Inspect the HVIL connector seals for damage or tears and the terminals for spread contacts. If any of the High Voltage connectors seals are damaged, the wiring harness will need to be replaced. If HVIL terminals appear to be spread or damaged, HV component replacement will be necessary. Contact STAR for assistance.

This document does not authorize warranty repairs. This communication documents a record of past experiences. STAR Online does not provide any conclusions about what is wrong with the vehicle. Rather, it captures all previous cases known that appear to be similar or related to the vehicle symptom / condition. You are the expert, and you are responsible for deciding on the appropriate course of action.

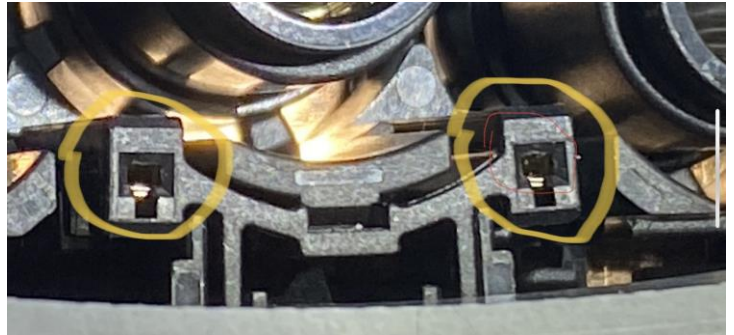
**Contact STAR Center, or your Technical Assistance Center Via TechCONNECT or eCONTACT ticket if no solution is found**



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**Damaged HV Connector Seal**



**Spread HVIL Terminals**

If no issues are found, continue with the installation procedure described below.

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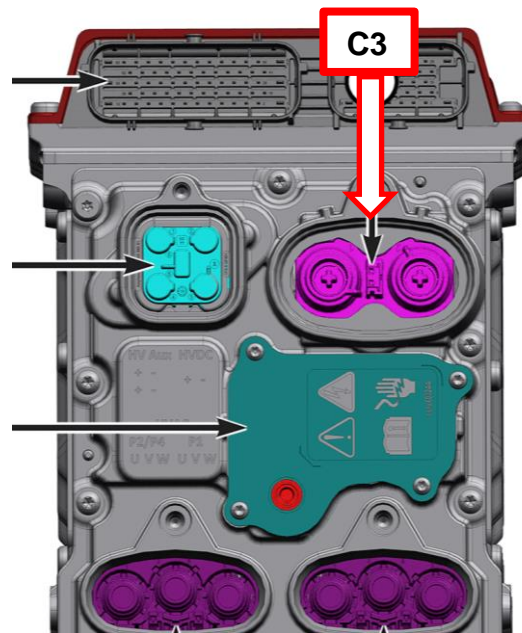
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### A Torque Wrench MUST Be Used

**Installation of HVIL Connector:** Turn the HVIL connector bolt one revolution while applying forward pressure and wiggling the connector, push it firmly so that it is completely seated. Ensure the connector is seating square to the connector housing.

The Power Inverter Module (PIM) C3 connector is especially prone to being installed at an angle. Before torquing down the bolt, confirm that the C3 is fully and squarely seated by utilizing the 3 windows provided around the orange plastic colored shield of the connector. There should be no empty space when looking through the window. When fully seated, only the aluminum PIM housing should be seen. Review the images below.



**PIM C3 Connector Location**

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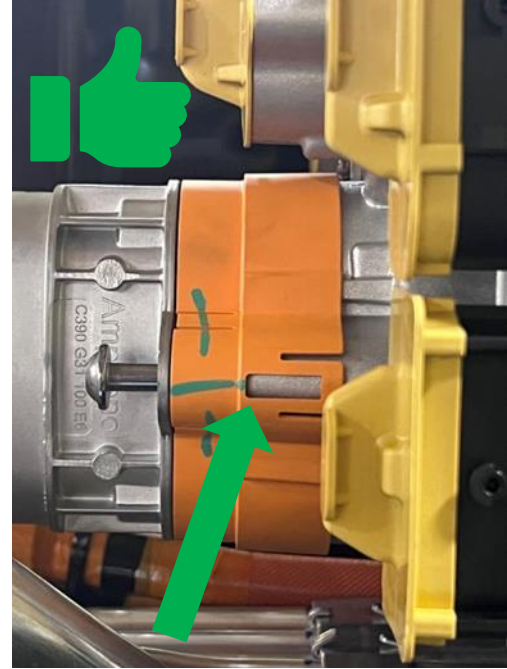
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**Not Good: Air Gap in Window**



**Good: No Air Gap in Window**

**Failure to squarely and fully seat the connector before torquing down the bolt can result in HVIL terminal damage**

Once the connector is in fully seated position, hand start the fastener and drive it until the specified torque of 80 In-Lbs. or 9 Nm is achieved.

If the torque specification cannot be reached. The threads for the HVIL bolt may be stripped. The threads can be re tapped using a M6x1.0 Tap.

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**Verification:** If the HVIL connector was improperly seated initially. The torquing procedure above should have allowed the HVIL terminals to make proper contact. The P0A0A-00 should now be stored and able to be cleared. If the DTC is still active, standard diagnostic procedures should be followed.

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