

OWNER REGISTRATION CERTIFICATE

Selling Dealer
Stamp

Selling Dealer
Signature _____

VIN

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Make _____

Model _____

DATE OF REG.:

		Day

		Month

		Year

Registration No. _____
or License No. _____

OWNER: _____

ADDRESS: _____

Telephone Number:

Private _____

Business _____

I have provided and explained the following:

OPERATING MANUAL
(Vehicle Handbook)

☐

VEHICLE

☐

PRE DELIVERY INSPECTION

☐

CUSTOMER

SIGNATURE: _____

DEALER

SIGNATURE: _____

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INTRODUCTION

Congratulations on selecting your new Chrysler Group LLC vehicle. Be assured that it represents precision workmanship, distinctive styling, and high quality - all essentials that are traditional to our vehicles.

This is a specialized utility vehicle, it can go places and perform tasks for which conventional two-wheel drive vehicles were not intended. It handles and maneuvers differently from many passenger cars both on-road and off-road, so take time to become familiar with your vehicle.

Before you start to drive this vehicle, read the Owner's Manual and all the Supplements. Be sure you are familiar with all vehicle controls, particularly those used for braking, steering, and transmission and transfer case shifting. Learn how your vehicle handles on different road surfaces. Your driving skills will improve with experience, but as in driving any vehicle, take it easy as you begin. When driving off-road or working the vehicle, don't overload it or expect it to overcome the forces of nature. Always observe local laws wherever you drive.

As with other vehicles of this type, failure to operate this vehicle correctly may result in loss of control or a collision. Be sure to read the "On-Road/ Off-Road Driving Tips" in "Starting And Operating" for further information.

NOTE:

After you read the manual, it should be stored in the vehicle for convenient referencing and remain with the vehicle when sold so that the new owner will be aware of all safety warnings.

Failure to operate this vehicle correctly may result in loss of control or a collision.

Operating this vehicle at excessive speeds or while intoxicated may result in loss of control, collision with other vehicles or objects, going off the road, or overturning; any of which may lead to serious injury or death. Also, failure to use seat belts subjects the driver and passengers to a greater risk of injury or death.

To keep your vehicle running at its best, have your vehicle serviced at recommended intervals by an authorized dealer or distributor who

has the qualified personnel, special tools and equipment to perform all service.

The manufacturer and its distributors are vitally interested in your complete satisfaction with this vehicle. If you encounter a service or warranty problem which is not resolved to your satisfaction, discuss the matter with your authorized dealer or distributor's management.

Your authorized dealer or distributor will be happy to assist you with any questions about your vehicle.

ROLLOVER WARNING

Utility vehicles have a significantly higher roll-over rate than other types of vehicles. This vehicle has a higher ground clearance and a higher center of gravity than many passenger cars. It is capable of performing better in a wide variety of off-road applications. Driven in an unsafe manner, all vehicles can go out of control. Because of the higher center of gravity and the narrower track, if this vehicle is out of control it may roll over when some other vehicles may not.

Do not attempt sharp turns, abrupt maneuvers, or other unsafe driving actions that can cause loss of vehicle control. Failure to operate this vehicle safely may result in a collision, rollover of the vehicle, and severe or fatal injury. Drive carefully.



Rollover Warning Label

Failure to use the driver and passenger seat belts provided is a major cause of severe or fatal injury. In a rollover crash, an unbelted person is significantly more likely to die than a person wearing a seat belt. Always buckle up.

IMPORTANT NOTICE

ALL MATERIAL CONTAINED IN THIS PUBLICATION IS BASED ON THE LATEST INFORMATION AVAILABLE AT TIME OF PUBLICATION APPROVAL. THE RIGHT IS RESERVED TO PUBLISH REVISIONS AT ANY TIME.

This Owner's Manual has been prepared with the assistance of service and engineering specialists to acquaint you with the operation and maintenance of your new vehicle. It is supplemented by a Warranty Information Booklet and various customer-oriented documents. You are urged to read these publications carefully. Following the instructions and recommendations in this Owner's Manual will help assure safe and enjoyable operation of your vehicle.

After you have read the Owner's Manual, it should be stored in the vehicle for convenient reference and remain with the vehicle when sold.

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

The Owner's Manual illustrates and describes the features that are standard or available as extra cost options. Therefore, some of the equipment and accessories in this publication may not appear on your vehicle.

NOTE:

Be sure to read the Owner's Manual first before driving your vehicle and before attaching or installing parts/accessories or making other modifications to the vehicle.

In view of the many replacement parts and accessories from various manufacturers available on the market, the manufacturer cannot be certain that the driving safety of your vehicle will not be impaired by the attachment or installation of such parts. Even if such parts are officially-approved (for example, by a general operating permit for the part or by constructing the part in an officially approved design), or if an individual operating permit was issued for the vehicle after the attachment or installation of such parts, it cannot be implicitly assumed that the driving safety of your vehicle is unimpaired. Therefore, neither experts nor official agencies are liable. Therefore the manufacturer only assumes responsibility when parts, which are expressly authorized or recommended by the manufacturer, are attached or installed at an authorized dealer. The same applies when modifications to the original condition are subsequently made on the manufacturer's vehicles.

Your warranties do not cover any part that the manufacturer did not supply. Nor do they cover the cost of any repairs or adjustments that might be caused or needed because of the installation or use of non-manufacturer parts, components, equipment, materials, or additives. Nor do your warranties cover the costs of repairing damage or conditions caused by any changes to your vehicle that do not comply with the manufacturers specifications.

Original Mopar® parts and accessories and other products approved by the manufacturer, including qualified advice, are available at your authorized dealer.

When it comes to service, remember that your authorized dealer knows your vehicle best, has the factory-trained technicians and genuine Mopar® parts, and is interested in your satisfaction.

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























HOW TO USE THIS MANUAL

Consult the Table of Contents to determine which section contains the information you desire.

Since the specification of your vehicle depends on the items of equipment ordered, certain descriptions and illustrations may differ from your vehicle's equipment

The detailed index at the back of this Owner's Manual contains a complete listing of all subjects.

Consult the following table for a description of the symbols that may be used on your vehicle or throughout this Owner's Manual:

											
WATER IN FUEL	REAR WINDOW WIPER	WINDSHIELD WIPER INTERMITTENT	EXTERIOR BULB FAILURE	HIGH BEAM	TURN SIGNALS	UPPER AIR OUTLET	HEATED SEAT LOW	DOOR LOCK	ADJUSTABLE PEDALS	ELECTRONIC SPEED CONTROL	ELECTRONIC STABILITY PROGRAM / BRAKE ASSIST SYSTEM
											
FUEL	REAR WINDOW INTERMITTENT WIPER	WINDSHIELD WASHER	MASTER LIGHTING SWITCH	LOW BEAM	KEY ACTIVATE (POWER OUTLET)	UPPER AND LOWER AIR OUTLET	HEATED SEAT HIGH	WINDOW LIFT	TIRE PRESSURE MONITOR	HILL DESCENT CONTROL	BRAKE SYSTEM WARNING PARKING BRAKE
											
FUEL FILL SIDE	REAR WINDOW WASHER	WINDSHIELD WASHER FLUID LEVEL	DOME LIGHT	FRONT FOG LIGHT	HOOD RELEASE	LOWER AIR OUTLET	RECIRCULATION	CONVERTIBLE 4 WINDOW DOWN	ELECTRONIC STABILITY CONTROL	AWD!	FAILURE OF ANTI-LOCK BRAKING SYSTEM
											
ENGINE OIL	REAR WINDOW DEFROST	WINDSHIELD, ELECTRICALLY HEATED	PARK LIGHTS	REAR FOG LAMP	LIFTGATE RELEASE AND LIFTGATE OPEN	DEFROST AND LOWER AIR OUTLET	VENTILATING FAN	WINDOW LOCK	ELECTRONIC THROTTLE CONTROL	4WD!	BRAKE SYSTEM WARNING PARKING BRAKE
											
BATTERY CHARGING	HEATED MIRROR	WINDSHIELD DEFROST	INSTRUMENT PANEL ILLUMINATION	SEAT BELT	SLIDING DOOR	TRUNK / DECK RELEASE	AIR CONDITIONING	CHILD SEAT TETHER ANCHOR	VOICE RECOGNITION BUTTON	WARNING	TOW / HAUL
											
GLOW PLUG	POWER STEERING FLUID	WINDSHIELD WIPER AND WASHER	SIDE AIRBAG	AIRBAG	SLIDING DOOR	EMERGENCY RELEASE HANDLE	LIGHTER	LOWER ANCHORS AND TETHER FOR CHILDREN (LATCH)	UCONNECT™ BUTTON	HAZARD	4 LOW
											
MALFUNCTION INDICATOR LIGHT	TRANS OIL TEMP	ENGINE COOLANT TEMPERATURE	SRS AIRBAG	PASSENGER AIRBAG OFF	DOOR AJAR	CONVERTIBLE TOP DOWN	CONVERTIBLE TOP UP	HORN	SEE OWNER'S MANUAL ISO	A/C PUSH	ELECTRONIC STABILITY CONTROL OFF

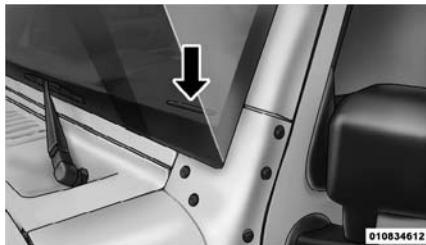
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WARNINGS AND CAUTIONS

This Owner's Manual contains **WARNINGS** against operating procedures that could result in a collision or bodily injury. It also contains **CAUTIONS** against procedures that could result in damage to your vehicle. If you do not read this entire manual, you may miss important information. Observe all Warnings and Cautions.

VEHICLE IDENTIFICATION NUMBER

The Vehicle Identification Number (VIN) is found on the left front corner of the instrument panel pad, visible from outside of the vehicle through the windshield. This number also appears on the right side frame rail and the Automobile Information Disclosure Label affixed to a window on your vehicle. Save this label for a convenient record of your vehicle identification number and optional equipment.



NOTE:

It is illegal to remove or alter the VIN plate.

VEHICLE MODIFICATIONS/ ALTERATIONS

WARNING!

Any modifications or alterations to this vehicle could seriously affect its roadworthiness and safety and may lead to a collision resulting in serious injury or death.

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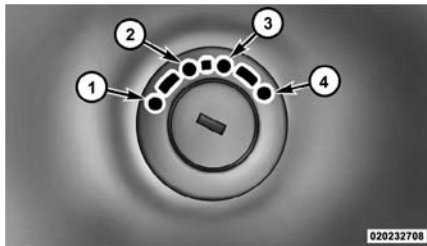
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A WORD ABOUT YOUR KEYS

The keys for your new vehicle are enclosed in a plastic bag with the key code number on it. If you received your keys without the bag, ask your authorized dealer to give you the number. The key code can also be obtained by your authorized dealer from your vehicle invoice.

Ignition Key Removal

1. Place the shift lever in PARK (if equipped with an automatic transmission).
2. Turn the ignition switch to the ACC (ACCESSORY) position.



Ignition Switch Positions

- | | |
|---------------------|------------|
| 1 — LOCK | 3 — ON/RUN |
| 2 — ACC (ACCESSORY) | 4 — START |

3. Push the ignition key inward.
4. Turn the ignition key to the LOCK position, and remove the key.

WARNING!

Leaving unattended children in a vehicle is dangerous for a number of reasons. A child or others could be injured. Children should be warned not to touch the parking brake, brake pedal, or the shift lever. Do not leave the key in the ignition. A child could operate power windows, other controls, or move the vehicle.

CAUTION!

An unlocked vehicle is an invitation to thieves. Always remove the key from the ignition, and lock all doors when leaving the vehicle unattended.

Key-In-Ignition Reminder

Opening the driver's door when the key is in the ignition, sounds a signal to remind you to remove the key.

NOTE:

The Key-In-Ignition reminder only sounds when the ignition key is placed in the LOCK or ACC position.

STEERING WHEEL LOCK — IF EQUIPPED

Your vehicle may be equipped with a passive steering wheel lock. This lock prevents steering the vehicle without the ignition key. If the steering wheel is moved approximately a half turn in either direction, and the key is not in the ignition, the steering wheel will lock.

To Manually Lock the Steering Wheel

With the engine running, rotate the steering wheel one-half revolution from the straight ahead position, turn off the engine, and remove the key. Rotate the steering wheel slightly in both directions until the lock engages.

To Release the Steering Wheel Lock

Insert the key in the ignition, and turn the wheel slightly to the left or right, to disengage the lock.

NOTE:

If you turned the wheel to the right to engage the lock, you must turn the wheel slightly to the right to disengage it. If you turned the wheel to the left to engage the lock, turn the wheel slightly to the left to disengage it.

Automatic Transmission Ignition Interlock System

This system prevents the key from being removed unless the shift lever is in PARK. It also prevents shifting out of PARK unless the key is in the ON/RUN position, and the brake pedal is depressed.

SENTRY KEY®

The Sentry Key® Immobilizer system prevents unauthorized vehicle operation by disabling the engine. The system does not need to be armed or activated. Operation is automatic, regardless of whether the vehicle is locked or unlocked.

The system uses ignition keys, which have an embedded electronic chip (transponder), to prevent unauthorized vehicle operation. Therefore, only keys that are programmed to the

vehicle can be used to start and operate the vehicle. The system will shut the engine off in two seconds if someone uses an invalid key to start the engine.

NOTE:

A key, which has not been programmed, is also considered an invalid key even if it is cut to fit the ignition switch lock cylinder for that vehicle.

During normal operation, after turning on the ignition switch, the Vehicle Security Light will turn on for three seconds for a bulb check. If the light remains on after the bulb check, it indicates that there is a problem with the electronics. In addition, if the light begins to flash after the bulb check, it indicates that someone used an invalid key to start the engine. Either of these conditions will result in the engine being shut off after two seconds.

If the Vehicle Security Light turns on during normal vehicle operation (vehicle running for longer than 10 seconds), it indicates that there is a fault in the electronics. Should this occur, have the vehicle serviced as soon as possible by an authorized dealer.

CAUTION!

The Sentry Key® Immobilizer system is not compatible with some after-market remote starting systems. Use of these systems may result in vehicle starting problems and loss of security protection.

All of the keys provided with your new vehicle have been programmed to the vehicle electronics.

Replacement Keys**NOTE:**

Only keys that have been programmed to the vehicle electronics can be used to start the vehicle. Once a Sentry Key® has been programmed to a vehicle, it cannot be programmed to any other vehicle.

CAUTION!

Always remove Sentry Keys from the vehicle and lock all doors when leaving the vehicle unattended.

At the time of purchase, the original owner is provided with a four-digit Personal Identification Number (PIN). Keep the PIN in a secure location. This number is required for authorized dealer replacement of keys. Duplication of keys consists of programming a blank key to the vehicle electronics. A blank key is one which has never been programmed. See your authorized dealer if you require replacement or additional keys for your vehicle.

NOTE:

When having the Sentry Key® Immobilizer system serviced, bring all vehicle keys with you to the authorized dealer.

Customer Key Programming

See your authorized dealer if you require replacement or additional keys for your vehicle.

General Information

The Sentry Key® operates on a carrier frequency of 433.92 MHz. The Sentry Key® Immobilizer system will be used in the following European countries, which apply Directive 1999/5/EC: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Luxembourg, Nether-

lands, Norway, Poland, Portugal, Romania, Russian Federation, Slovenia, Spain, Sweden, Switzerland, Yugoslavia, and United Kingdom.

Operation is subject to the following conditions:

- This device may not cause harmful interference.
- This device must accept any interference that may be received, including interference that may cause undesired operation.

VEHICLE SECURITY ALARM — IF EQUIPPED

The Vehicle Security Alarm monitors the vehicle doors, hood, swing gate, and ignition for unauthorized operation.

If something triggers the alarm, the Vehicle Security Alarm will sound the horn intermittently, flash the headlights and taillights, and flash the Vehicle Security Light in the cluster.

Rearming Of The System

If something triggers the alarm, the Vehicle Security Alarm will signal with the siren for 30 seconds. If the triggering device is not deactivated the siren will sound again after a

five second delay for another 30 seconds. If the trigger remains present this cycle will repeat for up to five minutes.

To Arm The System

1. Remove the key from the ignition switch and exit the vehicle.
2. Lock the doors and liftgate by pressing the power door LOCK switch or the LOCK button on the Remote Keyless Entry (RKE) transmitter.

NOTE:

The Vehicle Security Alarm will not arm if you lock the doors with the manual door lock plungers or the driver's door lock cylinder.

3. Close all the doors.

The Vehicle Security Light in the instrument cluster will flash rapidly for about 16 seconds to signal that the Vehicle Security Alarm is arming. During this period, opening any door or the swing gate will cancel the arming process. If the Vehicle Security Alarm arms successfully, the Vehicle Security Light will flash at a slower rate to indicate the alarm is set.

To Disarm The System

Either press the UNLOCK button on the RKE transmitter or insert a valid Sentry Key® into the ignition lock cylinder and turn the key to the ON/RUN position.

NOTE:

- **Unlocking the doors with the manual door lock plungers or the driver's door lock cylinder will not disarm the Vehicle Security Alarm.**
- **When the Vehicle Security Alarm is armed, the interior power door lock switches will not unlock the doors.**

The Vehicle Security Alarm is designed to protect your vehicle; however, you can create conditions where the Vehicle Security Alarm will give you a false alarm. If the previously described arming sequence has occurred, the Vehicle Security Alarm will arm regardless of whether you are inside or outside the vehicle. If you remain inside the vehicle and open a door, the alarm will sound. If this occurs, disarm the Vehicle Security Alarm.

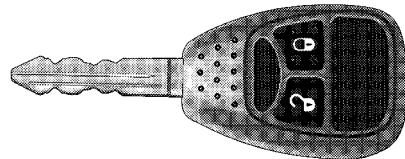
ILLUMINATED ENTRY

The interior lights will come on when you open any door.

The lights will remain on after all of the doors are closed, and then fade to off or they will immediately fade to off once the ignition switch is turned on.

REMOTE KEYLESS ENTRY (RKE) — IF EQUIPPED

This system allows you to lock or unlock the doors and swing gate from distances approximately 35 ft (11 m) using a hand-held Remote Keyless Entry (RKE) transmitter. The RKE transmitter does not need to be pointed at the vehicle to activate the system.



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Remote Keyless Entry (RKE) Transmitter

NOTE:

The line of transmission must not be blocked with metal objects.

To Unlock The Doors And Swing Gate

Press and release the UNLOCK button on the RKE transmitter once to unlock only the driver's door or twice to unlock all the doors and swing gate. When the UNLOCK button is pressed, the illuminated entry will turn on, and the parking lights will flash on twice.

The system can be programmed to unlock all the doors upon the first UNLOCK button press by using the following procedure:

1. Press and hold the LOCK button on a programmed RKE transmitter.
2. Continue to hold the LOCK button at least 4 seconds, but not longer than 10 seconds, then press and hold the UNLOCK button on the RKE transmitter.
3. Release both buttons at the same time.
4. Test the feature while outside of the vehicle, by pressing the LOCK/UNLOCK button on the RKE transmitter.

NOTE:

Pressing the LOCK button on the RKE transmitter while you are inside the vehicle will activate the Vehicle Security Alarm. Opening a door with the Vehicle Security Alarm activated will cause the alarm to sound. Press the UNLOCK button to deactivate the Vehicle Security Alarm.

5. If the desired programming was not achieved or to reactivate this feature, repeat the above steps.

To Lock The Doors And Swing Gate

Press and release the LOCK button on the RKE transmitter to lock all doors. The turn signals will flash and the horn will chirp once to acknowledge the lock signal.

To Turn Off “Flash Lights With Lock”

NOTE:

The “Flash Lights With Lock” feature can be turned on or off using the following steps:

1. Press the RKE transmitter UNLOCK button for 4 to 10 seconds.
2. While the UNLOCK button is pressed, (after four seconds) press the RKE transmitter LOCK button. Release both buttons.
3. Test the “Flash Lights With Lock” feature outside of the vehicle, by pressing the RKE transmitter LOCK button with the ignition in the LOCK position, and the key removed.

NOTE:

Pressing the RKE transmitter LOCK button while you are in the vehicle will activate the Vehicle Security Alarm. Opening a door with

the Vehicle Security Alarm activated will cause the alarm to sound. Press the RKE transmitter UNLOCK button to deactivate the Vehicle Security Alarm.

The “Flash Lights With Lock” feature can be reactivated by repeating this procedure.

Programming Additional Transmitters

Refer to Sentry Key® “Customer Key Programming.”

If you do not have a programmed RKE transmitter, contact your authorized dealer for details.

General Information

Transmitter and receivers operate on a carrier frequency of 433.92 MHz as required by EEC regulations. These devices must be certified to conform to specific regulations in each individual country. Two sets of regulations are involved: ETS (European Telecommunication Standard) 300–220, which most countries use, and German BZT federal regulation 225Z125, which is based on ETC 300–220 but has additional unique requirements. Other defined re-

quirements are noted in ANNEX VI of COMMISSION DIRECTIVE 95/56/EC. Operation is subject to the following two conditions:

- This device may not cause harmful interference.
- This device must accept any interference received, including interference that may cause undesired operation.

If your Remote Lock Control fails to operate from a normal distance, check for these two conditions.

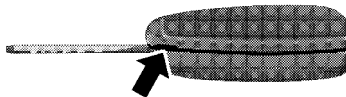
1. Weak battery in transmitter. The expected life of the battery is a minimum of three years.
2. Closeness to a radio transmitter such as a radio station tower, airport transmitter, and some mobile or CB radios.

Transmitter Battery Replacement

The recommended replacement battery is CR2032.

1. With the RKE transmitter buttons facing down, use a flat blade screw driver to pry the

two halves of the RKE transmitter apart. Use **extreme care** not to damage the seal or internal components.



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Separating RKE Key Fob Halves

2. Remove and replace the battery. Avoid touching the new battery with your fingers. Skin oils may cause battery deterioration. If you touch a battery, clean it with rubbing alcohol.
3. To assemble the RKE transmitter case, snap the two halves together.

DOORS

CAUTION!

Careless handling and storage of the removable door panels may damage the seals, causing water to leak into the vehicle's interior.

Upper Half Door Window Removal — If Equipped

1. Grasp the half door window and pull upward.



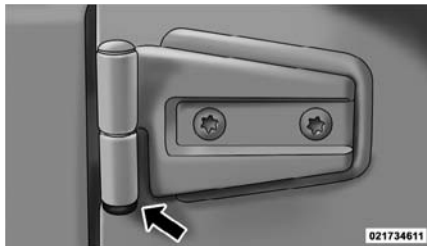
Upper Half Door Window

Upper Half Door Window Installation — If Equipped

1. Grasp the half door window and line up pins into pockets in lower door.
2. Push down to ensure the half door window is fully seated.

Front Door Removal

1. Remove the hinge pin screws from the upper and lower outside hinges (using a #T50 Torx® head driver).

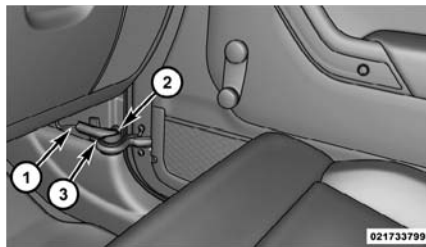


Hinge Pin Screw

2. Unplug the wiring harness connector under the instrument panel by pressing the tab at the side of the connector and pulling to disconnect.

NOTE:

If the red latch on the connector is locked, push the red latch to the right until you can only see the latch on one end (right) of the connector. This will unlock the connector tab, allowing the tab to be pressed down and enabling the harness to be disconnected.



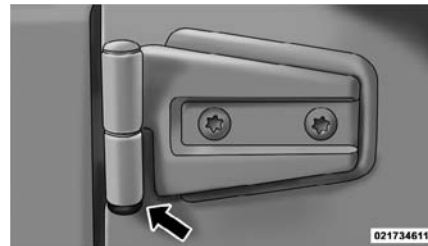
- 1 — Harness Connector
- 2 — Body Hook
- 3 — Door/Harness Strap

3. Unhook the door strap from the body hook. Be careful not to allow the door to swing fully open as the mirror may damage paint.
4. With the door open, lift the door to clear hinge pins from their hinges, and remove door.

To reinstall the door(s), perform the previous steps in the opposite order.

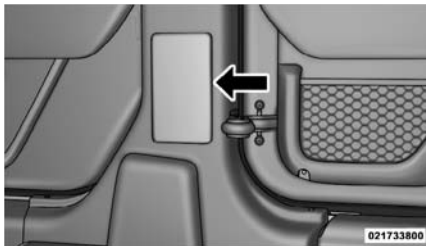
Rear Door Removal (Four-Door Models)

1. Remove the hinge pin screws from the upper and lower outside hinges (using a #T50 Torx® head driver).



Hinge Pin Screw

2. Slide front seat(s) fully forward.
3. Remove the trim access door from the bottom of B-pillar.

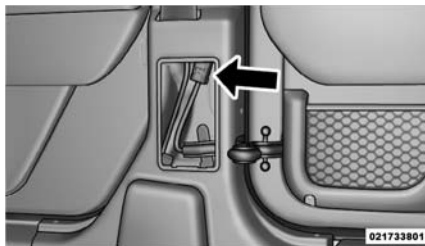


Trim Access Door

4. Unplug the wiring harness connector.

NOTE:

If the red latch on the connector is locked, push the red latch to the right until you can only see the latch on one end (right) of the connector. This will unlock the connector tab, allowing the tab to be pressed down and enabling the harness to be disconnected.



Red Connector Latch

5. Unhook the door strap from the body hook.
6. With the door open, lift the door to clear hinge pins from their hinges, and remove door.

To reinstall the door(s), perform the previous steps in the opposite order.

DOOR LOCKS

Manual Door Locks

The front (two-door models) and rear doors (four-door models) are equipped with a rocker-type interior door lock. To lock the door when leaving your vehicle, press the LOCK position and close the door.

NOTE:

The ignition key that is used to start the vehicle is used to lock or unlock the doors, swing gate, and console storage.



Manual Door Lock

WARNING!

- For personal security reasons and safety in an accident, lock the vehicle doors when you drive, as well as when you park and leave the vehicle.

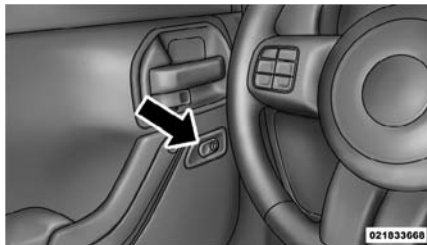
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WARNING! (Continued)

- Never leave children alone in a vehicle. Leaving unattended children in a vehicle is dangerous for a number of reasons. A child or others could be seriously or fatally injured. Do not leave the key in the ignition. A child could operate power windows, other controls, or move the vehicle.

Power Door Locks — If Equipped

The door lock switch is located on each front door panel. Press the switch forward to lock the doors, and rearward to unlock the doors.



Power Door Lock Switch

WARNING!

- For personal security reasons and safety in an accident, lock the vehicle doors when you drive, as well as when you park and leave the vehicle.
- Never leave children alone in a vehicle. Leaving unattended children in a vehicle is dangerous for a number of reasons. A child or others could be seriously or fatally injured. Do not leave the key in the ignition. A child could operate power windows, other controls, or move the vehicle.

Automatic Unlock Doors On Exit

The doors will unlock automatically on vehicles with power door locks if:

1. The “Automatic Unlock Doors On Exit” feature is enabled.
2. The transmission was in gear and the vehicle speed returned to 0 mph (0 km/h).
3. The transmission shift lever is in NEUTRAL or PARK.
4. The driver door is opened.

5. The doors were not previously unlocked.
6. The vehicle speed is 0 mph (0 km/h).

Automatic Unlock Doors On Exit Programming

The “Automatic Unlock Doors On Exit” feature can be enabled or disabled as follows:

1. Close all doors and place the key in the ignition.
2. Cycle the ignition switch between LOCK and ON/RUN and then back to LOCK four times ending up in the LOCK position.
3. Press the power door unlock switch to unlock the doors.
4. A single chime will indicate the completion of the programming.
5. Repeat these steps if you want to return this feature to its previous setting.

NOTE:

Use the “Automatic Unlock Doors On Exit” feature in accordance with local laws.

Automatic Door Locks

The doors will lock automatically on vehicles with power door locks if all of the following conditions are met:

1. The “Automatic Door Locks” feature is enabled.
2. The transmission is in gear.
3. All doors are closed.
4. The throttle is pressed.
5. The vehicle speed is above 15 mph (24 km/h).
6. The doors were not previously locked using the power door lock switch or Remote Keyless Entry (RKE) transmitter.

Automatic Door Locks Programming

The “Automatic Door Locks” feature can be enabled or disabled as follows:

1. Close all doors and place the key in the ignition.
2. Cycle the ignition switch between LOCK and ON/RUN and then back to LOCK four times ending up in the LOCK position.

3. Press the power door LOCK switch to lock the doors.

4. A single chime will indicate the completion of the programming.

5. Repeat these steps if you want to return this feature to its previous setting.

NOTE:

Use the “Automatic Door Locks” feature in accordance with local laws.

Child-Protection Door Lock System — Rear Doors

To provide a safer environment for small children riding in the rear seats, the rear doors are equipped with Child-Protection Door Lock system.

To engage or disengage the Child-Protection Door Lock system

1. Open the rear door.
2. Insert the tip of the ignition key into the lock and rotate to the LOCK or UNLOCK position.
3. Repeat steps 1 and 2 for the opposite rear door.



Child-Protection Door Lock Function

WARNING!

Avoid trapping anyone in a vehicle in a collision. Remember that the rear doors can only be opened from the outside when the Child-Protection locks are engaged.

NOTE:

For emergency exit with the system engaged, move the rocker lever rearward (unlocked position), roll down the window and open the door with the outside door handle.

WINDOWS

Power Windows — If Equipped

The power window switches are located on the instrument panel below the radio. Press the switch downward to open the window and upward to close the window.



Power Window Switches

The top left switch controls the left front window and the top right switch controls the right front window.

NOTE:

The switches will continue to function for up to two minutes after the ignition key has been removed, or until a front door is opened.

Four-Door Models

The lower left switch controls the left rear passenger window, and the lower right switch controls the right rear passenger window.

Auto-Down

Both the driver and front passenger window switches have an “Auto-Down” feature. Press the window switch past the first detent, release, and the window will go down automatically. To cancel the Auto-Down movement, operate the switch in either the up or down direction and release the switch.

To stop the window from going all the way down during the Auto-Down operation, pull up on the switch briefly.

To partially open the window, press halfway to the first detent and release it when you want the window to stop.

Window Lockout Switch — Four-Door Models

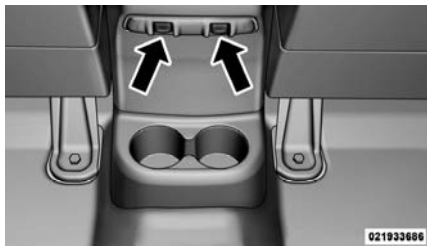
The window lockout switch (located between the front window switches) allows you to disable the rear window switches that are located on the back of the center floor console. To disable the window controls, press the window lockout button downward. To enable the window controls, press the window lockout button upward.



Window Lockout Switch

Rear Power Windows — Four-Door Models

The rear passenger window switches are located on the back of the center floor console. Press the switch downward to open the window and upward to close the window.



Rear Power Window Switches (Four-Door Models)

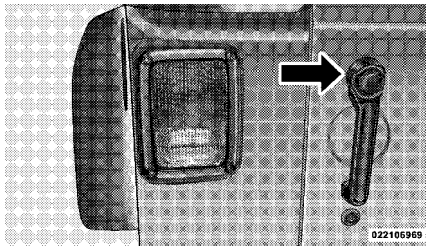
Wind Buffeting

Wind buffeting can be described as the perception of pressure on the ears or a helicopter-type sound in the ears. Your vehicle may exhibit wind buffeting with the windows down in certain open or partially open positions. This is a normal occurrence and can be minimized by adjusting window opening.

REAR SWING GATE

The swing gate can be unlocked by using the key, Remote Keyless Entry (RKE) transmitter, or by activating the power door lock switches located on the front doors.

To open the swing gate, press the button on the gate handle.



Gate Handle

NOTE:

Close the rear flip-up window before attempting to close the swing gate (hard top models only).

CAUTION!

Do not press on rear wiper blade when closing the rear flip-up window, as damage to the blade will result.

WARNING!

Driving with the flip-up window open can allow poisonous exhaust gases into your vehicle. You and your passengers could be injured by these fumes. Keep the flip-up window closed when you are operating the vehicle.

OCCUPANT RESTRAINTS

Some of the most important safety features in your vehicle are the restraint systems:

- Three-point lap and shoulder belts for the driver and all passengers
- Advanced Front Airbags for driver and front passenger
- Supplemental Seat-Mounted Side Airbags (SAB) — if equipped
- An energy-absorbing steering column and steering wheel

- Knee bolsters/blockers for front seat occupants
- Front seat belts incorporate pretensioners to enhance occupant protection by managing occupant energy during an impact event
- All seat belt systems (except the driver's) include Automatic Locking Retractors (ALRs), which lock the seat belt webbing into position by extending the belt all the way out and then adjusting the belt to the desired length to restrain a child seat or secure a large item in a seat — if equipped

If you will be carrying children too small for adult-sized seat belts, the seat belts or the ISOFIX feature also can be used to hold infant and child restraint systems. For more information, refer to ISOFIX — Child Seat Anchorage System.

NOTE:

The Advanced Front Airbags have a multi-stage inflator design. This allows the airbag to have different rates of inflation based on the severity and type of collision.

Please pay close attention to the information in this section. It tells you how to use your restraint system properly, to keep you and your passengers as safe as possible.

WARNING!

In an accident, you and your passengers can suffer much greater injuries if you are not properly buckled up. You can strike the interior of your vehicle or other passengers, or you can be thrown out of the vehicle. Always be sure you and others in your vehicle are buckled up properly.

Buckle up even though you are an excellent driver, even on short trips. Someone on the road may be a poor driver and cause an accident that includes you. This can happen far away from home or on your own street.

Research has shown that seat belts save lives, and they can reduce the seriousness of injuries in an accident. Some of the worst injuries happen when people are thrown from the vehicle. Seat belts reduce the possibility of ejection and the risk of injury caused by striking the

inside of the vehicle. Everyone in a motor vehicle should be belted at all times.

Lap/Shoulder Belts

All seating positions in your vehicle are equipped with lap/shoulder belts. The belt webbing retractor is designed to lock during very sudden stops or accidents. This feature allows the shoulder part of the belt to move freely with you under normal conditions. However, in an accident the belt will lock and reduce the risk of you striking the inside of the vehicle or being thrown out.

WARNING!

- It is dangerous to ride in a cargo area, inside or outside of a vehicle. In an accident, people riding in these areas are more likely to be seriously injured or killed.
- Do not allow people to ride in any area of your vehicle that is not equipped with seats and seat belts.
- Be sure everyone in your vehicle is in a seat and using a seat belt properly.

(Continued)

WARNING! (Continued)

- Wearing a seat belt incorrectly is dangerous. Seat belts are designed to go around the large bones of your body. These are the strongest parts of your body and can take the forces of an accident the best. Wearing your belt in the wrong place could make your injuries in an accident much worse. You might suffer internal injuries, or you could even slide out of part of the belt. Follow these instructions to wear your seat belt safely and to keep your passengers safe, too.
- Two people should never be belted into a single seat belt. People belted together can crash into one another in an accident, hurting one another badly. Never use a lap/shoulder belt or a lap belt for more than one person, no matter what their size.

Lap/Shoulder Belt Operating Instructions

1. Enter the vehicle and close the door. Sit back and adjust the seat.
2. The seat belt latch plate is above the back of the front seat, next to your arm in the rear seat. Grasp the latch plate and pull out the belt. Slide the latch plate up the webbing as far as necessary to allow the belt to go around your lap.



Pulling Out the Lap/Shoulder Belt Latch Plate

3. When the belt is long enough to fit, insert the latch plate into the buckle until you hear a "click."



Inserting Latch Plate Into Buckle

WARNING!

- A belt that is buckled into the wrong buckle will not protect you properly. The lap portion could ride too high on your body, possibly causing internal injuries. Always buckle your belt into the buckle nearest you.
- A belt that is loose will not protect you properly. In a sudden stop you could move too far forward, increasing the possibility of injury. Wear your seat belt snug.

(Continued)

WARNING! (Continued)

- A belt that is worn under your arm is dangerous. Your body could strike the inside surfaces of the vehicle in an accident, increasing head and neck injury. A belt worn under the arm can cause internal injuries. Ribs aren't as strong as shoulder bones. Wear the belt over your shoulder so that the strongest bones will take the force in a collision.
- A shoulder belt placed behind you will not protect you from injury during an accident. You are more likely to hit your head in a collision if you do not wear your shoulder belt. The lap and shoulder belt are meant to be used together.

4. Position the lap belt across your thighs, below your abdomen. To remove slack in the lap belt portion, pull up on the shoulder belt. To loosen the lap belt if it is too tight, tilt the latch plate and pull on the lap belt. A snug belt reduces the risk of sliding under the belt in an accident.

NOTE:

The Seat Belt Reminder Light will remain on until the driver's seat belt is buckled.



Removing Slack from Belt

WARNING!

- A lap belt worn too high can increase the risk of internal injury in an accident. The belt forces won't be at the strong hip and pelvic bones, but across your abdomen. Always wear the lap belt as low as possible and keep it snug.

(Continued)

WARNING! (Continued)

- A twisted belt cannot do its job as well. In a collision, it could even cut into you. Be sure the belt is straight. If you cannot straighten a belt in your vehicle, take it to your authorized dealer immediately and have it fixed.

5. Position the shoulder belt on your chest so that it is comfortable and not resting on your neck. The retractor will withdraw any slack in the belt.

6. To release the belt, push the red button on the buckle. The belt will automatically retract to its stowed position. If necessary, slide the latch plate down the webbing to allow the belt to retract fully.

WARNING!

A frayed or torn belt could rip apart in an accident and leave you with no protection. Inspect the belt system periodically, checking for cuts, frays, or loose parts. Damaged parts must be replaced immediately. Do not disassemble or modify the system. Seat belt assemblies must be replaced after an accident if they have been damaged (i.e., bent retractor, torn webbing, etc.).

Rear Center Lap/Shoulder Belt Retractor Lockout (Four-Door Models Only)

This feature is designed to lock the retractor whenever the 60% rear seatback is not fully latched. This prevents someone from wearing the rear center lap/shoulder belt when the rear seatback is not fully latched.

NOTE:

- **If the rear center lap/shoulder belt cannot be pulled out, check that the rear seatback is fully latched.**

- **If the rear seatback is properly latched and the rear center lap/shoulder belt still cannot be pulled out, the Automatic-Locking Retractor (ALR) system may be activated. To reset this feature you must let all of the belt webbing return into the retractor. You will not be able to pull out more webbing until all of the webbing has been returned back into the retractor.**

WARNING!

The rear center lap/shoulder belt is equipped with a lock-out feature to ensure that the rear seatback is in the fully upright and locked position when occupied. If the rear seatback is not fully upright and locked and the rear center lap/shoulder belt can be pulled out of the retractor, the vehicle should immediately be taken to your authorized dealer for service. Failure to follow this warning could result in serious or fatal injury.

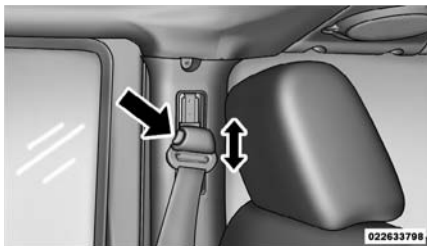
Lap/Shoulder Belt Untwisting Procedure

Use the following procedure to untwist a twisted lap/shoulder belt.

1. Position the latch plate as close as possible to the anchor point.
2. At about 6 to 12 in (15 to 30 cm) above the latch plate, grasp and twist the belt webbing 180 degrees to create a fold that begins immediately above the latch plate.
3. Slide the latch plate upward over the folded webbing. The folded webbing must enter the slot at the top of the latch plate.
4. Continue to slide the latch plate up until it clears the folded webbing.

Adjustable Upper Shoulder Belt Anchorage

In the front seat positions, the shoulder belt anchorage can be adjusted upward or downward to position the belt away from your neck. Push in on the anchorage near your outside shoulder and slide it up or down to reach the position that serves you best.



Adjusting Upper Shoulder Belt

WARNING!

Position the shoulder belt height adjusters so that the belt rests across the middle of your shoulder. Failure to adjust the safety belt properly could reduce the effectiveness of the seat belt and increase the risk of injury in an accident.

As a guide, if you are shorter than average, you will prefer a lower position, and if you are taller than average, you will prefer a higher position.

When you release the anchorage, try to move it up or down to make sure that it is locked in position.

NOTE:

The adjustable upper shoulder belt anchorage is equipped with an Easy Up feature. This feature allows the shoulder belt anchorage to be adjusted in the upward position without pressing the release button. To verify the shoulder belt anchorage is latched, pull downward on the shoulder belt anchorage until it is locked into position

Seat Belts In Passenger Seating Positions

The seat belts in the passenger seating positions are equipped with Automatic Locking Retractors which are used to secure a child restraint system. For additional information refer to "Installing Child Restraints Using The Vehicle Seat Belt" under the "Child Restraint" section. The chart below defines the type of feature for each seating position.

	Driver	Center	Passenger
First Row	N/A	N/A	ALR
Second Row	ALR	ALR	ALR
Third Row	N/A	N/A	N/A

- N/A — Not Applicable
- ALR — Automatic Locking Retractor

If the passenger seating position is equipped with an ALR and is being used for normal usage:

Only pull the belt webbing out far enough to comfortably wrap around the occupants mid-section so as to not activate the ALR. If the ALR is activated you will hear a ratcheting sound as the belt retracts. Allow the webbing to retract completely in this case and then carefully pull out only the amount of webbing necessary to comfortably wrap around the occupants mid-section. Slide the latch plate into the buckle until you hear a "click."

Automatic Locking Retractors (ALR) Mode — If Equipped

In this mode, the shoulder belt is automatically pre-locked. The belt will still retract to remove any slack in the shoulder belt. The Automatic Locking Mode is available on all passenger-seating positions with a combination lap/shoulder belt.

When To Use The Automatic Locking Mode

Use the Automatic Locking Mode anytime a child safety seat is installed in a seating position that has a belt with this feature. Children 12 years old and under should always be properly restrained in the rear seat.

How To Engage The Automatic Locking Mode

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

How To Disengage The Automatic Locking Mode

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

WARNING!

- The belt and retractor assembly must be replaced if the seat belt assembly Automatic Locking Retractor (ALR) feature or any other seat belt function is not working properly when checked according to the procedures in the Service Manual.
- Failure to replace the belt and retractor assembly could increase the risk of injury in collisions.

Seat Belt Pretensioners

The seat belts for both front seating positions are equipped with pretensioning devices that are designed to remove slack from the seat belt in the event of an accident. These devices improve the performance of the seat belt by assuring that the belt is tight about the occu-

pant early in an accident. Pretensioners work for all size occupants, including those in child restraints.

NOTE:

These devices are not a substitute for proper seat belt placement by the occupant. The seat belt still must be worn snugly and positioned properly.

The pretensioners are triggered by the Occupant Restraint Controller (ORC). Like the airbags, the pretensioners are single use items. A deployed pretensioner or a deployed airbag must be replaced immediately.

Enhanced Seat Belt Use Reminder System (BeltAlert®)

BeltAlert® is a feature intended to remind the driver to fasten their seatbelt. This feature is active whenever the ignition is on. If the driver is unbelted, the Seat Belt Reminder Light will turn on and remain on until the driver seatbelt is fastened. BeltAlert® triggers within 60 seconds of vehicle speed over 5 mph (8 km/h). The reminder sequence lasts for 96 seconds or until the driver seatbelt is fastened. After the sequence completes, the Seat Belt Reminder

Light remains illuminated until the driver seatbelt is fastened. The driver should instruct all other occupants to fasten their seatbelts. If the driver seatbelt is unbuckled while traveling at speeds greater than 5 mph (8 km/h), BeltAlert® will chime as a single notification and illuminate the Seat Belt Reminder Light, then will proceed to the 96 second reminder sequence.

NOTE:

- **BeltAlert® can be enabled or disabled by your authorized dealer.**
- **Chrysler Group LLC does not recommend deactivating BeltAlert®.**

If BeltAlert® is deactivated, the Seat Belt Reminder Light will continue to illuminate while the driver's seat belt remains unfastened.

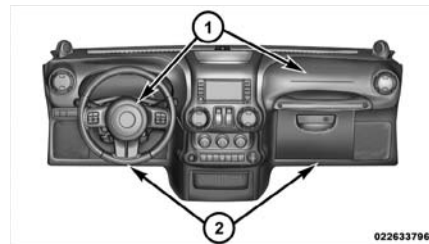
Seat Belts And Pregnant Women

We recommend that pregnant women use seat belts throughout their pregnancy. Keeping the mother safe is the best way to keep the baby safe.

Pregnant women should wear the lap part of the belt across the thighs and as snug across the hips as possible. Keep the belt low so that it does not come across the abdomen. That way the strong bones of the hips will take the force if there is an accident.

Supplemental Restraint System (SRS) — Airbags

This vehicle has Advanced Front Airbags for both the driver and right front passenger as a supplement to the seat belt restraint systems. The driver's Advanced Front Airbag is mounted in the steering wheel. The passenger Advanced Front Airbag is mounted in the instrument panel, above the glove compartment. The letters SRS are embossed on the airbag covers.



Advanced Front Airbag And Knee Bolster Locations

- 1 — Driver And Passenger Advanced Front Airbags
2 — Knee Bolster

NOTE:

These airbags are certified to new regulations for Advanced Airbags.

The Advanced Front Airbags have a multistage inflator design. This allows the airbag to have different rates of inflation that are based on the severity and type of collision.

This vehicle may be equipped with a driver and/or front passenger seat belt buckle switch that detects whether the driver or front passenger seat belt is fastened. The seat belt buckle switch may adjust the inflation rate of the Advanced Front Airbags.

This vehicle may be equipped with Supplemental Seat-Mounted Side Airbags (SAB) to provide enhanced protection for an occupant during a side impact. The Supplemental Seat-Mounted Side Airbags are located in the outboard side of the front seats.

NOTE:

- **Airbag covers may not be obvious in the interior trim; but they will open during airbag deployment.**
- **After any accident, the vehicle should be taken to an authorized dealer immediately.**

Airbag System Components

Your vehicle may be equipped with the following airbag system components:

- Occupant Restraint Controller (ORC)
- Airbag Warning Light

- Steering Wheel and Column
- Instrument Panel
- Knee Impact Bolster
- Driver Advanced Front Airbag
- Passenger Advanced Front Airbag
- Supplemental Seat-Mounted Side Airbags (SAB)
- Front and Side Impact Sensors
- Front Seat Belt Pretensioners and Seat Belt Buckle Switch

Advanced Front Airbag Features

The Advanced Front Airbag system has multi-stage driver and front passenger airbags. This system provides output appropriate to the severity and type of collision as determined by the Occupant Restraint Controller (ORC), which may receive information from the front impact sensors.

The first stage inflator is triggered immediately during an impact that requires airbag deployment. This low output is used in less severe collisions. A higher energy output is used for more severe collisions.

WARNING!

- No objects should be placed over or near the airbag on the instrument panel, because any such objects could cause harm if the vehicle is in a collision severe enough to cause the airbag to inflate.
- Do not put anything on or around the airbag covers or attempt to open them manually. You may damage the airbags and you could be injured because the airbags may no longer be functional. The protective covers for the airbag cushions are designed to open only when the airbags are inflating.
- If your vehicle is equipped with Supplemental Seat-Mounted Side Airbags (SAB), do not use accessory seat covers or place objects between you and the SAB; the performance could be adversely affected and/or objects could be pushed into you, causing serious injury.

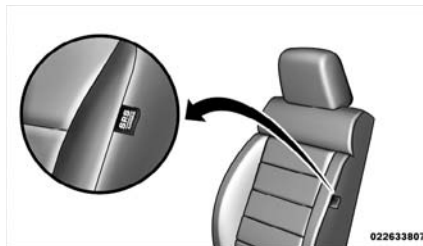
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WARNING! (Continued)

- If your vehicle is equipped with SAB, do not attach cupholders or any other objects on or around the door. The inflating SAB could drive the objects into occupants, causing serious injury.
- Do not cover or place items on the airbag covers. These items may cause serious injury during inflation.
- Do not drill, cut or tamper with the knee bolster in any way.
- Do not mount any accessories to the knee bolster such as alarm lights, stereos, citizen band radios, etc.

Supplemental Seat-Mounted Side Airbags (SAB) — If Equipped

Supplemental Seat-Mounted Side Airbags provide enhanced protection to help protect an occupant during a side impact. The Supplemental Seat-Mounted Side Airbag is marked with an airbag label sewn into the outboard side of the front seats.



Supplemental Seat-Mounted Side Airbag Location

When the airbag deploys, it opens the seam between the front and side of the seat's trim cover. Each airbag deploys independently, that is a left side impact deploys the left airbag only and a right-side impact deploys only the right airbag.

WARNING!

Being too close to the Supplemental Seat-Mounted Side Airbag during deployment could cause you to be severely injured or killed.

Knee Impact Bolsters

The Knee Impact Bolsters help protect the knees of the driver and the front passenger, and position front occupants for the best interaction with the Advanced Front Airbags.

Along with seat belts and pretensioners, Advanced Front Airbags work with the knee bolsters to provide improved protection for the driver and front passenger. Side airbags also work with seat belts to improve occupant protection.

Here are some simple steps you can take to minimize the risk of harm from a deploying airbag:

1. Children 12 years and under should always ride buckled up in a rear seat.

WARNING!

Infants in rear facing child restraints should never ride in the front seat of a vehicle with a passenger airbag. An airbag deployment could cause severe injury or death to infants in that position.

Children that are not big enough to properly wear the vehicle seat belt should be secured in the rear seat, in a child restraint or belt-positioning booster seat. Older children who do not use child restraints or belt-positioning booster seats should ride properly buckled up in the rear seat. Never allow children to slide the shoulder belt behind them or under their arm.

You should read the instructions provided with your child restraint to make sure that you are using it properly.

2. All occupants should always use their lap and shoulder belts properly.
3. The driver and front passenger seats should be moved back as far as practical to allow the Advanced Front Airbags room to inflate.
4. Do not lean against the door or window. If your vehicle has side airbags, and deployment occurs, the side airbags will inflate forcefully into the space between you and the door.
5. If the airbag system in this vehicle needs to be modified to accommodate a disabled per-

son, contact the Customer Center. Phone numbers are provided under "If You Need Assistance".

WARNING!

- Relying on the airbags alone could lead to more severe injuries in a collision. The airbags work with your seat belt to restrain you properly. In some collisions, the airbags won't deploy at all. Always wear your seat belts even though you have airbags.
- Being too close to the steering wheel or instrument panel during airbag deployment could cause serious injury, including death. Airbags need room to inflate. Sit back, comfortably extending your arms to reach the steering wheel or instrument panel.
- If the vehicle has Supplemental Seat-Mounted Side Airbags (SAB), they also need room to inflate. Do not lean against the door or window. Sit upright in the center of the seat.

NOTE:

After any accident, the vehicle should be taken to an authorized dealer immediately.

Airbag Deployment Sensors And Controls

Occupant Restraint Controller (ORC)

The **ORC** is part of a regulated safety system required for this vehicle.

The ORC determines if deployment of the front and/or side airbags is required in a frontal or side collision. Based on the impact sensors signals, a central electronic ORC deploys the Advanced Front Airbags, Supplemental Seat-Mounted Side Airbags (SAB) — if equipped, and front seat belt pretensioners, as required, depending on each type of impact.

Advanced Front Airbags are designed to provide additional protection by supplementing the seat belts in certain frontal collisions depending on the severity and type of collision. Advanced Front Airbags are not expected to reduce the risk of injury in rear, side, or rollover collisions.

The Advanced Front Airbags will not deploy in all frontal collisions, including some that may produce substantial vehicle damage — for example, some pole collisions, truck under-rides, and angle offset collisions. On the other hand, depending on the type and location of impact, Advanced Front Airbags may deploy in crashes with little vehicle front-end damage but that produce a severe initial deceleration.

The side airbags will not deploy in all side collisions. Side airbag deployment will depend on the severity and type of collision.

Because airbag sensors measure vehicle deceleration over time, vehicle speed and damage by themselves are not good indicators of whether or not an airbag should have deployed.

Seat belts are necessary for your protection in all crashes, and also are needed to help keep you in position, away from an inflating airbag.

The ORC also monitors the readiness of the electronic parts of the airbag system whenever the ignition switch is in the START or ON/RUN positions. If the key is in the LOCK position, in

the ACC position, or not in the ignition, the airbag system is not on and the airbags will not inflate.

The ORC contains a backup power supply system that may deploy the airbags even if the battery loses power or it becomes disconnected prior to deployment.



Also, the ORC turns on the Airbag Warning Light for four to eight seconds for a self-check when the ignition is first turned on. After the self-check, the Airbag Warning Light will turn off. If the ORC detects a malfunction in any part of the system, it turns on the Airbag Warning Light either momentarily or continuously. A single chime will sound if the light comes on again after initial startup.

It also includes diagnostics that will illuminate the instrument cluster Airbag Warning Light if a malfunction is noted that could affect the airbag system. The diagnostics also record the nature of the malfunction.

WARNING!

Ignoring the Airbag Warning Light in your instrument panel could mean you won't have the airbags to protect you in a collision. If the light does not come on as a bulb check when the ignition is first turned on, stays on after you start the vehicle, or if it comes on as you drive, have an authorized dealer service the airbag system immediately.

Driver And Passenger Advanced Front Airbag Inflator Units

The Driver and Passenger Advanced Front Airbag Inflator Units are located in the center of the steering wheel and the right side of the instrument panel. When the ORC detects a collision requiring the Advanced Front Airbags, it signals the inflator units. A large quantity of non-toxic gas is generated to inflate the Advanced Front Airbags. Different airbag inflation rates are possible, based on the collision type and severity. The steering wheel hub trim cover and the upper right side of the instrument panel separate and fold out of the way as the airbags inflate to their full size. The airbags fully inflate

in about 50 to 70 milliseconds. This is about half of the time it takes to blink your eyes. The airbags then quickly deflate while helping to restrain the driver and front passenger.

The Advanced Front Airbag gas is vented through the vent holes in the sides of the airbag. In this way, the airbags do not interfere with your control of the vehicle.

Supplemental Seat-Mounted Side Airbags (SAB) Inflator Units — If Equipped

The Supplemental Seat-Mounted Side Airbags Inflator Units (if equipped) are designed to activate only in certain side collisions.

The ORC determines if a side collision requires the side airbags to inflate based on the severity and type of collision.

Based on the severity and type of collision, the side airbag inflator on the crash side of the vehicle is triggered, releasing a quantity of non-toxic gas. The inflating side airbag exits through the seat seam into the space between the occupant and the door. The side airbags fully inflate in about 10 milliseconds. The side airbag moves at a very high speed and with such a high force, that it could injure you if you

are not seated properly, or if items are positioned in the area where the side airbag inflates. This especially applies to children.

Knee Impact Bolsters

The Knee Impact Bolsters help protect the knees of the driver and the front passenger, and position front occupants for the best interaction with the Advanced Front Airbag.

Front And Side Impact Sensors

In front and side impacts, front and side impact sensors can aid the ORC in determining the appropriate response to certain impact events.

Enhanced Accident Response System

In the event of an impact causing airbag deployment, if the communication network remains intact, and the power remains intact, depending on the nature of the event the ORC will determine whether to have the Enhanced Accident Response System perform the following functions:

- Cut off fuel to the engine.
- Flash hazard lights as long as the battery has power or until the ignition key is turned off.

- Turn on the interior lights, which remain on as long as the battery has power or until the ignition key is removed.
- Unlock the doors automatically.

If A Deployment Occurs

The front airbags are designed to deflate immediately after deployment.

NOTE:

Front and/or side airbags will not deploy in all collisions. This does not mean something is wrong with the airbag system.

If you do have a collision which deploys the airbags, any or all of the following may occur:

- The nylon airbag material may sometimes cause abrasions and/or skin reddening to the driver and front passenger as the airbags deploy and unfold. The abrasions are similar to friction rope burns or those you might get sliding along a carpet or gymnasium floor. They are not caused by contact with chemicals. They are not permanent and normally heal quickly. However, if you

haven't healed significantly within a few days, or if you have any blistering, see your doctor immediately.

- As the airbags deflate you may see some smoke-like particles. The particles are a normal by-product of the process that generates the non-toxic gas used for airbag inflation. These airborne particles may irritate the skin, eyes, nose, or throat. If you have skin or eye irritation, rinse the area with cool water. For nose or throat irritation, move to fresh air. If the irritation continues, see your doctor. If these particles settle on your clothing, follow the garment manufacturer's instructions for cleaning.
- Do not drive your vehicle after the airbags have deployed. If you are involved in another collision, the airbags will not be in place to protect you.

WARNING!

- Deployed airbags and seat belt pretensioners cannot protect you in another collision. Have the airbags, seat belt pretensioner, and seat belt retractor assembly replaced by an authorized dealer as soon as immediately. Also, have the Occupant Restraint Controller (ORC) system serviced as well.
- Do not attempt to modify any part of your airbag system. The airbag may inflate accidentally or may not function properly if modifications are made. Take your vehicle to an authorized dealer for any airbag system service. If your seat, including your trim cover and cushion, needs to be serviced in any way (including removal or loosening/tightening of seat attachment bolts), take the vehicle to your authorized dealer. Only manufacturer approved seat accessories may be used. If it is necessary to modify the airbag system for persons with disabilities, contact your authorized dealer.

Maintaining Your Airbag System

WARNING!

- Modifications to any part of the airbag system could cause it to fail when you need it. You could be injured if the airbag system is not there to protect you. Do not modify the components or wiring, including adding any kind of badges or stickers to the steering wheel hub trim cover or the upper right side of the instrument panel. Do not modify the front bumper or vehicle body structure, or add aftermarket side steps or running boards.
- You need proper knee impact protection in a collision. Do not mount or locate any aftermarket equipment on or behind the knee bolsters.
- It is dangerous to try to repair any part of the airbag system yourself. Be sure to tell anyone who works on your vehicle that it has an airbag system.

Airbag Warning Light



You will want to have the airbags ready to inflate for your protection in a collision. The Airbag Warning Light monitors the internal circuits and interconnecting wiring associated with airbag system electrical components. While the airbag system is designed to be maintenance free, if any of the following occurs, have an authorized dealer service the airbag system immediately.

- The Airbag Warning Light does not come on during the four to eight seconds when the ignition switch is first turned to the ON/RUN position.
- The Airbag Warning Light remains on after the four to eight-second interval.
- The Airbag Warning Light comes on intermittently or remains on while driving.

Event Data Recorder (EDR)

This vehicle is equipped with an event data recorder (EDR). The main purpose of an EDR is to record, in certain crash or near crash-like situations, such as an air bag deployment or

hitting a road obstacle, data that will assist in understanding how a vehicle's systems performed. The EDR is designed to record data related to vehicle dynamics and safety systems for a short period of time, typically 30 seconds or less. The EDR in this vehicle is designed to record such data as:

- How various systems in your vehicle were operating;
- Whether or not the driver and passenger safety belts were buckled/fastened;
- How far (if at all) the driver was depressing the accelerator and/or brake pedal; and,
- How fast the vehicle was traveling.

These data can help provide a better understanding of the circumstances in which crashes and injuries occur.

NOTE:

EDR data are recorded by your vehicle only if a non-trivial crash situation occurs; no data are recorded by the EDR under normal driving conditions and no personal data (e.g. name, gender, age, and crash location) are recorded. However, other parties, such

as law enforcement, could combine the EDR data with the type of personally identifying data routinely acquired during a crash investigation.

To read data recorded by an EDR, special equipment is required, and access to the vehicle or the EDR is needed. In addition to the vehicle manufacturer, other parties such as law enforcement, that have the special equipment, can read the information if they have access to the vehicle or the EDR.

Child Restraints

Everyone in your vehicle needs to be buckled up at all times, including babies and children.

Children 12 years and under should ride properly buckled up in a rear seat, if available. According to crash statistics, children are safer when properly restrained in the rear seats, rather than in the front.

There are different sizes and types of restraints for children from newborn size to the child almost large enough for an adult safety belt. Always check the child seat owner's manual to ensure you have the correct seat for your child. Use the restraint that is correct for your child.

WARNING!

In a collision, an unrestrained child, even a tiny baby, can become a projectile inside the vehicle. The force required to hold even an infant on your lap could become so great that you could not hold the child, no matter how strong you are. The child and others could be badly injured. Any child riding in your vehicle should be in a proper restraint for the child's size.

Infants And Child Restraints

- Safety experts recommend that children ride rearward-facing in the vehicle until they are at least one year old and weigh at least 20 lbs (9 kg). Two types of child restraints can be used rearward-facing: infant carriers and "convertible" child seats.
- The infant carrier is only used rearward-facing in the vehicle. It is recommended for children who weigh up to about 20 lbs (9 kg). "Convertible" child seats often have a higher weight limit in the rearward-facing direction than infant carriers do, so they can be used

rearward-facing by children who weigh more than 20 lbs (9 kg) but are less than one year old. Both types of child restraints are held in the vehicle by the lap/shoulder belt or the ISOFIX child restraint anchorage system (Refer to ISOFIX — Child Seat Anchorage System.)

WARNING!

- Rearward-facing child seats must never be used in the front seat of a vehicle with the front passenger airbag unless the airbag is turned off. An airbag deployment could cause severe injury or death to infants in this position.
- Improper installation can lead to failure of an infant or child restraint. It could come loose in a collision. The child could be badly injured or killed. Follow the manufacturer's directions exactly when installing an infant or child restraint.

(Continued)

WARNING! (Continued)

- A rearward-facing infant restraint should only be used in a rear seat. A rearward-facing infant restraint in the front seat may be struck by a deploying passenger airbag which may cause severe or fatal injury to the infant.

Here are some tips for getting the most out of your child restraint:

- Before buying any restraint system, make sure that it has a label certifying that it meets all applicable Safety Standards. The manufacturer also recommends that you try a child restraint in the vehicle seats where you will use it before you buy it.
- The restraint must be appropriate for your child's weight and height. Check the label on the restraint for weight and height limits.
- Carefully follow the instructions that come with the restraint. If you install the restraint improperly, it may not work when you need it.

- All seating positions (except for driver) have a automatic locking retractor. The seat belts are designed to keep the lap portion tight around the child restraint so that it is not necessary to use a locking clip. For the seat belt with the automatic locking retractor, pull the belt from the retractor until there is enough to allow you to pass through the child restraint and slide the latch plate into the buckle. Then, pull the belt until it is fully extracted from the retractor. Allow the belt to return to the retractor, pulling on the excess webbing to tighten the lap portion around the child restraint. For additional information, refer to "Automatic Locking Mode".
- In the rear seat, you may have trouble tightening the lap/shoulder belt on the child restraint because the buckle or latch plate is too close to the belt path opening on the restraint. Disconnect the latch plate from the buckle and twist the short buckle-end belt several times to shorten it. Insert the latch plate into the buckle with the release button facing out.
- If the belt still cannot be tightened, or if pulling and pushing on the restraint loosens

the belt, disconnect the latch plate from the buckle, turn the buckle around, and insert the latch plate into the buckle again. If you still cannot make the child restraint secure, try a different seating position.

- Buckle the child into the restraint exactly as the manufacturer's instructions tell you.

WARNING!

When your child restraint is not in use, secure it in the vehicle with the seat belt or remove it from the vehicle. Do not leave it loose in the vehicle. In a sudden stop or accident, it could strike the occupants or seatbacks and cause serious personal injury.

Older Children and Child Restraints

Children who weigh more than 20 lbs (9 kg) and who are older than one year can ride forward-facing in the vehicle. Forward-facing child seats and convertible child seats used in the forward-facing direction are for children who weigh 20 to 40 lbs (9 to 18 kg), and who are older than one year. These child seats are also held in the vehicle by the lap/shoulder belt

or the ISOFIX child restraint anchorage system (Refer to ISOFIX — Child Seat Anchorage System).

The belt-positioning booster seat is for children weighing more than 40 lbs (18 kg), but who are still too small to fit the vehicle's seat belts properly. If the child cannot sit with knees bent over the vehicle's seat cushion while the child's back is against the seatback, they should use a belt-positioning booster seat. The child and belt-positioning booster seat are held in the vehicle by the lap/shoulder belt.

Children Too Large for Booster Seats

Children who are large enough to wear the shoulder belt comfortably, and whose legs are long enough to bend over the front of the seat when their back is against the seatback, should use the lap/shoulder belt in a rear seat.

- Make sure that the child is upright in the seat.
- The lap portion should be low on the hips and as snug as possible.
- Check belt fit periodically. A child's squirming or slouching can move the belt out of position.

- If the shoulder belt contacts the face or neck, move the child closer to the center of the vehicle. Never allow a child to put the shoulder belt under an arm or behind the back.

Automatic-Locking Retractor (ALR)

To operate the switchable retractor, pull the belt from the retractor until there is enough to allow you to pass through the child restraint and slide the latch plate into the buckle. Then pull on the belt until it is all removed from the retractor. Allow the belt to return into the retractor, pulling on the excess webbing to tighten the lap portion around the child restraint. Follow the instructions of the child restraint manufacture.

NOTE:

To reset this feature you must let all of the belt webbing return into the retractor. You will not be able to pull out more webbing until all of the webbing has been returned back into the retractor.

Installing the Child Restraint System

We urge you to carefully follow the directions of the manufacturer when installing your child restraint. Many, but not all, restraint systems will be equipped with separate straps on each

side, with each having a hook or connector for attachment to the lower anchorage, and a means for adjusting the tension of the strap. Forward-facing toddler restraints and some rearward-facing infant restraints will also be equipped with a tether strap having a hook for attachment to the tether strap anchorage, and a means for adjusting the tension of the strap.

In general, you will first loosen the adjusters on the lower and tether straps so that you can more easily attach the hook or connector to the lower and tether anchorages. The tether strap should be routed under the center of the head restraint and attached to the tether anchor on the rear of the seatback. Then tighten all three straps as you push the child restraint rearward and downward into the seat.

Not all child restraint systems will be installed as we have described here. Again, carefully follow the instructions that come with the child restraint system.

NOTE:

If your child restraint seat is not ISOFIX-compatible, install the restraint using the vehicle seat belts.

WARNING!

An incorrectly anchored tether strap could lead to increased head motion and possible injury to the child. Use only the anchor position directly behind the child seat to secure a child restraint top tether strap.

Universal Child Seat — Two-Door Models

Mass Group	Seating Position	
	Front Passenger	Rear Outboard
0 - Up to 10 kg	X	U
0+ - Up to 13 kg	X	U
I - 9 to 18 kg	X	U
II - 15 to 25 kg	X	U
III - 22 to 36 kg	X	U

Universal Child Seat — Four-Door Models

Mass Group	Seating Position		
	Front Passenger	Rear Out-board	Rear Center
0 - Up to 10 kg	X	U	U
0+ - Up to 13 kg	X	U	U
I - 9 to 18 kg	X	U	U
II - 15 to 25 kg	X	U	U
III - 22 to 36 kg	X	U	U

Key of letters used in the table above:

U = Suitable for “universal” category restraints approved for use in this mass group.

UF = Suitable for forward-facing “universal” category restraints approved for use in this mass group.

L = Suitable for particular child restraints given on attached list. These restraints may be of the “specific vehicle”, “restricted” or “semi-universal” categories.

B = Built-in restraint approved for this mass group.

X = Seat position not suitable for children in this mass group.

WARNING!

An incorrectly anchored tether strap could lead to increased head motion and possible injury to the child. Use only the anchor position directly behind the child seat to secure a child restraint top tether strap.

ISOFIX — Child Seat Anchorage System

Your vehicle’s rear seat is equipped with the child restraint anchorage system called ISO-FIX. The ISOFIX system provides for the installation of the child restraint without using the vehicle’s seat belts, instead securing the child restraint using lower anchorages and upper tether straps from the child restraint to the vehicle structure.

ISOFIX-compatible child restraint systems are now available. However, because the lower anchorages are to be introduced over a period of years, child restraint systems having attachments for those anchorages will continue to also have features for installation using the

vehicle’s seat belts. Child restraints having tether straps and hooks for connection to the top tether anchorages, have been available for some time. For some older child restraints, many child restraint manufacturers offer add-on tether strap kits or retro-fit kits. You are urged to take advantage of all the available attachments provided with your child restraint in any vehicle.

NOTE:

When using the ISOFIX attaching system to install a child restraint, please ensure that all seat belts not being used for occupant restraints are stowed and out of reach of children. It is recommended that before installing the child restraint, buckle the seat belt so the seat belt is tucked behind the child restraint and out of reach. If the buckled seat belt interferes with the child restraint installation, instead of tucking the seat belt behind the child restraint, route the seat belt through the child restraint belt path and then buckle it. This should stow the seat belt out of the reach of an inquisitive child. Remind all children in the vehicle that the

seat belts are not toys and should not be played with, and never leave an unattended child in the vehicle.

The rear seating positions have lower anchorages that are capable of accommodating ISOFIX-compatible child seats having flexible, webbing-mounted lower attachments. Child seats with fixed lower attachments must be installed in the outboard positions only. Regardless of the specific type of lower attachment, never install ISOFIX-compatible child seats such that two seats share a common lower anchorage.

If you are installing ISOFIX-compatible child restraints in adjacent rear seating positions, you can use the ISOFIX anchors or the vehicle's seat belt for the outboard position, but you must use the vehicle's seat belt at the center position. If your child restraints are not ISOFIX-compatible, you can only install the child restraints using the vehicle's seat belts. Please refer to "Installing The ISOFIX-Compatible Child Restraint System" for typical installation instructions.

ISOFIX Child Seat – Two-Door Models

Mass Group	Size Class	Fixture	Seating Position	
			Front Passenger	Rear Outboard
0 - Up to 10 kg	E	ISO/R1	X	X
		(1)	X	X
0+ - Up to 13 kg	E	ISO/R1	X	X
	D	ISO/R2	X	X
	C	ISO/R3	X	X
		(1)	X	X
I - 9 to 18 kg	D	ISO/R2	X	X
	C	ISO/R3	X	X
	B	ISO/F2	X	IUF
	B1	ISO/F2X	X	IUF
	A	ISO/F3	X	IUF
		(1)	X	X
II - 15 to 25 kg		(1)	X	X
III - 22 to 36 kg		(1)	X	X

(1) — For the child restraint systems (CRS) which do not carry the ISO/XX size class identification (A to G), for the applicable mass group, the manufacturer will indicate the vehicle specific ISOFIX child restraint system(s) recommended for each position.

Key of letters used in the table above:

IUF = Suitable for ISOFIX forward child restraint systems of "universal" category approved for use in the mass group.

IL = Suitable for particular ISOFIX child restraint systems (CRS) given in the attached list. These ISOFIX CRS are those of the "specific vehicle", "restricted" or "semi-universal" categories.

X = ISOFIX position not suitable for ISOFIX child restraint systems in this mass group and/or this size class.

ISOFIX Child Seat – Four-Door Models

Mass Group	Size Class	Fixture	Seating Position		
			Front Passenger	Rear Outboard	Rear Center
0 - Up to 10 kg	E	ISO/R1	X	IUF	X
		(1)	X	X	X
0+ - Up to 13 kg	E	ISO/R1	X	IUF	X
	D	ISO/R2	X	X	X
	C	ISO/R3	X	X	X
		(1)	X	X	X
I - 9 to 18 kg	D	ISO/R2	X	X	X
	C	ISO/R3	X	X	X
	B	ISO/F2	X	IUF	X
	B1	ISO/F2X	X	IUF	X
	A	ISO/F3	X	IUF	X
		(1)	X	X	X
II - 15 to 25 kg		(1)	X	X	X
III - 22 to 36 kg		(1)	X	X	X

(1) — For the child restraint systems (CRS) which do not carry the ISO/XX size class identification (A to G), for the applicable mass group, the manufacturer will indicate the ve-

hicle specific ISOFIX child restraint system(s) recommended for each position.

Key of letters used in the table above:

IUF = Suitable for ISOFIX forward child restraint systems of “universal” category approved for use in the mass group.

IL = Suitable for particular ISOFIX child restraint systems (CRS) given in the attached list. These ISOFIX CRS are those of the “specific vehicle”, “restricted” or “semi-universal” categories.

X = ISOFIX position not suitable for ISOFIX child restraint systems in this mass group and/or this size class.

Installing The ISOFIX-Compatible Child Restraint System

We urge you to carefully follow the directions of the manufacturer when installing your child restraint. Not all child restraint systems will be installed as described here. Again, carefully follow the installation instructions that were provided with the child restraint system.



The rear seat lower anchorages are round bars, located at the rear of the seat cushion where it meets the seatback, and are visible when you lean into the rear seat to install the child restraint. You will easily feel them if you run your finger along the intersection of the seatback and seat cushion surfaces.



ISOFIX Anchorages (Two-Door Models)

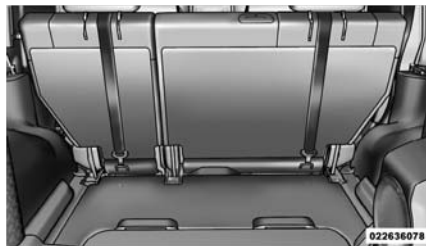


ISOFIX Anchorages (Four-Door Models)

In addition, there are tether strap anchorages behind each rear seating position located on the back of the seat.



Tether Strap Mounting (Two-Door Models)



Tether Strap Mounting (Four-Door Models)

Many, but not all restraint systems will be equipped with separate straps on each side,

with each having a hook or connector for attachment to the lower anchorage and a means for adjusting the tension of the strap. Forward-facing toddler restraints and some rear-facing infant restraints will also be equipped with a tether strap having a hook for attachment to the tether strap anchorage, and a means for adjusting the tension of the strap.

You will first loosen the child seat adjusters on the lower straps and on the tether strap so that you can more easily attach the hooks or connectors to the vehicle anchorages. Next, attach the lower hooks or connectors over the top of the anchorage bars, pushing aside the seat cover material. Then, locate the tether anchorage directly behind the seat where you are placing the child restraint and attach the tether strap to the anchorage, being careful to route the tether strap to provide the most direct path between the anchor and the child restraint. Finally, tighten all three straps as you push the child restraint rearward and downward into the seat, removing slack in the straps according to the child restraint manufacturer's instructions.

WARNING!

Improper installation of a child restraint to the ISOFIX anchorages can lead to failure of an infant or child restraint. The child could be badly injured or killed. Follow the manufacturer's directions exactly when installing an infant or child restraint.

Installing Child Restraints Using The Vehicle Seat Belt

The seat belts in the passenger seating positions are equipped with an Automatic Locking Retractor to secure a Child Restraint System (CRS). These types of seat belts are designed to keep the lap portion of the seat belt tight around the child restraint so that it is not necessary to use a locking clip. The ALR will make a ratcheting noise if you extract the entire belt from the retractor and then allow the belt to retract into the retractor. For additional information on ALR, refer to "Automatic Locking Mode" description under "Seat Belts In Passenger Seating Positions" section. The chart below

defines the seating positions with an Automatic Locking Retractor (ALR) or a cinching latch plate.

	Driver	Center	Passenger
	CRS Lock	CRS Lock	CRS Lock
First Row			ALR
Second Row	ALR	ALR	ALR
Third Row			

Installing a Child Restraint with an ALR:

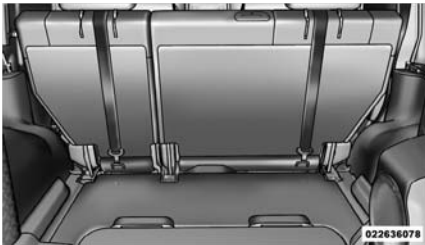
1. To install a child restraint with ALR, first, pull enough of the seat belt webbing from the retractor to route it through the belt path of the child restraint. Slide the latch plate into the buckle until you hear a "click." Next, extract all the seat belt webbing out of the retractor and then allow the belt to retract into the retractor. As the belt retracts, you will hear a ratcheting sound. This indicates the safety belt is now in the Automatic Locking mode.

2. Finally, pull on any excess webbing to tighten the lap portion around the child restraint. Any seat belt system will loosen with time, so check the belt occasionally, and pull it tight if necessary.

To attach a child restraint tether strap:



Tether Strap Mounting (Two-Door Models)



Tether Strap Mounting (Four-Door Models)

Route the tether strap over the seatback and attach the hook to the tether anchor located on the back of the seat. For the outboard seating positions, route the tether under the head rest, and attach the hook to the tether anchor located on the back of the seat.

WARNING!

An incorrectly anchored tether strap could lead to increased head motion and possible injury to the child. Use only the anchor positions directly behind the child seat to secure a child restraint top tether strap.

Vehicles With Rear Web Buckles That May Need To Be Twisted

- In the rear seat, you may have trouble tightening the lap/shoulder belt on the child restraint because the buckle or latch plate is too close to the belt path opening on the restraint. Disconnect the latch plate from the buckle and twist the short buckle-end belt several times to shorten it. Insert the latch plate into the buckle with the release button facing out.
- If the belt still can't be tightened, or if pulling and pushing on the restraint loosens the belt, disconnect the latch plate from the buckle, turn the buckle around, and insert the latch plate into the buckle again. If you still can't make the child restraint secure, try a different seating position.

Transporting Pets

Airbags deploying in the front seat could harm your pet. An unrestrained pet will be thrown about and possibly injured, or injure a passenger during panic braking or in an accident.

Pets should be restrained in the rear seat in pet harnesses or pet carriers that are secured by seat belts.

ENGINE BREAK-IN RECOMMENDATIONS

A long break-in period is not required for the engine and drivetrain (transmission and axle) in your vehicle.

Drive moderately during the first 300 miles (500 km). After the initial 60 miles (100 km), speeds up to 50 or 55 mph (80 or 90 km/h) are desirable.

While cruising, brief full-throttle acceleration within the limits of local traffic laws, contributes to a good break-in. Wide-open throttle acceleration in low gear can be detrimental and should be avoided.

The engine oil installed in the engine at the factory is a high-quality energy conserving type lubricant. Oil changes should be consistent with anticipated climate conditions under which vehicle operations will occur. For the recommended viscosity and quality grades refer to "Maintenance Procedures" in "Maintain-

ing Your Vehicle". NON-DETERGENT OR STRAIGHT MINERAL OILS MUST NEVER BE USED.

A new engine may consume some oil during its first few thousand miles (kilometers) of operation. This should be considered a normal part of the break-in and not interpreted as an indication of difficulty.

Additional Requirements For Diesel Engine — If Equipped

During the first 1500 km avoid heavy loads, e.g. driving at full throttle. Do not exceed 2/3 of the maximum permissible engine speed for each gear. Change gear in good time. Do not shift down a gear manually in order to brake.

SAFETY TIPS

Transporting Passengers

NEVER TRANSPORT PASSENGERS IN THE CARGO AREA.

WARNING!

- Do not leave children or animals inside parked vehicles in hot weather. Interior heat build-up may cause serious injury or death.
- It is extremely dangerous to ride in a cargo area, inside or outside of a vehicle. In a collision, people riding in these areas are more likely to be seriously injured or killed.
- Do not allow people to ride in any area of your vehicle that is not equipped with seats and seat belts.
- Be sure everyone in your vehicle is in a seat and using a seat belt properly.

Exhaust Gas

WARNING!

Exhaust gases can injure or kill. They contain carbon monoxide (CO), which is colorless and odorless. Breathing it can make you unconscious and can eventually poison you. To avoid breathing (CO) follow these safety tips:

Do not run the engine in a closed garage or in confined areas any longer than needed to move your vehicle in or out of the area.

If it is necessary to sit in a parked vehicle with the engine running, adjust your heating or cooling controls to force outside air into the vehicle. Set the blower at high speed.

If you are required to drive with the trunk/liftgate open, make sure that all windows are closed and the climate control BLOWER switch is set at high speed. DO NOT use the recirculation mode.

The best protection against carbon monoxide entry into the vehicle body is a properly maintained engine exhaust system.

Whenever a change is noticed in the sound of the exhaust system, when exhaust fumes can be detected inside the vehicle, or when the underside or rear of the vehicle is damaged, have a competent mechanic inspect the complete exhaust system and adjacent body areas for broken, damaged, deteriorated, or mispositioned parts. Open seams or loose connections could permit exhaust fumes to seep into the passenger compartment. In addition, inspect

the exhaust system each time the vehicle is raised for lubrication or oil change. Replace as required.

Safety Checks You Should Make Inside The Vehicle

Seat Belts

Inspect the belt system periodically, checking for cuts, frays, and loose parts. Damaged parts must be replaced immediately. Do not disassemble or modify the system.

Front seat belt assemblies must be replaced after a collision. Rear seat belt assemblies must be replaced after a collision if they have been damaged (i.e., bent retractor, torn webbing, etc.). If there is any question regarding belt or retractor condition, replace the belt.

Airbag Warning Light

The light should come on and remain on for four to eight seconds as a bulb check when the ignition switch is first turned ON. If the light is not lit during starting, see your authorized dealer. If the light stays on, flickers, or comes on while driving, have the system checked by an authorized dealer.

Defroster

Check operation by selecting the defrost mode and place the blower control on high speed. You should be able to feel the air directed against the windshield. See your authorized dealer for service if your defroster is inoperable.

Floor Mat Safety Information

Always use floor mats designed to fit the foot well of your vehicle. Use only floor mats that leave the pedal area unobstructed and that are firmly secured so that they cannot slip out of position and interfere with the pedals or impair safe operation of your vehicle in other ways.

WARNING!

Pedals that cannot move freely can cause loss of vehicle control and increase the risk of serious personal injury.

- Always make sure that floor mats are properly attached to the floor mat fasteners.

(Continued)

WARNING! (Continued)

- Never place or install floor mats or other floor coverings in the vehicle that cannot be properly secured to prevent them from moving and interfering with the pedals or the ability to control the vehicle.
- Never put floor mats or other floor coverings on top of already installed floor mats. Additional floor mats and other coverings will reduce the size of the pedal area and interfere with the pedals.
- Check mounting of mats on a regular basis. Always properly reinstall and secure floor mats that have been removed for cleaning.
- Always make sure that objects cannot fall into the driver foot well while the vehicle is moving. Objects can become trapped under the brake pedal and accelerator pedal causing a loss of vehicle control.
- If required, mounting posts must be properly installed, if not equipped from the factory.

(Continued)

WARNING! (Continued)

Failure to properly follow floor mat installation or mounting can cause interference with the brake pedal and accelerator pedal operation causing loss of control of the vehicle.

Periodic Safety Checks You Should Make Outside The Vehicle**Tires**

Examine tires for excessive tread wear and uneven wear patterns. Check for stones, nails, glass, or other objects lodged in the tread. Inspect the tread and sidewall for cuts and cracks. Check the wheel nuts for tightness. Check the tires (including spare) for proper pressure.

Lights

Have someone observe the operation of exterior lights while you work the controls. Check turn signal and high beam indicator lights on the instrument panel.

Door Latches

Check for positive closing, latching, and locking.

Fluid Leaks

Check area under vehicle after overnight parking for fuel, engine coolant, oil, or other fluid leaks. Also, if gasoline fumes are detected or if fuel, power steering fluid, or brake fluid leaks are suspected, the cause should be located and corrected immediately.

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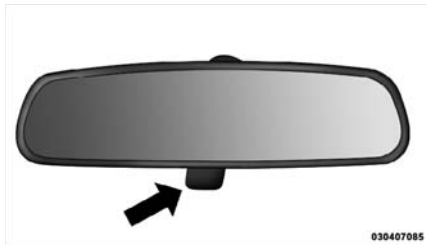
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MIRRORS

Inside Day/Night Mirror

A two-point pivot system allows for horizontal and vertical adjustment of the mirror. The mirror should be adjusted to center on the view through the rear window.

Headlight glare can be reduced by moving the small control under the mirror to the night position (toward the rear of the vehicle). The mirror should be adjusted while set in the day position (toward the windshield).



Adjusting Rearview Mirror

Outside Mirrors

To receive maximum benefit, adjust the outside mirror(s) to center on the adjacent lane of traffic with a slight overlap of the view obtained on the inside mirror.



Outside Rearview Mirror

WARNING!

Vehicles and other objects seen in the passenger side convex mirror will look smaller and farther away than they really are. Relying too much on your passenger side mirror could cause you to collide with another vehicle or other object. Use your inside mirror when judging the size or distance of a vehicle seen in the passenger side mirror.

Power Mirrors — If Equipped

The power mirror switch is located on the center of the instrument panel, below the climate controls. A rotary knob selects the left mirror, right mirror or off position.



Power Mirror Switch

After selecting a mirror, move the knob in the same direction you want the mirror to move. Use the center off position to guard against accidentally moving a mirror position.

Vanity Mirrors

Vanity mirrors are located on the sun visors. To use the mirrors, rotate the sun visor down and swing the mirror cover upward.



Vanity Mirror

Uconnect™ Phone — IF EQUIPPED

NOTE:

For Uconnect™ Phone with Navigation radio, refer to the Navigation radio Manual's (separate booklet) Uconnect™ Phone section.

Uconnect™ Phone is a voice-activated, hands-free, in-vehicle communications system. Uconnect™ Phone allows you to dial a phone number with your mobile phone* using simple voice commands (e.g., "Call" ... "Jim" ... "Work" or "Dial" ... "151-1234 -5555"). Your mobile phone's audio is transmitted through your vehicle's au-

dio system; the system will automatically mute your radio when using the Uconnect™ Phone.

*** The Uconnect™ Phone requires a mobile phone equipped with the Bluetooth® "Hands-Free Profile," version 1.0 or higher. See Uconnect™ website for supported phones.**

NOTE:

For Uconnect™ Phone customer support, visit the following websites:

- www.chrysler.com/Uconnect
- www.dodge.com/Uconnect
- www.jeep.com/Uconnect

Uconnect™ Phone allows you to transfer calls between the Uconnect™ Phone and your mobile phone as you enter or exit your vehicle and enables you to mute the Uconnect™ Phone's microphone for private conversation.

The Uconnect™ Phone is driven through your Bluetooth® "Hands-Free profile" mobile phone. Uconnect™ Phone features Bluetooth® technology - the global standard that enables different electronic devices to connect to each other without wires or a docking station, so

Uconnect™ Phone works no matter where you stow your mobile phone (be it your purse, pocket, or briefcase), as long as your phone is turned on and has been paired to the vehicle's Uconnect™ Phone. The Uconnect™ Phone allows up to seven mobile phones to be linked to the system. Only one linked (or paired) mobile phone can be used with the Uconnect™ Phone at a time. The Uconnect™ Phone is available in English, Dutch, French, German, Italian or Spanish languages (as equipped).

WARNING!

Any voice commanded system should be used only in safe driving conditions following local laws and phone use. All attention should be kept on the roadway ahead. Failure to do so may result in a collision causing serious injury or death.

Uconnect™ Phone Button



The radio or steering wheel controls (if equipped) will contain the two control buttons (Uconnect™ Phone button and Voice Command button) that will

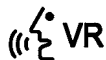


enable you to access the system. When you press the button you will hear the word Uconnect™ followed by a BEEP. The beep is your signal to give a command.

NOTE:

The driver side upper windshield trim contains the microphone for the Uconnect™ Phone.

Voice Command Button



Actual button location may vary with radio. The individual buttons are described in the "Operation" section.

The Uconnect™ Phone can be used with Hands-Free Profile certified Bluetooth® mobile phones. Some phones may not support all the Uconnect™ Phone features. Refer to your mobile service provider or the phone manufacturer for details.

The Uconnect™ Phone is fully integrated with the vehicle's audio system. The volume of the Uconnect™ Phone can be adjusted either from

the radio volume control knob or from the steering wheel radio control, if so equipped.

The radio display will be used for visual prompts from the Uconnect™ Phone such as "CELL" or caller ID on certain radios.

Operation

Voice commands can be used to operate the Uconnect™ Phone and to navigate through the Uconnect™ Phone menu structure. Voice commands are required after most Uconnect™ Phone prompts. You will be prompted for a specific command and then guided through the available options.

- Prior to giving a voice command, one must wait for the beep, which follows the "Ready" prompt or another prompt.
- For certain operations, compound commands can be used. For example, instead of saying "Setup" and then "Phone Pairing", the following compound command can be said: "Setup Phone Pairing."
- For each feature explanation in this section, only the compound form of the voice command is given. You can also break the com-



mands into parts and say each part of the command when you are asked for it. For example, you can use the compound form voice command “Phonebook New Entry”, or you can break the compound form command into two voice commands: “Phonebook” and “New Entry.” Please remember, the Uconnect™ Phone works best when you talk in a normal conversational tone, as if speaking to someone sitting a few feet/meters away from you.

Voice Command Tree

Refer to “Voice Tree.”

Help Command

If you need assistance at any prompt, or if you want to know your options at any prompt, say “Help” following the beep. The Uconnect™ Phone will play all the options at any prompt if you ask for help.

To activate the Uconnect™ Phone from idle, simply press the  button and follow the audible prompts for directions. All Uconnect™ Phone sessions begin with a press of the  button on the radio control head.

Cancel Command


At any prompt, after the beep, you can say “Cancel” and you will be returned to the main menu. However, in a few instances the system will take you back to the previous menu.

Pair (Link) Uconnect™ Phone to a Mobile Phone

To begin using your Uconnect™ Phone, you must pair your compatible Bluetooth® enabled mobile phone (refer to “Introduction” section to learn about the phone type).

To complete the pairing process, you will need to reference your mobile phone owner's manual. The Uconnect™ website may also provide detailed instructions for pairing.


The following are general phone to Uconnect™ Phone pairing instructions:

- Press the  button to begin.
- After the “Ready” prompt and the following beep, say “Setup Phone Pairing”.
- When prompted, after the beep, say “Pair a Phone” and follow the audible prompts.


- You will be asked to say a four-digit Personal Identification Number (PIN), which you will later need to enter into your mobile phone. You can enter any four-digit PIN. You will not need to remember this PIN after the initial pairing process.
- For identification purposes, you will be prompted to give the Uconnect™ Phone a name for your mobile phone. Each mobile phone that is paired should be given a unique phone name.
- You will then be asked to give your mobile phone a priority level between 1 and 7, with 1 being the highest priority. You can pair up to seven mobile phones to your Uconnect™ Phone. However, at any given time, only one mobile phone can be in use, connected to your Uconnect™ System. The priority allows the Uconnect™ Phone to know which mobile phone to use if multiple mobile phones are in the vehicle at the same time. For example, if priority 3 and priority 5 phones are present in the vehicle, the Uconnect™ Phone will use the priority 3 mobile phone when you make a call. You can select to use a lower priority

mobile phone at any time (refer to “Advanced Phone Connectivity”).

Dial by Saying a Number

- Press the  button to begin.
- After the “Ready” prompt and the following beep, say “Dial”.
- The system will prompt you to say the number you want to call.
- For example, you can say “151-1234-5555”.
- The Uconnect™ Phone will confirm the phone number and then dial. The number will appear in the display of certain radios.

Call by Saying a Name

- Press the  button to begin.
- After the “Ready” prompt and the following beep, say “Call”.
- The system will prompt you to say the name of the person you want to call.
- After the “Ready” prompt and the following beep, say the name of the person you want to call. For example, you can say “John


Doe”, where John Doe is a previously stored name entry in the Uconnect™ phonebook or downloaded phonebook. To learn how to store a name in the phonebook, refer to “Add Names to Your Uconnect™ Phonebook”.

- The Uconnect™ Phone will confirm the name and then dial the corresponding phone number, which may appear in the display of certain radios.

Add Names to Your Uconnect™ Phonebook

NOTE:

Adding names to the Uconnect™ Phonebook is recommended when the vehicle is not in motion.

- Press the  button to begin.
- After the “Ready” prompt and the following beep, say “Phonebook New Entry”.
- When prompted, say the name of the new entry. Use of long names helps the Voice Command and it is recommended. For example, say “Robert Smith” or “Robert” instead of “Bob”.

- When prompted, enter the number designation (e.g., “Home”, “Work”, “Mobile”, or “Other”). This will allow you to store multiple numbers for each phonebook entry, if desired.
- When prompted, recite the phone number for the phonebook entry that you are adding.

After you are finished adding an entry into the phonebook, you will be given the opportunity to add more phone numbers to the current entry or to return to the main menu.

The Uconnect™ Phone will allow you to enter up to 32 names in the phonebook with each name having up to four associated phone numbers and designations. Each language has a separate 32-name phonebook accessible only in that language. In addition, if equipped and supported by your phone, Uconnect™ Phone automatically downloads mobile phone’s phonebook.

Phonebook Download – Automatic Phonebook transfer from Mobile Phone


If equipped and specifically supported by your phone, Uconnect™ Phone automatically downloads names (text names) and number entries

from the mobile phone's phonebook. Specific Bluetooth® Phones with Phone Book Access Profile may support this feature. See Uconnect™ website for supported phones.

- To call a name from downloaded (or Uconnect™) Phonebook, follow the procedure in “Call by Saying a Name” section.
- Automatic download and update, if supported, begins as soon as the phone Bluetooth® wireless connection is made to the Uconnect™ Phone. For example, after you start the vehicle.
- Maximum of 1000 entries per phone will be downloaded and updated every time a phone is connected to the Uconnect™ Phone.
- Depending on the maximum number of entries downloaded, there may be a short delay before the latest downloaded names can be used. Until then, if available, the previously downloaded phonebook is available for use.
- Only the phonebook of the currently connected mobile phone is accessible.

- Only the mobile phone's phonebook is downloaded. SIM card phonebook is not part of the mobile phonebook.
- This downloaded phonebook cannot be edited or deleted on the Uconnect™ Phone. These can only be edited on the mobile phone. The changes are transferred and updated to Uconnect™ Phone on the next phone connection.

Phonebook Download — Single Entry

If equipped and supported by your phone, Uconnect™ Phone allows the user to download entries from their phone via Bluetooth®. To use this feature, press the  button and say “Phonebook Download.” The system prompts “Ready to accept “V” card entry via Bluetooth®...” The system is now ready to accept phonebook entries from your phone using the Bluetooth® Object Exchange Profile (OBEX). Please see your phone Owners' Manual for specific instructions on how to send these entries from your phone.

NOTE:

- **Phone handset must support Bluetooth® OBEX transfers of phonebook entries to use this feature.**
- **Some phones cannot send phonebook entries if they are already connected to any system via Bluetooth®, and you may see a message on the phone display that the Bluetooth® link is busy. In this case, the user must first disconnect or drop the Bluetooth® connection to the Uconnect™ Phone, and then send the address book entry via Bluetooth®. Please see your phone Owners' Manual for specific instructions on how to drop the Bluetooth® connection.**
- **If the phonebook entry is longer than 24 characters, it will only use the first 24 characters.**

Edit Uconnect™ Phonebook Entries

Editing names in the phonebook is recommended when the vehicle is not in motion.

Automatic downloaded phonebook entries cannot be deleted or edited.

- Press the  button to begin.

- After the “Ready” prompt and the following beep, say “Phonebook Edit”.
- You will then be asked for the name of the phonebook entry that you wish to edit.
- Next, choose the number designation (home, work, mobile, or other) that you wish to edit.
- When prompted, recite the new phone number for the phonebook entry that you are editing.



After you are finished editing an entry in the phonebook, you will be given the opportunity to edit another entry in the phonebook, call the number you just edited, or return to the main menu.

“Phonebook Edit” can be used to add another phone number to a name entry that already exists in the phonebook. For example, the entry John Doe may have a mobile and a home number, but you can add “John Doe’s” work number later using the “Phonebook Edit” feature.

NOTE:


Editing phonebook entries is recommended when the vehicle is not in motion.

Delete Uconnect™ Phonebook Entry


- Press the  button to begin.
- After the “Ready” prompt and the following beep, say “Phonebook Delete”.
- After you enter the Phonebook Delete menu, you will then be asked for the name of the entry that you wish to delete. You can either say the name of a phonebook entry that you wish to delete or you can say “List Names” to hear a list of the entries in the phonebook from which you choose. To select one of the entries from the list, press the  button while the Uconnect™ Phone is playing the desired entry and say “Delete”.
- After you enter the name, the Uconnect™ Phone will ask you which designation you wish to delete; home, work, mobile, other, or all. Say the designation you wish to delete.
- Note that only the phonebook entry in the current language is deleted.


- Automatic downloaded phonebook entries cannot be deleted or edited.

Delete/Erase “All” Uconnect™ Phonebook Entries

- Press the  button to begin.
- After the “Ready” prompt and the following beep, say “Phonebook Erase All”.
- The Uconnect™ Phone will ask you to verify that you wish to delete all the entries from the phonebook.
- After confirmation, the phonebook entries will be deleted.
- Note that only the phonebook in the current language is deleted.
- Automatic downloaded phonebook entries cannot be deleted or edited.

List All Uconnect™ Phonebook Names

- Press the  button to begin.
- After the “Ready” prompt and the following beep, say “Phonebook List Names”.

- The Uconnect™ Phone will play the names of all the phonebook entries, including the downloaded phonebook entries, if available.
- To call one of the names in the list, press the  button during the playing of the desired name, and say “Call”.

NOTE:



The user can also exercise “Edit” or “Delete” operations at this point.

- The Uconnect™ Phone will then prompt you as to the number designation you wish to call.
- The selected number will be dialed.


Phone Call Features

The following features can be accessed through the Uconnect™ Phone if the feature(s) are available on your mobile service plan. For example, if your mobile service plan provides three-way calling, this feature can be accessed through the Uconnect™ Phone. Check with your mobile service provider for the features that you have.

Answer or Reject an Incoming Call - No Call Currently in Progress

When you receive a call on your mobile phone, the Uconnect™ Phone will interrupt the vehicle audio system, if on, and will ask if you would like to answer the call. Press the  button to accept the call. To reject the call, press and hold the  button until you hear a single beep indicating that the incoming call was rejected.


Answer or Reject an Incoming Call - Call Currently in Progress

If a call is currently in progress and you have another incoming call, you will hear the same network tones for call waiting that you normally hear when using your mobile phone. Press the  button to place the current call on hold and answer the incoming call.



NOTE:

The Uconnect™ Phone compatible phones in the market today do not support rejecting an incoming call when another call is in progress. Therefore, the user can only answer an incoming call or ignore it.


Making a Second Call While Current Call in Progress

To make a second call while you are currently on a call, press the  button and say “Dial” or “Call” followed by the phone number or phonebook entry you wish to call. The first call will be on hold while the second call is in progress. To go back to the first call, refer to “Toggling Between Calls”. To combine two calls, refer to “Conference Call”.


Place/Retrieve a Call From Hold

To put a call on hold, press the  button until you hear a single beep. This indicates that the call is on hold. To bring the call back from hold, press and hold the  button until you hear a single beep.



Toggling Between Calls

If two calls are in progress (one active and one on hold), press the  button until you hear a single beep indicating that the active and hold status of the two calls have switched. Only one call can be placed on hold at one time.



Conference Call

When two calls are in progress (one active and one on hold), press and hold the  button until you hear a double beep indicating that the two calls have been joined into one conference call.


Three-Way Calling

To initiate three-way calling, press the  button while a call is in progress, and make a second phone call, as described under “Making a Second Call While Current Call in Progress”. After the second call has established, press and hold the  button until you hear a double beep, indicating that the two calls have been joined into one conference call.

Call Termination

To end a call in progress, momentarily press the  button. Only the active call(s) will be terminated and if there is a call on hold, it will become the new active call. If the active call is terminated by the phone far end, a call on hold may not become active automatically. This is cell phone-dependent. To bring the call back from hold, press and hold the  button until you hear a single beep.

Redial

- Press the  button to begin.
- After the “Ready” prompt and the following beep, say “Redial”.
- The Uconnect™ Phone will call the last number that was dialed from your mobile phone.

NOTE:

This may not be the last number dialed from the Uconnect™ Phone.

Call Continuation

Call continuation is the progression of a phone call on the Uconnect™ Phone after the vehicle ignition key has been switched to OFF. Call continuation functionality available on the vehicle can be any one of three types:

- After the ignition key is switched to OFF, a call can continue on the Uconnect™ Phone either until the call ends, or until the vehicle battery condition dictates cessation of the call on the Uconnect™ Phone and transfer of the call to the mobile phone.
- After the ignition key is switched to OFF, a call can continue on the Uconnect™ Phone


for a certain duration, after which the call is automatically transferred from the Uconnect™ Phone to the mobile phone.

- An active call is automatically transferred to the mobile phone after the ignition key is switched to OFF.

Uconnect™ Phone Features

Language Selection

To change the language that the Uconnect™ Phone is using:

- Press the  button to begin.
- After the “Ready” prompt and the following beep, say the name of the language you wish to switch to (English, Dutch, French, German, Italian, or Spanish, if so equipped).
- Continue to follow the system prompts to complete language selection.

After selecting one of the languages, all prompts and voice commands will be in that language.

NOTE:

After every Uconnect™ Phone language change operation, only the language-

specific 32-name phonebook is usable. The paired phone name is not language-specific and usable across all languages.


For command translations and alternate commands in supported languages, refer to “Command Translations.”

Emergency Assistance — If Equipped

If you are in an emergency and the mobile phone is reachable:


- Pick up the phone and manually dial the emergency number for your area.

If the phone is not reachable and the Uconnect™ Phone is operational, you may reach the emergency number as follows:

- Press the  button to begin.
- After the “Ready” prompt and the following beep, say “Emergency” and the Uconnect™ Phone will instruct the paired mobile phone to call the emergency number.

NOTE:

- **The default number is 112. The number dialed may not be applicable with the available mobile service and area.**

- If supported, this number may be programmable on some systems. To do this, press the  button and say “Setup”, followed by “Emergency”.
- **The Uconnect™ Phone does slightly lower your chances of successfully making a phone call as to that for the mobile phone directly.**


WARNING!

To use your Uconnect™ Phone System in an emergency, your mobile phone must be:


- turned on,
- paired to the Uconnect™ System,
- and have network coverage.

Breakdown Service — If Equipped

If you need Breakdown service:

- Press the  button to begin.
- After the “Ready” prompt and the following beep, say “Breakdown service”.

NOTE:

The Breakdown service number has to be setup before using. To setup, press the  button and say “Setup, Breakdown Service” and follow prompts.

Paging

To learn how to page refer to “Working with Automated Systems”. Paging works properly except for pagers of certain companies which time out a little too soon to work properly with the Uconnect™ Phone.

Voice Mail Calling



To learn how to access your voice mail, refer to “Working with Automated Systems”.


Working with Automated Systems

This method is used in instances where one generally has to press numbers on the mobile phone keypad while navigating through an automated telephone system.

You can use your Uconnect™ Phone to access a voice mail system or an automated service, such as a paging service or automated customer service. Some services require immedi-

ate response selection. In some instances, that may be too quick for use of the Uconnect™ Phone.

When calling a number with your Uconnect™ Phone that normally requires you to enter in a touch-tone sequence on your mobile phone keypad, you can press the  button and say the sequence you wish to enter followed by the word “Send”. For example, if required to enter your PIN followed with a pound, (3 7 4 6 #), you can press the  button and say, “3 7 4 6 # Send”. Saying a number, or sequence of numbers, followed by “Send”, is also to be used for navigating through an automated customer service center menu structure, and to leave a number on a pager.

You can also send stored Uconnect™ Phonebook entries as tones for fast and easy access to voice mail and pager entries. To use this feature, dial the number you wish to call and then press the  button and say “Send”.


The system will prompt you to enter the name or number and say the name of the phonebook entry you wish to send. The Uconnect™ Phone

will then send the corresponding phone number associated with the phonebook entry, as tones over the phone.

NOTE:

- **You may not hear all of the tones due to mobile phone network configurations; this is normal.**
- **Some paging and voice mail systems have system time out settings that are too short and may not allow the use of this feature.**


Barge In - Overriding Prompts

The “Voice Command” button can be used when you wish to skip part of a prompt and issue your voice command immediately. For example, if a prompt is asking “Would you like to pair a phone, clear a...,” you could press the  button and say, “Pair a Phone” to select that option without having to listen to the rest of the voice prompt.

Turning Confirmation Prompts On/Off

Turning confirmation prompts off will stop the system from confirming your choices (e.g., the

Uconnect™ Phone will not repeat a phone number before you dial it).

- Press the  button to begin.
- After the “Ready” prompt and the following beep, say:
 - “Setup Confirmations Prompts On”
 - “Setup Confirmations Prompts Off”

Phone and Network Status Indicators

If available on the radio and/or on a premium display such as the instrument panel cluster, and supported by your mobile phone, the Uconnect™ Phone will provide notification to inform you of your phone and network status when you are attempting to make a phone call using Uconnect™ Phone. The status is given for roaming, network signal strength, phone battery strength, etc.

Dialing Using the Mobile Phone Keypad

You can dial a phone number with your mobile phone keypad and still use the Uconnect™ Phone (while dialing via the mobile phone keypad, the user must exercise caution and take precautionary safety measures). By dialing a number with your paired Bluetooth® mo-


bile phone, the audio will be played through your vehicle's audio system. The Uconnect™ Phone will work the same as if you dial the number using Voice Command.

NOTE:


Certain brands of mobile phones do not send the dial ring to the Uconnect™ Phone to play it on the vehicle audio system, so you will not hear it. Under this situation, after successfully dialing a number the user may feel that the call did not go through even though the call is in progress. Once your call is answered, you will hear the audio.

Mute/Un-Mute (Mute Off)

When you mute the Uconnect™ Phone, you will still be able to hear the conversation coming from the other party, but the other party will not be able to hear you. In order to mute the Uconnect™ Phone:


- Press the  button.
- Following the beep, say "Mute".

In order to un-mute the Uconnect™ Phone:

- Press the  button.
- Following the beep, say "Mute off".

Advanced Phone Connectivity

Transfer Call to and from Mobile Phone



The Uconnect™ Phone allows ongoing calls to be transferred from your mobile phone to the Uconnect™ Phone without terminating the call. To transfer an ongoing call from your Uconnect™ Phone paired mobile phone to the Uconnect™ Phone or vice versa, press the  button and say "Transfer Call".

Connect or Disconnect Link Between the Uconnect™ Phone and Mobile Phone

Your mobile phone can be paired with many different electronic devices, but can only be actively connected with one electronic device at a time.


If you would like to connect or disconnect the Bluetooth® connection between a Uconnect™ Phone paired mobile phone and the Uconnect™ Phone, follow the instructions described in your mobile phone User's Manual.


List Paired Mobile Phone Names

- Press the  button to begin.
- After the "Ready" prompt and the following beep, say "Setup Phone Pairing".
- When prompted, say "List Phones".
- The Uconnect™ Phone will play the phone names of all paired mobile phones in order from the highest to the lowest priority. To "select" or "delete" a paired phone being announced, press the  button and say "Select" or "Delete". Also, see the next two sections for an alternate way to "select" or "delete" a paired phone.



Select Another Mobile Phone

This feature allows you to select and start using another phone paired with the Uconnect™ Phone.

- Press the  button to begin.
- After the "Ready" prompt and the following beep, say "Setup Select Phone" and follow the prompts.


- You can also press the  button at any time while the list is being played, and then choose the phone that you wish to select.
- The selected phone will be used for the next phone call. If the selected phone is not available, the Uconnect™ Phone will return to using the highest priority phone present in or near (approximately within 30 ft [9 m]) the vehicle.

Delete Uconnect™ Phone Paired Mobile Phones

- Press the  button to begin.
- After the “Ready” prompt and the following beep, say “Setup Phone Pairing”.
- At the next prompt, say “Delete” and follow the prompts.
- You can also press the  button at any time while the list is being played, and then choose the phone you wish to delete.

Things You Should Know About Your Uconnect™ Phone



Uconnect™ Phone Tutorial

To hear a brief tutorial of the Uconnect™ Phone features, press the  button and say “Uconnect™ Tutorial”.

Voice Training

For users experiencing difficulty with the Uconnect™ Phone recognizing their voice commands or numbers, the Uconnect™ Phone Voice Training feature may be used. To enter this training mode, follow one of the two following procedures:

From outside the Uconnect™ Phone mode (e.g., from radio mode)

- Press and hold the  button for five seconds until the session begins, or,
- Press the  button and say the “Setup, Voice Training” command.

Repeat the words and phrases when prompted by the Uconnect™ Phone. For best results, the Voice Training session should be completed

when the vehicle is parked with the engine running, all windows closed, and the blower fan switched OFF.

This procedure may be repeated with a new user. The system will adapt to the last trained voice only.

To restore the Voice Command system to factory default settings, enter the Voice Training session via the above procedure and follow the prompts.

Voice Command

- For best performance, adjust the rearview mirror to provide at least ½ in (1 cm) gap between the overhead console (if equipped) and the mirror.
- Always wait for the beep before speaking.
- Speak normally, without pausing, just as you would speak to a person sitting a few feet/meters away from you.
- Make sure that no one other than you is speaking during a Voice Command period.
- Performance is maximized under:
 - low-to-medium blower setting,

- low-to-medium vehicle speed,
- low road noise,
- smooth road surface,
- fully closed windows,
- dry weather conditions.
- Even though the system is designed for users speaking in European English, Dutch, French, German, Italian, or Spanish accents, the system may not always work for some.
- When navigating through an automated system such as voice mail, or when sending a page, at the end of speaking the digit string, make sure to say "Send".
- Storing names in the phonebook when the vehicle is not in motion is recommended.
- It is not recommended to store similar sounding names in the Uconnect™ Phonebook.
- Phonebook (Downloaded and Uconnect™ Phone Local) name recognition rate is optimized when the entries are not similar.

- Numbers must be spoken in single digits. "800" must be spoken "eight-zero-zero" not "eight hundred".
- You can say "O" (letter "O") for "0" (zero).
- Even though international dialing for most number combinations is supported, some shortcut dialing number combinations may not be supported.
- In a convertible vehicle, system performance may be compromised with the convertible top down.

Phone Far End Audio Performance

- Audio quality is maximized under:
 - low-to-medium blower setting,
 - low-to-medium vehicle speed,
 - low road noise,
 - smooth road surface,
 - fully closed windows,
 - dry weather conditions, and
 - operation from the driver seat.

- Performance, such as audio clarity, echo, and loudness to a large degree rely on the phone and network, and not the Uconnect™ Phone.
- Echo at the phone far end can sometimes be reduced by lowering the in-vehicle audio volume.
- In a convertible vehicle, system performance may be compromised with the convertible top down.

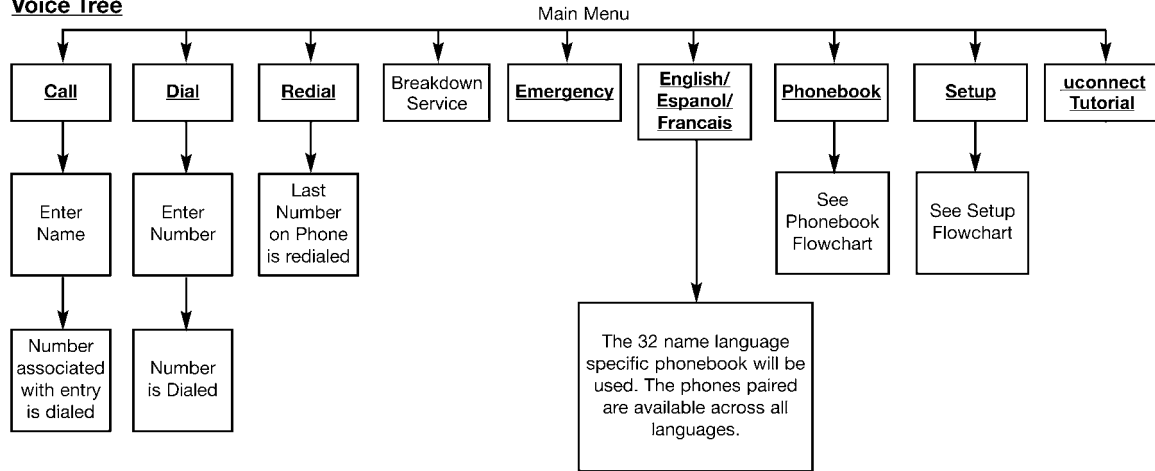
Bluetooth® Communication Link

Mobile phones have been found to lose connection to the Uconnect™ Phone. When this happens, the connection can generally be re-established by switching the phone off/on. Your mobile phone is recommended to remain in Bluetooth® ON mode.

Power-Up

After switching the ignition key from OFF to either ON or ACC position, or after a language change, you must wait at least five seconds prior to using the system.

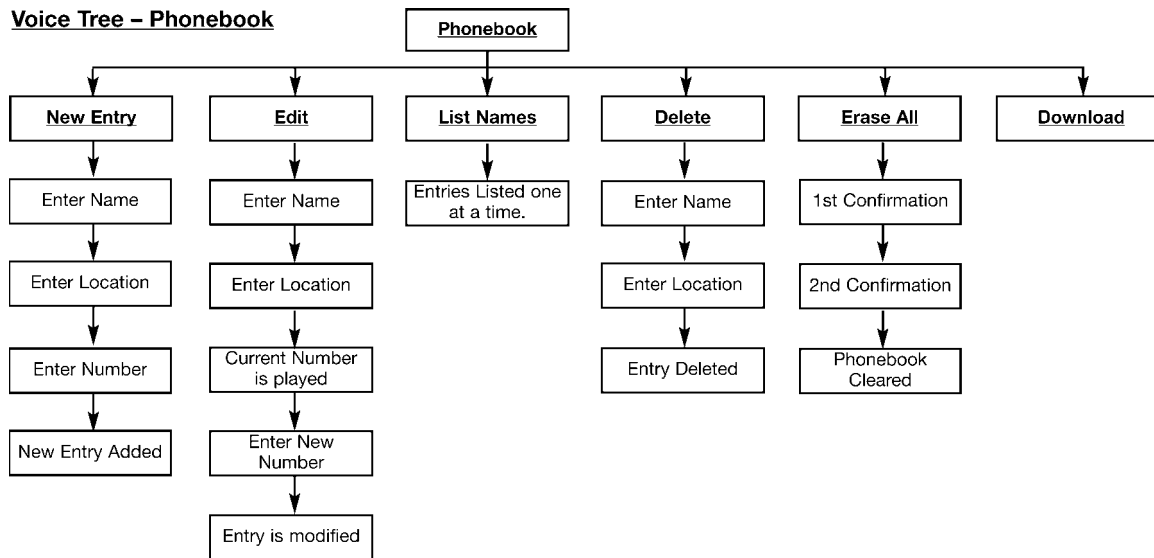
Voice Tree



Note: Available Voice commands are shown in bold face and are underlined.

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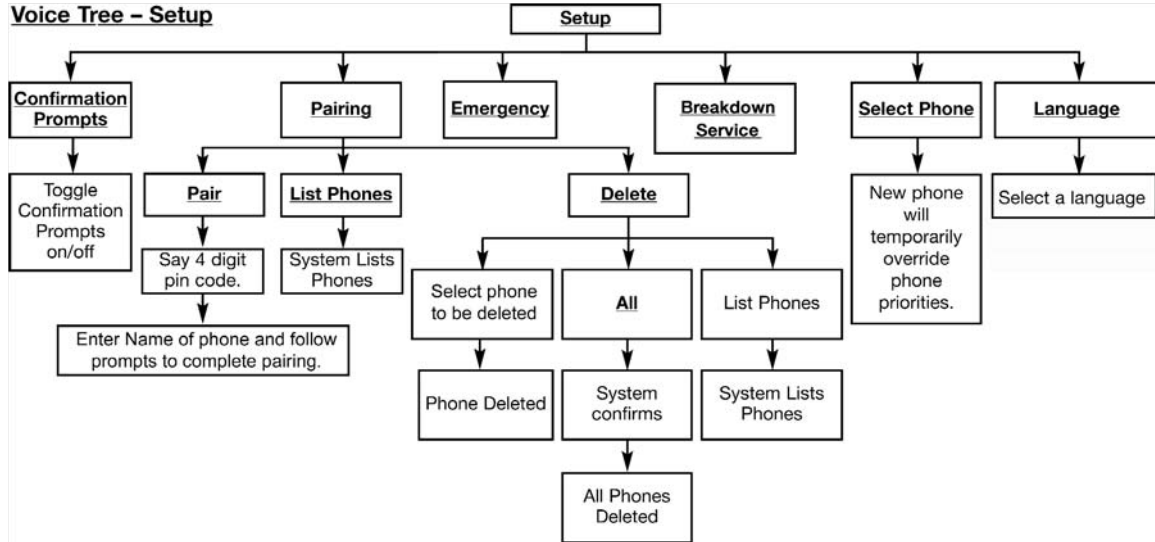
Voice Tree – Phonebook



Note: Available Voice commands are shown in bold face and are underlined.

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Voice Tree – Setup



Note: Available Voice commands are shown in bold face and are underlined.

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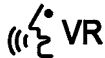
Voice Commands	
Primary	Alternate(s)
zero	
one	
two	
three	
four	
five	
six	
seven	
eight	
nine	
asterisk (*)	star
plus (+)	
hash (#)	
all	all of them
Breakdown service	
call	
cancel	
confirmation prompts.	confirmation
continue	
delete	
dial	

Voice Commands	
Primary	Alternate(s)
download	
Dutch	Nederlands
edit	
emergency	
English	
delete all	erase all
Espanol	
Francais	
German	Deutsch
help	
home	
Italian	Italiano
language	
list names	
list phones	
main menu.	return to main menu
mobile	
mute on	
mute off	
new entry	
no	

Voice Commands	
Primary	Alternate(s)
pager	beeper
pair a phone	
phone pairing	pairing
phonebook	phonebook
previous	
redial	
select phone	select
send	
set up	phone settings or phone set up
transfer call	
Uconnect™ Tutorial	
try again	
voice training	system training
work	
yes	

VOICE COMMAND — IF EQUIPPED

Voice Command System Operation




This Voice Command system allows you to control your AM, FM radio, disc player, and a memo recorder.

NOTE:

Take care to speak into the Voice Interface System as calmly and normally as possible. The ability of the Voice Interface System to recognize user voice commands may be negatively affected by rapid speaking or a raised voice level.


WARNING!


Any voice commanded system should be used only in safe driving conditions following local laws. All attention should be kept on the roadway ahead. Failure to do so may result in a collision causing serious injury or death.

When you press the Voice Command  button, you will hear a beep. The beep is your signal to give a command.

NOTE:

If you do not say a command within a few seconds, the system will present you with a list of options.

If you ever wish to interrupt the system while it lists options, press the Voice Command  button, listen for the beep, and say your command.

Pressing the Voice Command  button while the system is speaking is known as “barging in.” The system will be interrupted, and after the beep, you can add or change commands. This will become helpful once you start to learn the options.

NOTE:


At any time, you can say the words “Cancel”, “Help” or “Main Menu”.

These commands are universal and can be used from any menu. All other commands can be used depending upon the active application.

When using this system, you should speak clearly and at a normal speaking volume.

The system will best recognize your speech if the windows are closed, and the heater/air conditioning fan is set to low.


At any point, if the system does not recognize one of your commands, you will be prompted to repeat it.

To hear the first available Menu, press the Voice Command  button and say “Help” or “Main Menu”.

Commands

The Voice Command system understands two types of commands. Universal commands are available at all times. Local commands are available if the supported radio mode is active.


Changing the Volume

1. Start a dialogue by pressing the Voice Command  button.

2. Say a command (e.g., “Help”).

3. Use the ON/OFF VOLUME rotary knob to adjust the volume to a comfortable level while the Voice Command system is speaking. Please note the volume setting for Voice Command is different than the audio system.

Main Menu

Start a dialogue by pressing the Voice Command  button. You may say “Main Menu” to switch to the main menu.

In this mode, you can say the following commands:

- “Radio” (to switch to the radio mode)
- “Disc” (to switch to the disc mode)
- “Memo” (to switch to the memo recorder)
- “System Setup” (to switch to system setup)

Radio AM (or Radio Long Wave or Radio Medium Wave — If Equipped)

To switch to the AM band, say “AM” or “Radio AM”. In this mode, you may say the following commands:

- “Frequency” (to change the frequency)
- “Next Station” (to select the next station)
- “Previous Station” (to select the previous station)
- “Radio Menu” (to switch to the radio menu)
- “Main Menu” (to switch to the main menu)

Radio FM

To switch to the FM band, say “FM” or “Radio FM”. In this mode, you may say the following commands:

- “Frequency” (to change the frequency)
- “Next Station” (to select the next station)
- “Previous Station” (to select the previous station)
- “Radio Menu” (to switch to the radio menu)
- “Main Menu” (to switch to the main menu)


Disc


To switch to the disc mode, say “Disc”. In this mode, you may say the following commands:

- “Track” (#) (to change the track)
- “Next Track” (to play the next track)
- “Previous Track” (to play the previous track)
- “Main Menu” (to switch to the main menu)

Memo

To switch to the voice recorder mode, say “Memo”. In this mode, you may say the following commands:

- “New Memo” (to record a new memo) — During the recording, you may press the Voice Command  button to stop recording. You proceed by saying one of the following commands:
 - “Save” (to save the memo)
 - “Continue” (to continue recording)
 - “Delete” (to delete the recording)

- “Play Memos” (to play previously recorded memos) — During the playback you may press the Voice Command  button to stop playing memos. You proceed by saying one of the following commands:
 - “Repeat” (to repeat a memo)
 - “Next” (to play the next memo)
 - “Previous” (to play the previous memo)
 - “Delete” (to delete a memo)
- “Delete All” (to delete all memos)

System Setup


To switch to system setup, you may say on of the following:

- “Change to system setup”
- “Main menu system setup”
- “Switch to system setup”
- “Change to setup”
- “Main menu setup” or
- “Switch to setup”

In this mode, you may say the following commands:


- “Language English”
- “Language French”
- “Language Spanish”
- “Language Dutch”
- “Language Deutsch”
- “Language Italian”
- “Tutorial”
- “Voice Training”

NOTE:

Keep in mind that you have to press the Voice Command  button first and wait for the beep before speaking the “Barge In” commands.

Voice Training

For users experiencing difficulty with the system recognizing their voice commands or numbers the Uconnect™ Voice “Voice Training” feature may be used.

1. Press the Voice Command  button, say “System Setup” and once you are in that menu then say “Voice Training.” This will train your own voice to the system and will improve recognition.

2. Repeat the words and phrases when prompted by Uconnect™ Voice. For best results, the Voice Training session should be completed when the vehicle is parked, engine running, all windows closed, and the blower fan switched off. This procedure may be repeated with a new user. The system will adapt to the last trained voice only.

SEATS

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

WARNING!

- It is dangerous to ride in a cargo area, inside or outside of a vehicle. In a collision, people riding in these areas are more likely to be seriously injured or killed.

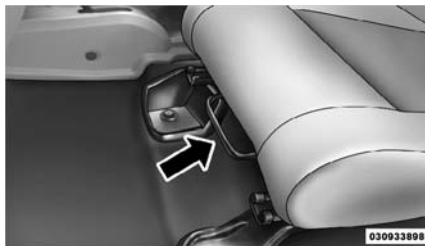
(Continued)

WARNING! (Continued)

- Do not allow people to ride in any area of your vehicle that is not equipped with seats and seat belts. In a collision, people riding in these areas are more likely to be seriously injured or killed.
- Be sure everyone in your vehicle is in a seat and using a seat belt properly.

Front Seat Adjustment

The seat can be adjusted forward or rearward by using a bar located by the front of the seat cushion, near the floor. While sitting in the seat, lift up on the bar located under the seat cushion and move the seat forward or rearward. Release the bar once you have reached the desired position. Then, using body pressure, move forward and rearward on the seat to be sure that the seat adjusters have latched.



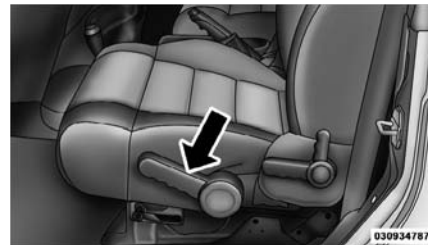
Manual Seat Adjustment

WARNING!

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

Manual Seat Height Adjustment — If Equipped

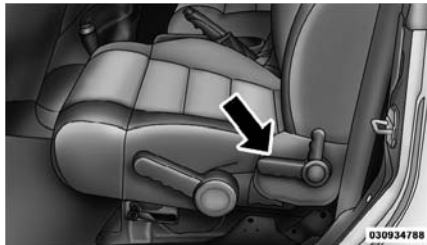
The driver's seat height can be raised or lowered by using the ratcheting handle, located on the outboard side of the seat. Pull upward on the handle to raise the seat; push downward on the handle to lower the seat.



Seat Height Adjustment

Front Seatback Recline

Lean forward before lifting the handle, then lean back to the desired position and release the handle. Lift the handle to return the seatback to an upright position.



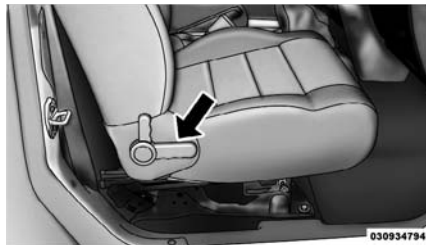
Recline Lever

WARNING!

Do not ride with the seatback reclined so that the shoulder belt is no longer resting against your chest. In a collision you could slide under the seat belt, which could result in serious injury or death.

Easy Entry Seats — Two Door Models

Pull upward on the recline lever (toward the rear of the vehicle) and slide the entire seat forward.



Easy Entry Lever



Easy Entry Seat

To return the seat to a sitting position, rotate the seatback upright until it locks and push the seat rearward until the track locks.

NOTE:

- The front passenger seats have a track memory, which returns the seat to just past the halfway point of the track regardless of its original position.
- The recliner and easy entry levers should not be used during the automatic returning of the seat to its sitting position.

Tip n' Slide Seats — Two Door Models

This feature allows the front seats to be rotated toward the instrument panel to allow easier entry into the rear seats.

Driver and Passenger Seats

In addition to Easy Entry, the driver and passenger seats are also equipped with Tip n' Slide. This feature allow for easier entry for rear passengers.

Pull upward on the recline lever and slide the seat the entire seat forward (Easy Entry).

With the seat forward, pull the entire seat assembly toward the instrument panel.

Heated Seats — If Equipped

On some models, the front driver and passenger seats may be equipped with heaters in both the seat cushions and seatbacks.

There are two heated seat switches that allow the driver and passenger to operate the seats independently. The controls for each seat are located on a switch bank near the bottom center of the instrument panel.

You can choose from HIGH, LOW or OFF heat settings. Amber indicator lights in each switch indicate the level of heat in use. Two indicator lights will illuminate for HIGH, one for LOW and none for OFF.



Press the switch once to select HIGH-level heating. Press the switch a second time to select LOW-level heating. Press the switch a third time to shut the heating elements OFF.

When the HIGH-level setting is selected, the heater will provide a boosted heat level during

the first four minutes of operation. Then, the heat output will drop to the normal HIGH-level. If the HIGH-level setting is selected, the system will automatically switch to LOW-level after approximately 30 minutes of continuous operation. At that time, the number of illuminated LEDs changes from two to one, indicating the change. The LOW-level setting will turn OFF automatically after approximately 30 minutes.

NOTE:

When a heat setting is selected, heat will be felt within two to five minutes.

WARNING!

- Persons who are unable to feel pain to the skin because of advanced age, chronic illness, diabetes, spinal cord injury, medication, alcohol use, exhaustion or other physical condition must exercise care when using the seat heater. It may cause burns even at low temperatures, especially if used for long periods of time.

(Continued)

WARNING! (Continued)

- Do not place anything on the seat that insulates against heat, such as a blanket or cushion. This may cause the seat heater to overheat. Sitting in a seat that has been overheated could cause serious burns due to the increased surface temperature of the seat.

CAUTION!

Repeated overheating of the seat could damage the heating element and/or degrade the material of the seat.

Head Restraints

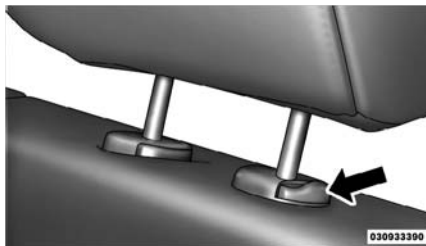
Head restraints are designed to reduce the risk of injury by restricting head movement in the event of a rear impact. Head restraints should be adjusted so that the top of the head restraint is located above the top of your ear.

WARNING!

The head restraints for all occupants must be properly adjusted prior to operating the vehicle or occupying a seat. Head restraints should never be adjusted while the vehicle is in motion. Driving a vehicle with the head restraints improperly adjusted or removed could cause serious injury or death in the event of a collision.

Front Head Restraints

To raise the head restraint, pull upward on the head restraint. To lower the head restraint, press the adjustment button, located on the base of the head restraint, and push downward on the head restraint.



Adjustment Button

NOTE:

The rear head restraints are not adjustable.

To remove the head restraint, pull upward on the head restraint to its highest position, push in both buttons at the base of each head restraint rod, and simultaneously pull up on the head restraint.

Rear Head Restraints

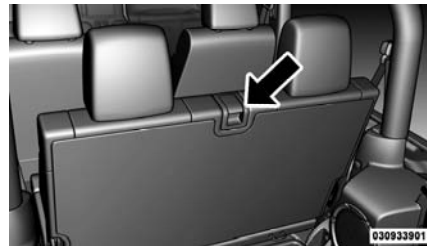
The rear seat is equipped with nonadjustable head restraints. Refer to "Occupant Restraints" in "Things to Know Before Starting Your Vehicle" for information on child seat tether routing.

Fold and Tumble Rear Seat — Two Door Models

NOTE:

- Prior to folding the rear seat, it may be necessary to reposition the front seats.
- Be sure that the front seats are fully upright and positioned forward. This will allow the rear seat to fold down easily.

1. Lift the seatback release lever and fold the seatback forward.



Rear Seat Release

2. Slowly flip the entire seat forward.



Folding Rear Seat

3. Return the seat to the normal position.
4. Raise the rear seatback using the assist strap and firmly lock the seat into position.

Removing the Rear Seat — Two Door Models

WARNING!

- It is extremely dangerous to ride in a cargo area, inside or outside of a vehicle. In a collision, people riding in these areas are more likely to be seriously injured or killed.

(Continued)

WARNING! (Continued)

- Do not allow people to ride in any area of your vehicle that is not equipped with seats and seat belts.
- Be sure everyone in your vehicle is in a seat and using a seat belt properly.
- In a collision, you or others in your vehicle could be injured if seats are not properly latched to their floor attachments. Always be sure that the seats are fully latched.

1. Fold the rear seat forward following steps 1 through 3 under "Fold and Tumble Rear Seat" in this section.

2. Press down on the release bar on each side, and pull the seat out and away from the lower bracket.

3. Remove the seat from the vehicle.



Release Bar Location

Replacing the Rear Seat — Two Door Models

Reverse the steps for removing the seat.

WARNING!

- To help protect against personal injury, passengers should not be seated in the rear cargo area with the rear seat folded down or removed from the vehicle.
- The rear cargo space is intended for load carrying purposes only, not for passengers who should sit in seats and use seat belts.

60/40 Split Folding Rear Seat — Four Door Models

To provide additional storage area, each rear seat can be folded flat to allow for extended cargo space and still maintain some rear seating room.

NOTE:

- Prior to folding the rear seat, it may be necessary to reposition the front seat to its mid-track position.
- Be sure that the front seats are fully upright and positioned forward. This will allow the rear seat to fold down easily.

WARNING!

- It is extremely dangerous to ride in a cargo area, inside or outside of a vehicle. In a collision, people riding in these areas are more likely to be seriously injured or killed.

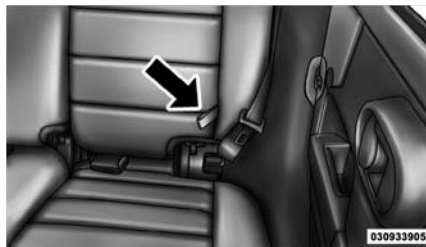
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WARNING! (Continued)

- Do not allow people to ride in any area of your vehicle that is not equipped with seats and seat belts.
- Be sure everyone in your vehicle is in a seat and using a seat belt properly.

To Fold Down the Rear Seat

Locate the pull strap (lower outboard side of seat), and pull it toward you until the seatback releases.



Pull Strap

To Raise the Rear Seat

Raise the seatback and lock it into place. If interference from the cargo area prevents the seatback from fully locking, you will have difficulty returning the seat to its proper position.

NOTE:

If the rear seatback is not fully latched, the center shoulder belt will not be able to be extended for use. If you cannot extend the center shoulder belt, make sure your seatback is fully latched.

WARNING!

Be certain that the seatback is securely locked into position. If the seatback is not securely locked into position the seat will not provide the proper stability for child seats and/or passengers. An improperly latched seat could cause serious injury.

TO OPEN AND CLOSE THE HOOD

Release both the hood latches.



Hood Latch

Raise the hood and locate the safety latch, located in the middle of the hood opening. Push the latch to the left side of the vehicle, to open the hood. You may have to push down slightly on the hood before pushing the safety latch. Insert the support rod into the slot on the hood.

To close the hood, remove the support rod from the hood panel and place it in the retaining clip. Lower the hood slowly. Secure both of the hood latches.

WARNING!

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

LIGHTS

Multifunction Lever

The multifunction lever controls the operation of the position lights, headlights, headlight beam selection, passing lights (flash-to-pass), fog lights (if equipped), instrument panel light dimming and turn signals. The lever is located on the left side of the steering column.



Multifunction Lever

Headlights and Position Lights

Turn the end of the multifunction lever to the first detent for position lights and instrument panel lights. Turn to the second detent for headlight operation.

NOTE:

Lens fogging can occur under certain atmospheric conditions. This will usually clear as atmospheric conditions change to allow the condensation to change back into a vapor. Turning the lamps on will usually accelerate the clearing process.



Headlight Switch

Automatic Headlights — If Equipped

This system automatically turns the headlights on or off according to ambient light levels. To turn the system on, turn the end of the multifunction lever to the AUTO position (third detent). When the system is on, the Headlight Time Delay feature is also on. This means the headlights will stay on for up to 90 seconds after you turn the ignition switch to the LOCK position. To turn the Automatic System off, turn the end of the multifunction lever out of the AUTO position.



Headlight Switch

NOTE:

The engine must be running before the headlights will turn on in the Automatic mode.

Headlights with Wipers (Available with Automatic Headlights Only)

When this feature is active, the headlights will turn on approximately 10 seconds after the wipers are turned on if the multifunction lever is placed in the AUTO position. In addition, the headlights will turn off when the wipers are turned off if they were turned on by this feature.

The Headlights with Wipers feature can be turned on or off through the Electronic Vehicle Information Center (EVIC) — if equipped. Refer to “Electronic Vehicle Information Center (EVIC)/Customer-Programmable Features” in “Understanding Your Instrument Panel” for further information.

Turn Signals

Move the multifunction lever up or down and the arrows on each side of the instrument cluster flash to show proper operation of the front and rear turn signal lights.



Turn Signal Operation

NOTE:

- If either light remains on and does not flash, or there is a very fast flash rate, check for a defective outside light bulb. If an indicator fails to light when the lever is moved, it would suggest that the indicator bulb is defective.
- A tone will chime if the turn signals are left on for more than 1 mile (2 km).

Lane Change Assist

Tap the lever up or down once, without moving beyond the detent, and the turn signal (right or left) will flash three times then automatically turn off.

Lights-On Reminder

If the headlights or parking lights are on after the ignition is turned OFF, the high beam indicator light will remain illuminated and a chime will sound when the driver's door is opened.

Headlight Dimmer Switch

Push the multifunction lever away from you to switch the headlights to high beam. Pull the lever toward you to switch the headlights back to low beam.

Flash-To-Pass

You can signal another vehicle with your headlights by lightly pulling the multifunction lever toward the steering wheel. This will turn on the high beam headlights until the lever is released.

Front Fog Lights — If Equipped



The front fog light switch is in the multifunction lever. To activate the front fog lights, turn on the position lights or headlights and pull out the end of the lever.



Fog Light Operation

Rear Fog Lights — If Equipped



To activate the rear fog lights, turn on the front position lights or headlights, pull out the end of the multifunction lever and rotate the lever to the last detent.

Instrument Panel Dimmer

Rotate the center portion of the lever to the extreme bottom position to fully dim the instrument panel lights and prevent the interior lights from illuminating when a door is opened.

Rotate the center portion of the lever up to increase the brightness of the instrument panel lights when the parking lights or headlights are on.

Rotate the center portion of the lever upward to the next detent position to brighten the odometer and radio when the parking lights or headlights are on.

Rotate the center portion of the lever upward to the last detent to turn on the interior lighting.



Dimmer Control

Interior Lights

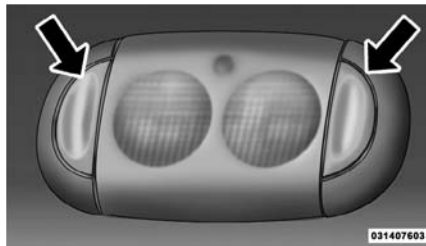
The overhead light will come on when a door is opened. It may also be turned on by rotating the control for the dimmer switch on the multifunction lever fully upward.

The overhead light will automatically turn off in approximately 10 minutes if a door is left open or the dimmer control is left in the dome light position. Turn the ignition switch ON to restore the overhead light operation.

Cargo Lamp

The courtesy and dome lights will turn on when the front doors are opened, by rotating the control for the dimmer switch on the multifunction lever fully upward, or if equipped, when the UNLOCK button is pressed on the Remote Keyless Entry (RKE) transmitter.

The sports bar reading lights (available on four-door models) can be turned on by pressing the switches, located on either side of the lens. Press a switch a second time to turn the light off.



Sports Bar Reading Light

The rear cargo light may be turned on by pressing the lens. Press the lens a second time to turn the light off.



Rear Cargo Light

When a door is open and the interior lights are on, rotating the dimmer control to the extreme bottom position will cause all the interior lights to turn off. This is also known as the "Party" mode because it allows the doors to stay open for extended periods of time without discharging the vehicle's battery.

Headlight Leveling System — If Equipped

This system allows the driver to maintain proper headlight beam position with the road surface regardless of vehicle load. The headlight leveling switch is located on the lower switch bank (below the climate controls).



To operate: With the low beams on, push the upper side or lower side of the headlight leveling switch until the appropriate number, which corresponds to the load listed on the following chart, illuminates on

the switch.

NOTE:

Headlight Leveling will not activate when the parking lights or high beam headlights are on.

0	Driver only, or driver and front passenger.
1	All seating positions occupied.
2	All seating positions occupied, plus an evenly distributed load in the luggage compartment. The total weight of passengers and load does not exceed the maximum load capacity of the vehicle.
3	Driver, plus an evenly distributed load in the luggage compartment. The total weight of the driver and load does not exceed the maximum load capacity of the vehicle.
Calculations based on a passenger weight of 165 lbs (75 kg).	

WINDSHIELD WIPERS AND WASHERS

The windshield wiper/washer control lever is located on the right side of the steering column. The front wipers are operated by rotating a switch, located at the end of the lever. For information on using the rear window wiper/washer, refer to “Rear Window Features” in “Understanding the Features of Your Vehicle”.



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Windshield Wiper/Washer Lever

Windshield Wiper Operation

Rotate the end of the lever upward to the second detent past the intermittent settings for low-speed wiper operation.

Rotate the end of the lever upward to the third detent past the intermittent settings for high-speed wiper operation.



Front Wiper Control

CAUTION!

In cold weather, always turn off the wiper switch and allow the wipers to return to the park position before turning off the engine. If the wiper switch is left on and the wipers freeze to the windshield, damage to the wiper motor may occur when the vehicle is re-started.

Intermittent Wiper System

Use the intermittent wiper when weather conditions make a single wiping cycle, with a variable pause between cycles, desirable. Rotate the end of the lever to the first detent position for one of five intermittent settings. The delay cycle can be set anywhere between 1 to 18 seconds.



Front Wiper Control

NOTE:

The wiper delay times depend on vehicle speed. If the vehicle is moving less than 10 mph (16 km/h), delay times will be doubled.

Windshield Washers

To use the washer, pull the lever toward you and hold while spray is desired. If the lever is pulled while in the delay range, the wiper will start and continue to operate for two or three wipe cycles after the lever is released, and then resume the intermittent interval previously selected.

If the lever is pulled while in the off position, the wipers will operate for two or three wipe cycles and then turn off.

WARNING!

Sudden loss of visibility through the windshield could lead to a collision. You might not see other vehicles or other obstacles. To avoid sudden icing of the windshield during freezing weather, warm the windshield with defroster before and during windshield washer use.

Mist Feature

Push down on the wiper lever to activate a single wipe to clear off road mist or spray from a passing vehicle. As long as the lever is held down, the wipers will continue to operate.



Mist Control

NOTE:

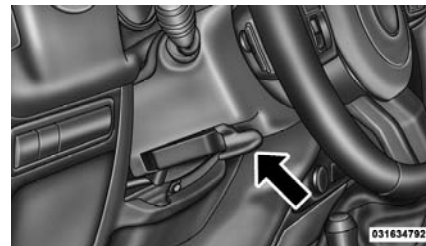
The mist feature does not activate the washer pump; therefore, no washer fluid will be sprayed on the windshield. The wash function must be used in order to spray the windshield with washer fluid.

TILT STEERING COLUMN

This feature allows you to tilt the steering column upward or downward. The tilt lever is located on the steering column, below the turn signal lever.

Push down on the lever to unlock the steering column. With one hand firmly on the steering

wheel, move the steering column up or down, as desired. Pull upwards on the lever to lock the column firmly in place.



Tilt Steering Column Lever

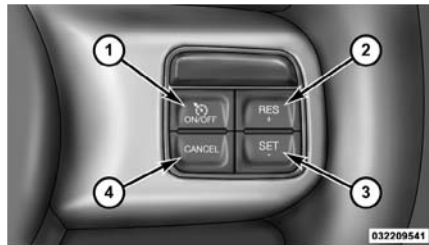
WARNING!

Do not adjust the steering column while driving. Adjusting the steering column while driving or driving with the steering column unlocked, could cause the driver to lose control of the vehicle. Be sure the steering column is locked before driving your vehicle. Failure to follow this warning may result in serious injury or death.

ELECTRONIC SPEED CONTROL — IF EQUIPPED

When engaged, the Electronic Speed Control takes over accelerator operations at speeds greater than 25 mph (40 km/h).

The Electronic Speed Control buttons are located on the right side of the steering wheel.



- | | |
|------------|-----------|
| 1 — ON/OFF | 2 — RES + |
| 4 — CANCEL | 3 — SET - |

NOTE:

In order to ensure proper operation, the Electronic Speed Control System has been designed to shut down if multiple Speed Control functions are operated at the same

time. If this occurs, the Electronic Speed Control System can be reactivated by pushing the Electronic Speed Control ON/OFF button and resetting the desired vehicle set speed.

To Activate

Push the ON/OFF button. The Cruise Indicator Light in the instrument cluster will illuminate. To turn the system off, push the ON/OFF button a second time. The Cruise Indicator Light will turn off. The system should be turned off when not in use.

WARNING!

Leaving the Electronic Speed Control system on when not in use is dangerous. You could accidentally set the system or cause it to go faster than you want. You could lose control and have a collision. Always leave the system OFF when you are not using it.

To Set a Desired Speed

Turn the Electronic Speed Control ON. When the vehicle has reached the desired speed,

press the SET (-) button and release. Release the accelerator and the vehicle will operate at the selected speed.

NOTE:

The vehicle should be traveling at a steady speed and on level ground before pressing the SET button.

To Deactivate

A soft tap on the brake pedal, pushing the CANCEL button, or normal brake pressure while slowing the vehicle will deactivate Electronic Speed Control without erasing the set speed memory. Pressing the ON/OFF button or turning the ignition switch OFF erases the set speed memory.

To Resume Speed

To resume a previously set speed, push the RES (+) button and release. Resume can be used at any speed above 20 mph (32 km/h).

To Vary the Speed Setting

When the Electronic Speed Control is set, you can increase speed by pushing the RES (+) button. If the button is continually pressed, the

set speed will continue to increase until the button is released, then the new set speed will be established.

Pressing the RES (+) button once will result in a 1 mph (2 km/h) increase in set speed. Each subsequent tap of the button results in an increase of 1 mph (2 km/h).

To decrease speed while the Electronic Speed Control is set, push the SET (-) button. If the button is continually held in the SET (-) position, the set speed will continue to decrease until the button is released. Release the button when the desired speed is reached, and the new set speed will be established.

Pressing the SET (-) button once will result in a 1 mph (2 km/h) decrease in set speed. Each subsequent tap of the button results in a decrease of 1 mph (2 km/h).

To Accelerate for Passing

Press the accelerator as you would normally. When the pedal is released, the vehicle will return to the set speed.

Using Electronic Speed Control On Hills

The transmission may downshift on hills to maintain the vehicle set speed.

NOTE:

The Electronic Speed Control system maintains speed up and down hills. A slight speed change on moderate hills is normal.

On steep hills, a greater speed loss or gain may occur so it may be preferable to drive without Electronic Speed Control.

WARNING!

Electronic Speed Control can be dangerous where the system cannot maintain a constant speed. Your vehicle could go too fast for the conditions, and you could lose control and have a collision. Do not use Electronic Speed Control in heavy traffic or on roads that are winding, icy, snow-covered or slippery.

ELECTRICAL POWER OUTLET

There are two 12 Volt (13 Amp) auxiliary power outlets that can provide power for accessories designed for use with the standard power outlet adapters. The front power outlet, located in the lower portion of the instrument panel, has a snap-on plastic cap so that it can be covered when not in use.

When the optional cigar lighter heating element is used in the power outlet, it heats when pushed in and pops out automatically when ready for use. **To preserve the heating element, do not hold the lighter in the heating position.**

NOTE:

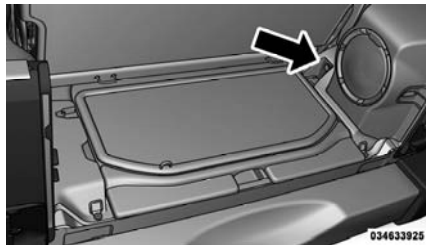
Do not exceed the maximum power of 160 Watts (13 Amps) at 12 Volts. If the 160 Watt (13 Amp) power rating is exceeded the fuse protecting the system will need to be replaced.



Front Power Outlet

The front power outlet is powered from the ignition switch. Power is available when the ignition switch is in the ON or ACC position. Items plugged into this power outlet may discharge the battery and/or prevent the engine from starting.

On vehicles equipped with a rear subwoofer, there is a power outlet located in the right rear cargo area.



Rear Power Outlet — If Equipped

WARNING!

To avoid serious injury or death:

- Only devices designed for use in this type of outlet should be inserted into any 12 Volt outlet.
- Do not touch with wet hands.
- Close the lid when not in use and while driving the vehicle.

(Continued)

WARNING! (Continued)

- If this outlet is mishandled, it may cause an electric shock and failure.

CAUTION!

- Many accessories that can be plugged in draw power from the vehicle's battery, even when not in use (i.e., cellular phones, etc.). Eventually, if plugged in long enough, the vehicle's battery will discharge sufficiently to degrade battery life and/or prevent the engine from starting.
- Accessories that draw higher power (i.e., coolers, vacuum cleaners, lights, etc.), will degrade the battery even more quickly. Only use these intermittently and with greater caution.

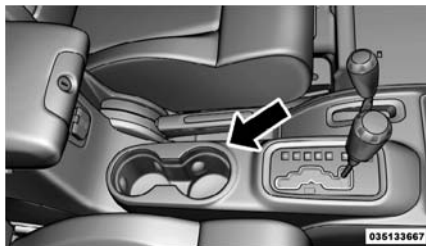
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CAUTION! (Continued)

- After the use of high-power draw accessories, or long periods of the vehicle not being started (with accessories still plugged in), the vehicle must be driven a sufficient length of time to allow the alternator to recharge the vehicle's battery.
- Power outlets are designed for accessory plugs only. Do not hang any type of accessory or accessory bracket from the plug.

CUPHOLDERS**Front Cupholders**

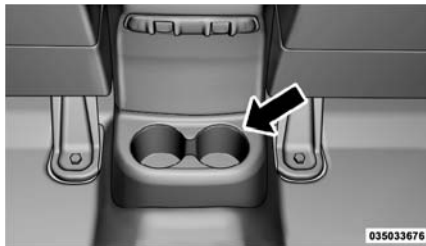
The front cupholders are located in the center console.



Front Cupholders

Rear Cupholders

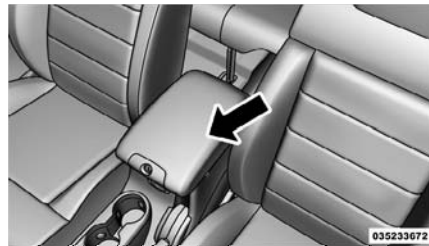
The rear cupholders are located on the back of the center console.



Rear Cupholders

STORAGE**Console Storage Compartment**

To lock or unlock the storage compartment, insert the ignition key and turn. To open the storage compartment, press the latch and lift the cover.



Center Console

Rear Storage Compartment

The rear cargo area storage compartment cover is held by a spring-loaded latch. In order to remove the rear storage compartment cover, use the following procedure:

NOTE:

The rear storage compartment latch should not be used as cargo tie-down.

1. Flip up the pull loop so it is perpendicular (straight up) to the top surface of the tray.
2. Pull up on the loop and twist it 90 degrees, so it is parallel to the slotted hole in the tray.
3. Open the rear compartment cover.



Rear Storage Cover

DUAL TOP — IF EQUIPPED

If your vehicle is equipped with a Dual Top, **you must remove one of the tops from the vehicle. If the soft top is removed, the pivot brackets must also be removed from the sport bar.** The soft top was installed at the factory for shipping purposes only. **The soft top and the hard top are to be used independently.** Removal is mandatory to prevent any possible wear and tear on the soft top. Your vehicle warranty will not cover damage resulting from both tops remaining on the vehicle at the same time for extended periods of time.

Removing the Soft Top

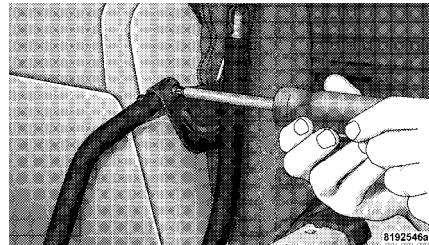
1. Locate and remove the two boxes that contain the following items:

- Right and left door frames
- Door frame attachment knobs (four for two-door models, six for four-door models)
- Right and left quarter windows
- Rear window
- Two rear window roll up straps

- Two Sunrider® secure straps (if equipped)
- Two rear swing gate brackets

2. Remove the hard top. Refer to “Freedom Top Three-Piece Modular Hard Top — Front/Rear Panel Removal” in this section.

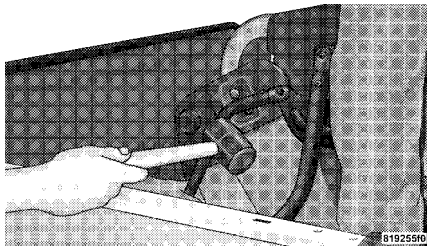
3. Remove the soft top bow assembly pivot bracket screws (two per side) using a #T30 Torx® head driver.



4. Disconnect the knuckles from the left and right metal pivot brackets. Remove the soft top from the vehicle and store in a clean, dry location.

NOTE:

To aid in disconnecting the knuckles, you may carefully tap on the knuckles using a rubber mallet.



5. Unzip the zipper on the sport bar cover to expose the pivot brackets. Remove the brackets using a #T30 Torx® head driver. Recover and re-zip the sports bar cover. Store the pivot brackets and screws in a safe place.



6. Reinstall the hard top. Refer to “Freedom Top Three-Piece Modular Hard Top — Front/Rear Panel Installation” in this section.

Installing the Soft Top

NOTE:

The following procedures are for first time set up only. For future soft top procedures, refer to “Soft Top” in this section.

1. Locate and remove the following items prior to hard top removal:

- Right and left door frames
- Door frame attachment knobs (four for two-door models, six for four-door models)
- Right and left quarter windows
- Rear window

2. Remove the hard top. Refer to “Freedom Top Three-Piece Modular Hard Top — Front/Rear Panel Removal” in this section.

3. Install the door frames. Refer to “Door Frame” in this section.

4. If the soft top has been removed, follow these steps to reinstall the soft top. If the soft top is on the vehicle, proceed to step #5.

a. If the pivot brackets have been removed, unzip the sport bar covers and attach the pivot brackets to the sports bar with the four screws that were removed using a #T30 Torx® head driver. Re-cover and re-zip the sport bar covers.

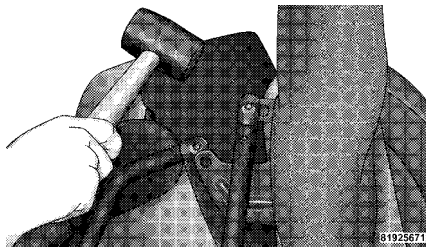


b. Lay the soft top into the rear of the vehicle with the bows pointing forward and the curved portion of the bows facing upward.

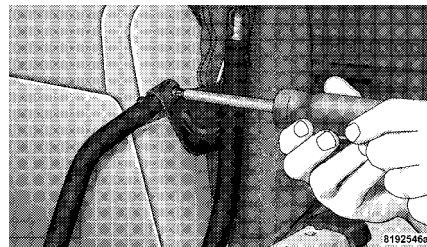
c. Reattach the knuckles onto the metal pivot brackets.

NOTE:

To aid in reattaching the knuckles, you may carefully tap on the knuckles using a rubber mallet.



d. Screw the pivot screws back into place using a #T30 Torx® head driver. Secure them until they are snug, being careful not to cross-thread the screws or overtighten.



CAUTION!

Do not overtighten the screws. You can strip the screws if they are overtightened.

5. Remove the swing gate bar (black metal bar for bottom of rear window) and set aside.

NOTE:

Be sure the wire harness in the left rear corner is not tangled in the soft top bows before you lift the top.

6. Unsnap and remove the black boot cover. This cover should be discarded. It was intended as a protective cover for shipping only.

NOTE:

A visual instruction sheet is enclosed in the dual top wrap.

7. Put up the soft top. Refer to "Soft Top — Putting Up the Soft Top" in this section.

FREEDOM TOP™ THREE-PIECE MODULAR HARD TOP — IF EQUIPPED

CAUTION!

- The hard top is not designed to carry any additional loads such as roof racks, spare tires, building, hunting, or camping supplies, and/or luggage, etc. Also, it was not designed as a structural member of the vehicle, and thus cannot properly carry any additional loads other than environmental (rain, snow, etc.).
- Do not move your vehicle until the top has been either fully attached to the windshield frame and bodyside, or fully removed.

CAUTION!

Failure to follow these cautions may cause interior water damage, stains or mildew:

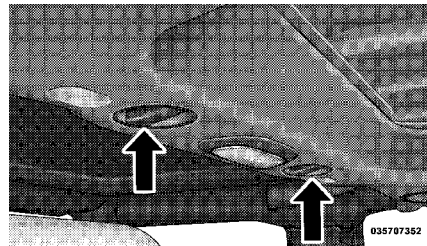
- It is recommended that the top be free of water prior to panel removal. Removing the top, opening a door or lowering a window while the top is wet may allow water to drip into the vehicles interior.
- The hard top assembly must be positioned properly to ensure sealing. Improper installation can cause water to leak into the vehicles interior.
- Careless handling and storage of the removable roof panels may damage the seals, causing water to leak into the vehicles interior.
- The front panel(s) must be positioned properly to ensure sealing. Improper installation can cause water to leak into the vehicles interior.

Front Panel(s) Removal

NOTE:

Left panel must be removed before removing right panel.

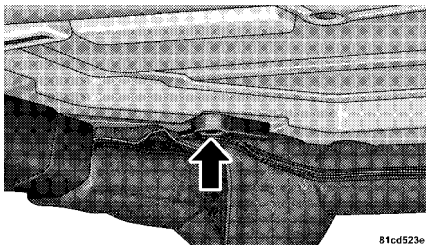
1. Fold down the sun visor, and move it to the side.
2. Turn the rear fasteners (knobs) (located on the overhead speaker bar assembly) counter-clockwise until they can be removed.



3. Turn the center L-shaped locks (two) from the center of the roof panel.



4. Turn the rear L-shaped lock (located above the shoulder belt anchorage).



5. Unlatch the header panel latch located at the top of the windshield.



6. Remove the left-hand panel.

To remove the right panel, follow the steps above except for Step 3.

Freedom Top™ Storage Bag

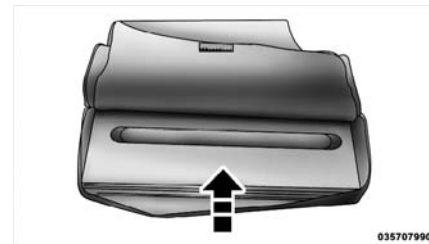
Your vehicle comes with a Freedom Top™ storage bag that allows you to store your Freedom Top™ panels. The storage bag contains two compartments and fits behind the rear seat.

Lay the Freedom bag down so the loops and hooks are facing downward. Unzip the bag and fold back the outer flap. Release the Velcro on the black panel divider and fold it back.

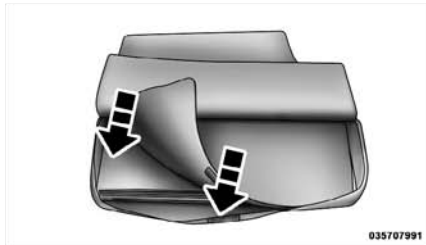
NOTE:

Ensure the front Freedom Top™ panel latch is closed prior to inserting the panel into the Freedom bag.

Insert the right side Freedom panel into the bag with the latches facing downward.



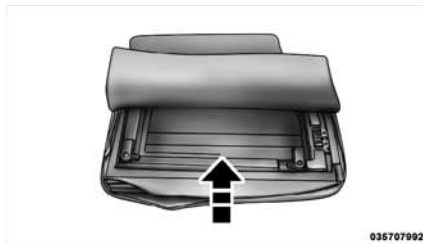
Unfold the black panel divider (ensure the divider is laying flat). Secure the Velcro, located at the center of the divider.



Insert the left-side Freedom panel into the bag with the latches facing upward.

NOTE:

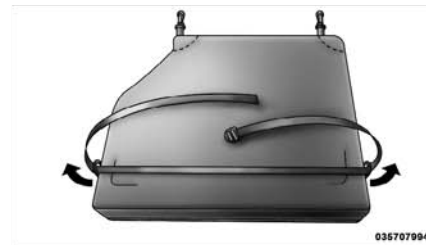
Ensure the front Freedom panel latch is closed prior to inserting the panel into the bag.



Unfold the outer flap and zip the Freedom bag closed.



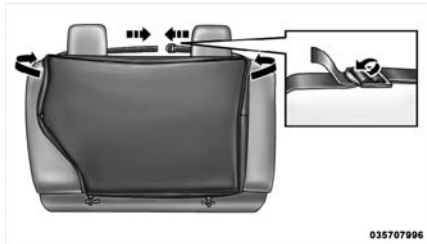
Install the seat attachment strap (at the top of the bag) through the loops.



Lift the Freedom bag into the vehicle with the hooks and straps facing the back of the rear seat. Attach the clips at the bottom of the bag to the child restraint anchorages, located at the base of the rear seat.



Wrap the upper strap around the rear head restraints and loop the strap through the buckle. Pull on the strap to tighten the Freedom bag securely against the rear seat.



Front Panel(s) Installation

NOTE:

Set the panels on the windshield frame so that there is no overhang. Also, make sure that the panels are sitting flush with the body.

1. Install the right panel first, then the left panel.
2. Reinstall the panel(s) using the same steps for removal in reverse order.

Front Panel(s) Installation with Rear Hard Top Removed

1. Turn the left and right panels over and move the spacer block (located on the rear of the panel) upward 90 degrees.



NOTE:

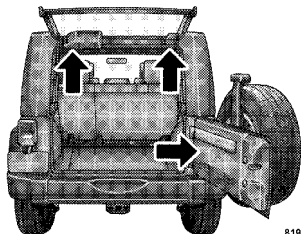
The front panel(s) must be positioned properly to ensure sealing. Set the panels on the windshield frame so that there is no overhang. Also, make sure that the panels are sitting flush with the body.

2. Install the right panel first, then the left panel.

3. Reinstall the panel(s) using the same steps for removal in reverse order.

Rear Hard Top Removal

1. Remove both front panels. Refer to "Front Panel(s) Removal" in this section.
2. Open both doors.
3. Remove the two Torx® head screws that secure the hard top at the B-pillar (near the top of the door) using a #40 Torx® head driver (Four-Door Only).
4. Remove the six Torx® head screws that secure the hard top to the vehicle (along the interior bodyside) using a #40 Torx® head driver.
5. Open the swing gate all the way to ensure clearance of the rear window glass. Lift the rear window glass.



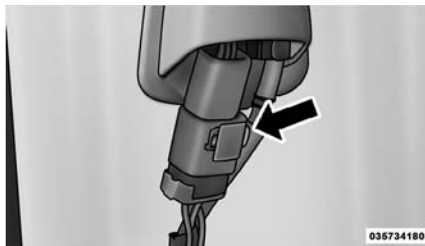
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6. Locate the wire harness on the left rear inside corner of the vehicle.



035734179

7. Release the red locking tab by pulling outward.



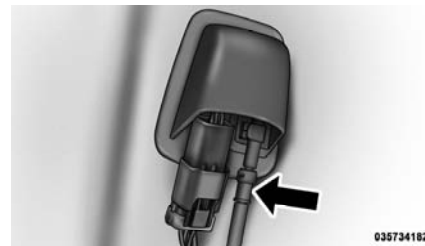
035734180

8. To remove the wiring harness press the tab and pull to disconnect.



035734181

9. To remove the washer hose, pinch the grips on hose connector and pull.



035734182

10. Close the swing gate.

11. Remove the hard top from the vehicle. Place the hard top on a soft surface to prevent damage.

CAUTION!

The removal of the Freedom Top requires four adults located on each corner. Failure to follow this caution could damage the Freedom Top.

Rear Hard Top Installation

NOTE:

If the door frames are installed from soft top usage, they must be removed prior to installation of the hard top.

1. Inspect the hard top seals for damage and replace if necessary.
2. Install the hard top using the same steps for removal in reverse order.

Make sure that the hard top is sitting flush with the body at the sides and check to ensure that there is a uniform gap between the lift glass and hard top.

NOTE:

- **The Torx fasteners that attach the hard top to the body should be torqued to 66 in lb +/- 22 in lb (7.5 N-m +/- 2.5 N-m)**
- **It is not necessary to pinch connection when reinstalling washer hose. Push on until click is heard.**

DOOR FRAME

WARNING!

Do not drive your vehicle on pavement with the door frame(s) removed as you will lose the protection that they can provide. This procedure is furnished for use during off-road operation only.

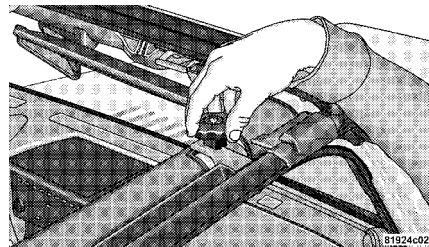
CAUTION!

Failure to follow these cautions may cause interior water damage, stains or mildew:

- Opening a door or lowering a window while the top is wet may allow water to drip into the vehicle's interior.
- Careless handling and storage of the removable door frame(s) may damage the seals, causing water to leak into the vehicle's interior.
- The door frame(s) must be positioned properly to ensure sealing. Improper installation can cause water to leak into the vehicle's interior.

Door Frame Removal

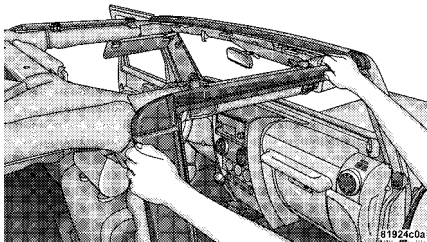
1. Unscrew and remove the door frame attachment knobs (two per door).



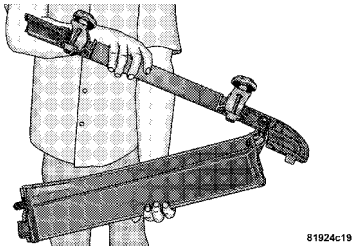
WARNING!

Use both hands to remove the door frames. The door frames will fold and could cause injury if both hands are not used.

2. Place one hand on the upper rear and one hand on the front of the door frame.
3. Pull the frame toward you with your rearward hand to remove the frame from the vehicle.



4. Screw the knobs back into the door frame and fold for storage. Store in a secure location.

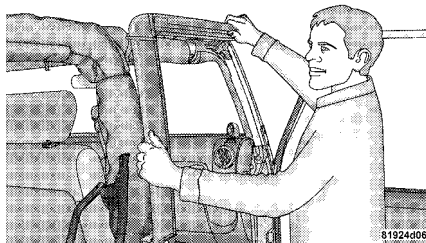


WARNING!

Never store the door frames in your vehicle. In an event of an accident, a loose door frame may cause personal injury. If removed, always store the door frames outside of the vehicle.

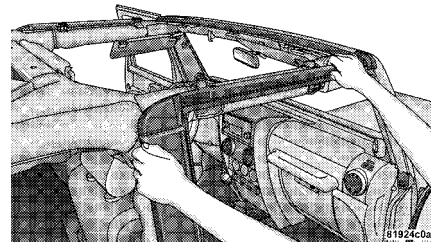
Door Frame Installation — Two-Door Models

1. Unfold door frame and unscrew thumb-screws.
2. Set the door frame pin into the hole on top of the body side, behind the door opening.

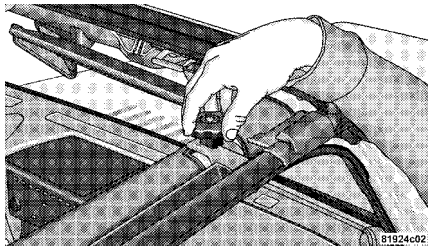


3. After the door frame pin has been set into the body side hole, carefully set the front of the door frame into the rubber seal at the top of the windshield.

4. Starting with the front of the door frame, clip it over the metal side bar and then clip the rear, making sure that the material for the side bar covers is not pinched by the door frame.

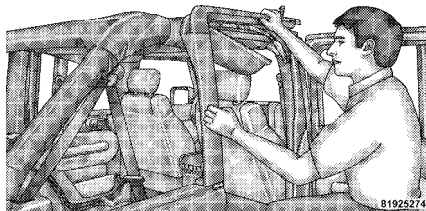


5. Starting with the front knob, screw in and tighten both knobs. Repeat on the other side.

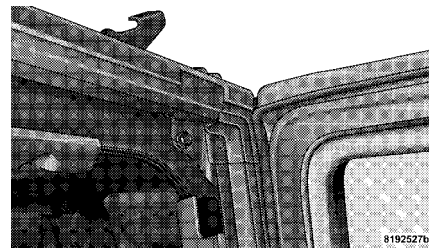


Door Frame Installation — Four-Door Models

1. Install the rear door frame first.
2. Set the door frame pin into the hole on top of the body side, just behind the rear door opening.

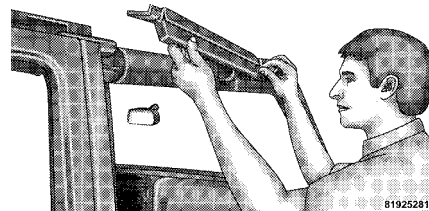


3. Position the top of the door frame against the metal sport bar and press onto the side bar making sure not to pinch the material of the sports bar covers and to ensure it is properly positioned on the seal above the front of the rear door.



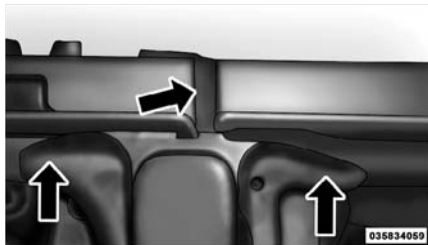
4. Loosely install the rear knob (long knob) to hold the door rail in position.

5. Carefully set the front of the front door frame in the rubber seal at the top of the windshield.



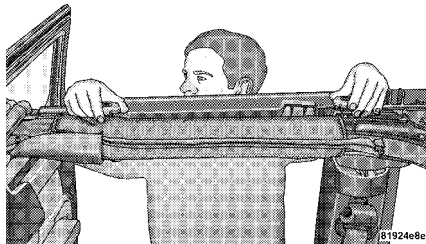
6. Clip the front of the door rail over the side bar making sure that the material for the side bar cover is not pinched by the door frame.

7. Position the rear of the front door frame to lay on top of the front of the rear door frame. Ensure the seals are installed correctly to avoid water leaks.



8. Loosely install both knobs beginning with the front knob (long knob). Then, install the middle knob (short knob) through the front and rear door frames and screw into the top of the B-pillar.

9. Tighten the front knob, then the rear most knob, and then the middle knob. Repeat this procedure for the other side.



SOFT TOP — TWO DOOR MODELS
Please visit the owners section of Jeep.com for instructional videos.

CAUTION!

The soft top is not designed to carry any additional loads such as roof racks, spare tires, building, hunting, or camping supplies, and/or luggage, etc. Also, it was not designed as a structural member of the vehicle and, thus, cannot properly carry any additional loads other than environmental (rain, snow, etc.).

If the temperature is below 72°F (24°C) and/or the top has been folded down for a period of time, the top will appear to have shrunk when you raise it, making it difficult to put up. This is caused by a natural contraction of the vinyl coating on the fabric top.

Place the vehicle in a warm area. Pull steadily on the top fabric. The vinyl will stretch back to its original size and the top can then be installed. **If the temperature is 41°F (5°C) or below, do not attempt to put the top down or roll the rear or side curtains.**

CAUTION!

- Do not run a fabric top through an automatic car wash. Window scratches and wax build up may result.
- Do not lower the top when the temperature is below 41°F (5°C). Damage to the top may result.
- Do not move your vehicle until the top has been either fully attached to the windshield frame, or fully lowered.
- Do not lower the top with the windows installed. Window and top damage may occur.
- Refer to “Appearance Care for Fabric Top Models” in “Maintaining Your Vehicle” for further information. It contains important information on cleaning and caring for your vehicle’s fabric top.
- Do not use any tools (screwdrivers, etc.) to pry or force any of the clamps, clips, or retainers securing the soft top. Do not force or pry the soft top framework when opening or closing. Damage to the top may result.

WARNING!

- Do not drive the vehicle with the rear window curtain up unless the side curtains are also removed. Dangerous exhaust gases could enter the vehicle causing harm to the driver and passengers.
- The fabric upper doors and fabric top are designed only for protection against the elements. Do not rely on them to contain occupants within the vehicle or to protect against injury during an accident. Remember, always wear seat belts.

CAUTION!

Failure to follow these cautions may cause interior water damage, stains or mildew on the top material:

- It is recommended that the top be free of water prior to opening it. Operating the top, opening a door or lowering a window while the top is wet may allow water to drip into the vehicle’s interior.

(Continued)

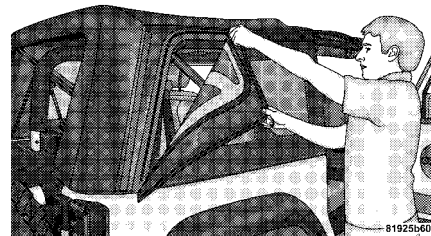
CAUTION! (Continued)

- Careless handling and storage of the soft top may damage the seals, causing water to leak into the vehicle’s interior.
- The soft top must be positioned properly to ensure sealing. Improper installation can cause water to leak into the vehicle’s interior.

Quick Steps to Lowering the Soft Top

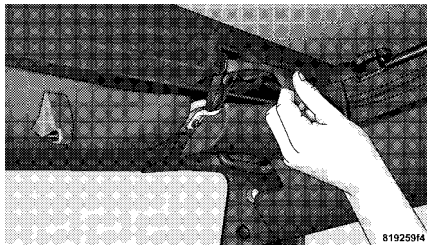
Refer to “Lowering the Soft Top” in this section for further information.

1. Remove the side and back windows.

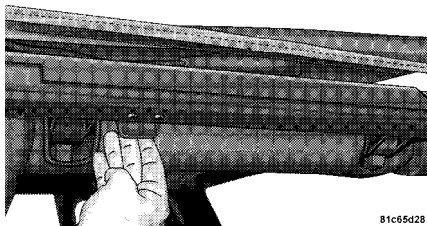


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2. Release header latches from the windshield frame.



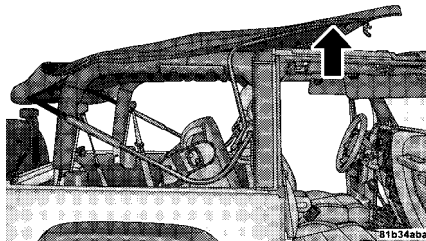
3. Release the Sunrider® latch (both sides).



4. Open the swing gate and lower the top.

NOTE:

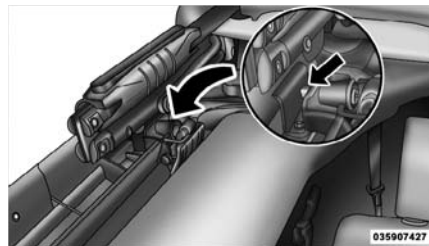
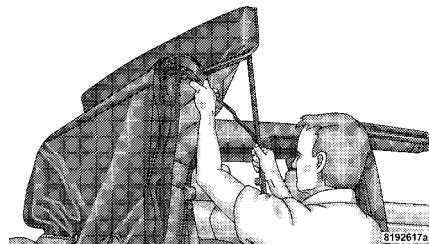
Ensure fabric does not overhang the sides of the vehicle.



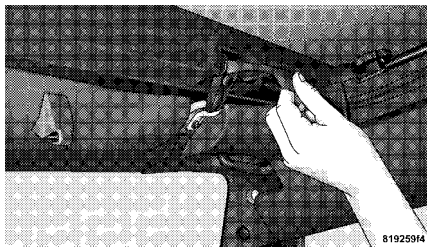
Quick Steps to Raising the Soft Top

Refer to "Raising the Soft Top" in this section for further information.

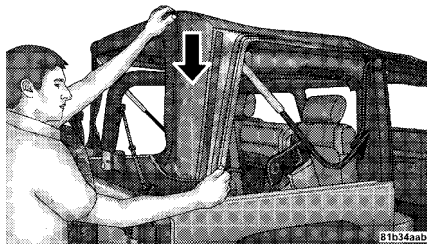
1. Open the swing gate and raise the top, engaging the Sunrider® latches (another person may be needed to help with this operation).



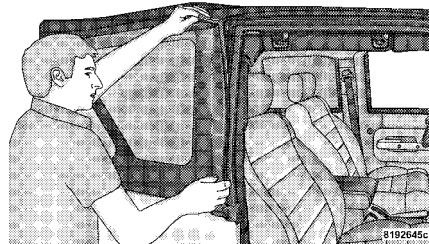
2. Engage header latches.



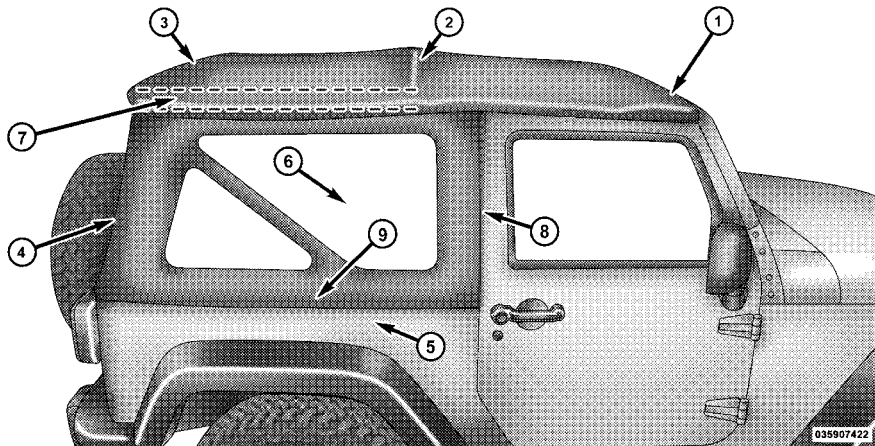
3. Install rear corner panels.



4. Install side and back windows.

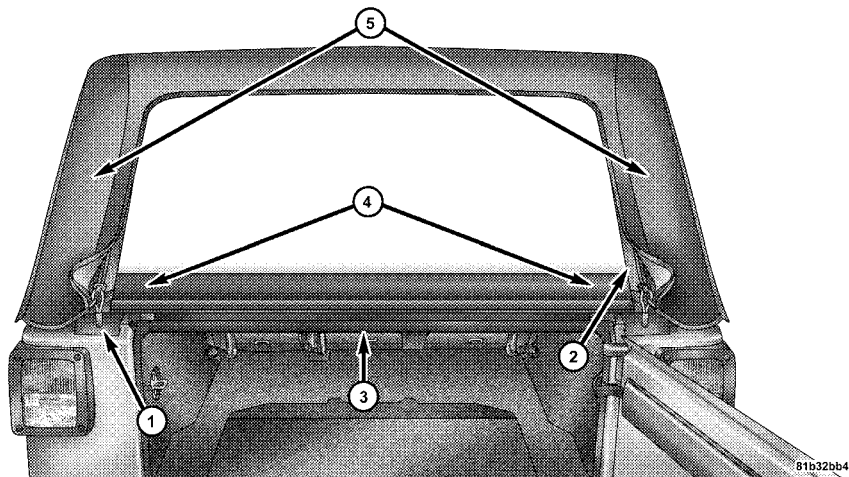


Lowering The Soft Top



- 1 — Header Bow
- 2 — 2-Bow
- 3 — 3-Bow
- 4 — Sail Panel
- 5 — Body Side Retainer

- 6 — Quarter Window
- 7 — Check Strap
- 8 — Front Retainer — Quarter Window
- 9 — Bottom Retainer — Quarter Window



- 1 — Zipper Start
 - 2 — Zipper Finish
 - 3 — Swing Gate Bar
 - 4 — Swing Gate Brackets
 - 5 — Sail Panels
-

NOTE:

Clean side and rear windows before removal to assist in preventing scratching during removal of the soft top. If zippers are difficult to operate due to road dust, etc., clean them with a mild soap solution and a small brush. Cleaning products are available through your authorized dealer.

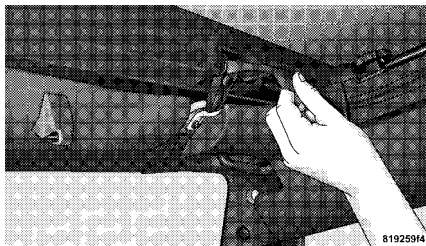
1. If your vehicle has half doors, remove each half-door window by opening the door and lifting the half-door window out.

NOTE:

Stow the half-door windows carefully outside of the vehicle, never inside, to avoid scratches.

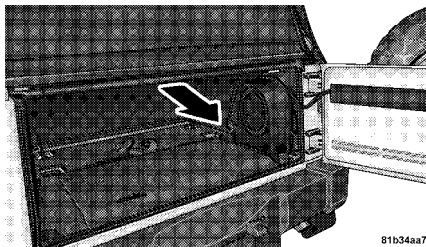
2. Unclip and move the sun visors to the side.

3. Release the header latches and leave the hooks in the loops on the windshield.

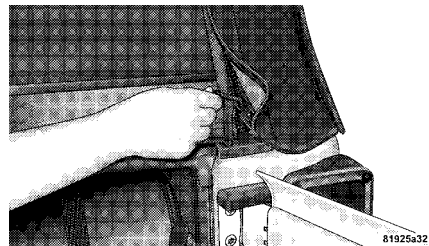


4. Open the swing gate.

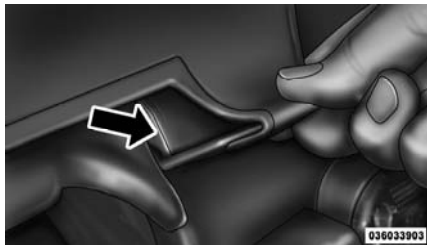
5. Before unzipping the rear window, release the first 3 in (7.6 cm) of both sail panels from the channel. Remove the swing gate bar by pulling it straight rearward out of the swing gate brackets.



- Unzip the rear window starting at the right lower corner of the window. Pull the zipper up, across the top and down to the left lower corner. **Zipper pulls will stay on the rear window.** Pull down on the rear window to disengage it from the zipper on the top cover.



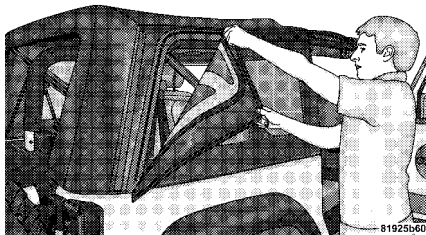
6. Remove the rear window retainer from the swing gate bracket on both the left and right sides.



7. Stow the windows carefully to avoid scratching.

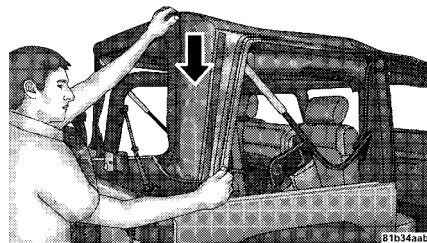
8. Undo the Velcro® that runs along the top and rear edge of the side window.

9. Beginning from the rear lower corner, completely unzip the window.



10. Once unzipped, remove the side window retainers from the door channel and body side channel. Repeat this step on the opposite side.

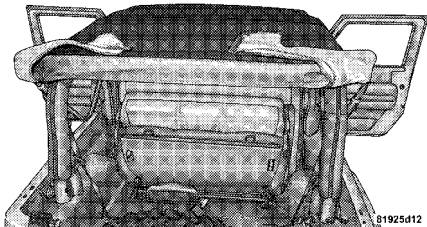
11. Finish releasing the sail panel retainers from the body side channel at the rear corners of the vehicle.



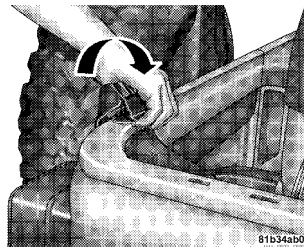
NOTE:

When releasing the sail panel retainers, it is helpful to pull down on the rear roof bow.

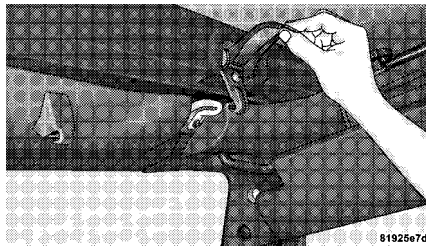
12. As you begin to lower the top, fold the sail panels so that they rest on top of the soft top.



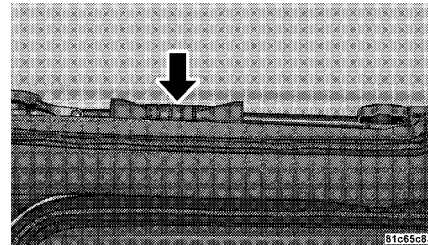
13. The swing gate brackets do not need to be removed unless the hard top is being installed. To remove the swing gate brackets, pull the front of the bracket forward while rolling the entire bracket back in toward the vehicle to disengage.



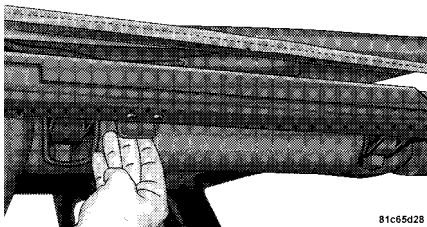
14. Completely release the latches from the loops on the windshield frame. **If your vehicle is not equipped with the Sunrider® package, proceed to Step 15.**



15. Make sure the plastic sleeves are slid rearward over the Sunrider® link (Sunrider® Models only).



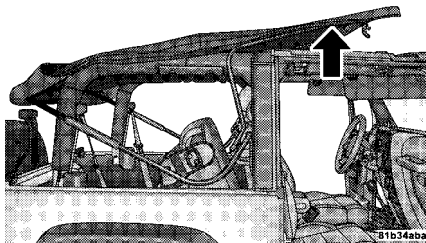
16. Unlatch the side bows from both door rails (Sunrider® Models only).



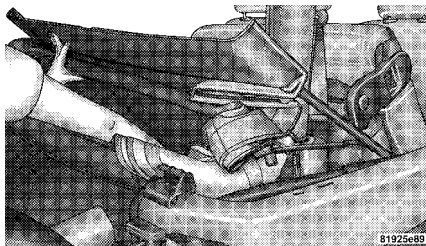
17. Before lowering the top, open the swing gate to prevent possible damage to the rear center high-mounted brake light. Move to the front of the vehicle. Grasp the side bow behind the header and lift the top, folding it toward the rear of the vehicle.

NOTE:

Help from another person will ease this operation.



18. Tuck the fabric and the check straps between the bows and as far inward as possible. This will keep any portion of the top from flapping outside of the vehicle.



19. Close the front header latches.

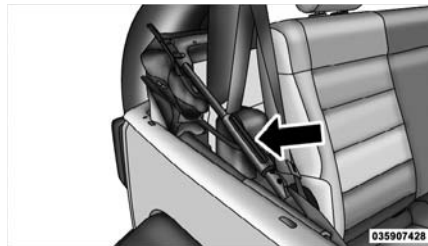
20. Remove the door frames, if desired. Refer to "Door Frame" in this section for further information.

Raising the Soft Top

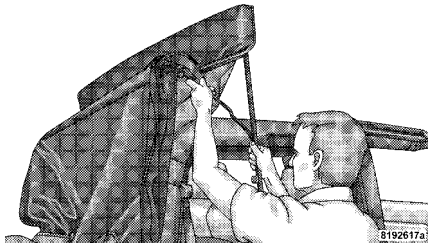
1. Unclip and move the sun visors to the side.

2. Install door frames, if removed. Refer to "Door Frame" in this section for further information.

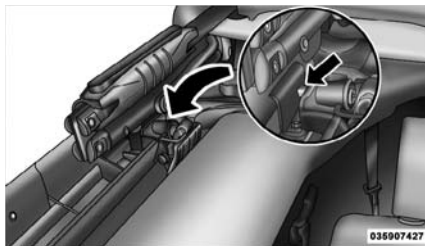
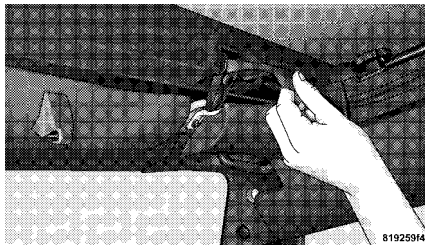
3. Make sure the plastic sleeve is slid over Sunrider® link (Sunrider® Models only).



4. Standing on the side of the vehicle, lift the top by the side bow and the 2-bow (middle bow) up and over the sports bar until the header rests on the top of the windshield frame.

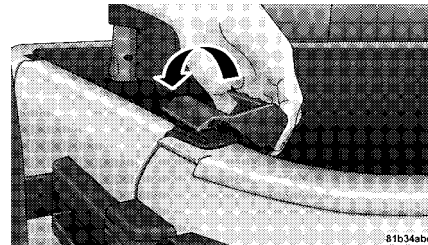


5. Make sure the Sunrider® bracket on the side bows latches to the door rails (Sunrider® Models only).

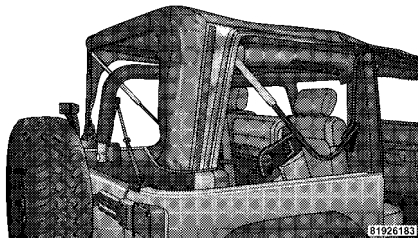


6. Open the header latches and engage the hook on each side onto the windshield loops (do not close the latches).

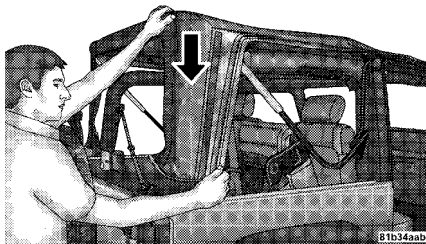
7. If the swing gate brackets were removed, install them by hooking the rear edge of the bracket on the interior side of the body channel. Then, rotate it rearward and over the channel until it snaps onto the exterior part of the rail. To be properly located, the bracket must only be clipped to the shortened rail edge.



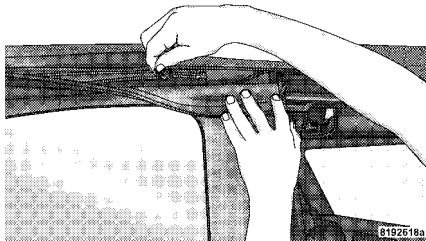
8. Move to the rear of the vehicle and gently pull the sail panels over the rear roof bow.



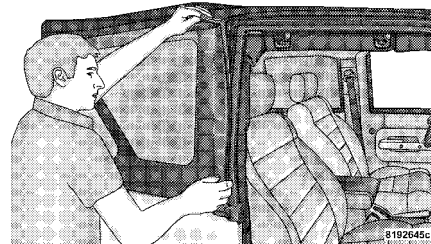
9. Partially install the sail panel retainers into the body side channel, leaving the last 3 in (7.6 cm) toward the rear window loose (on both sides). Pulling down on the rear roof bow (3-bow) will aid to reach the channel with the retainers.

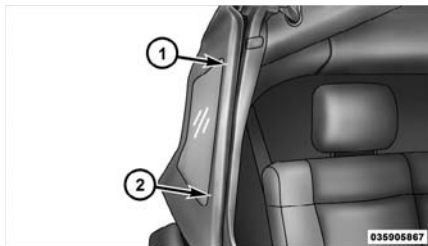


10. To install the side windows, affix the window temporarily by attaching to the Velcro® in the rear corner. Start the zipper but close only about 1 in (2.5 cm).



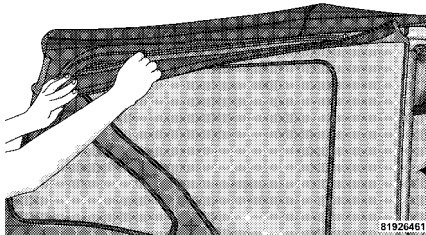
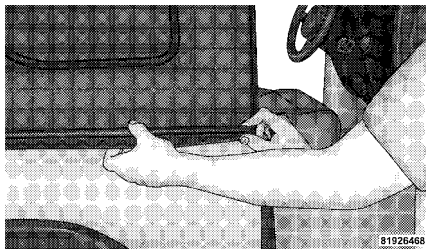
11. Insert the front retainer of the window into the door channel, making sure the retainer is fully seated and properly positioned on the door frame. Failure to do so can result in wind and water leaks or damage to the window.



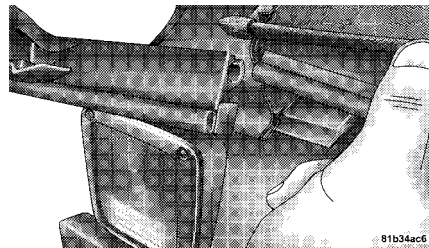


- 1 — Incorrect Insertion
2 — Correct Insertion

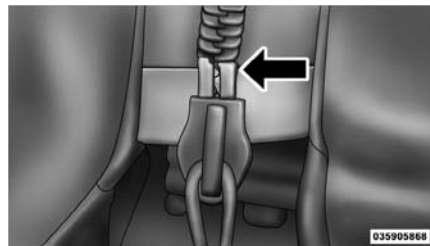
12. Insert the retainer along the bottom edge of the window into the bottom side channel, beginning at the front and working to the rear of the vehicle. Finish by closing the zipper completely and attaching the Velcro® along the top and rear of the window. Repeat this step for the opposite side.



13. Locate the black swing gate bar. Slide the swing gate bar over the receiver at the bottom inside of the rear window. The spongy part of the seal should be down and pointed outward to seal with the swing gate when closed.

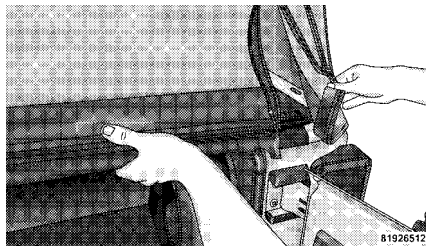


14. Install the rear window by starting both zipper ends at the lower left corner of the rear window opening. Ensure that the zippers are properly started and aligned before zipping to prevent damage.

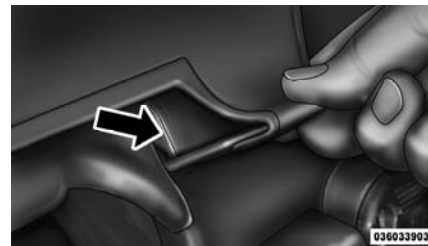


15. Run the zipper fully around to the right side of the window.

16. Grasp the swing gate bar and position it into the swing gate brackets.

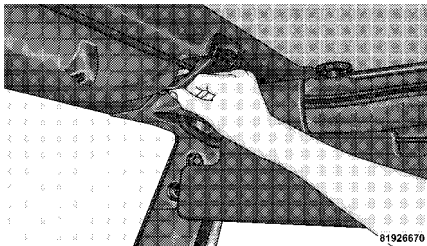


17. Insert the rear window retainer into the swing gate bracket on both the left and right sides.



18. Apply downward pressure on the top corner of the rear soft top bow (3-bow), then complete attaching the sail panel retainers into the body side channel.

19. Close the header latches and return the sun visors to their secured position.



SOFT TOP (FOUR-DOOR MODELS)

Please visit the owner's section of Jeep.com for instructional videos.

CAUTION!

The soft top is not designed to carry any additional loads such as roof racks, spare tires, building, hunting, or camping supplies, and/or luggage, etc. Also, it was not designed as a structural member of the vehicle, and thus cannot properly carry any additional loads other than environmental (rain, snow, etc.).

If the temperature is below 72°F (24°C) and/or the top has been folded down for a period of time, the top will appear to have shrunk when you raise it, making it difficult to put up. This is caused by a natural contraction of the vinyl coating on the fabric top.

Place the vehicle in a warm area. Pull steadily on the top fabric. The vinyl will stretch back to its original size and the top can then be snapped into place. **If the temperature is 41°F (5°C) or below, do not attempt to put the top down or roll the rear or side curtains.**

CAUTION!

- Do not run a fabric top through an automatic car wash. Window scratches and wax buildup may result.
- Do not lower the top when the temperature is below 41°F (5°C). Damage to the top may result.
- Do not lower the top when the windows are dirty. Grit may scratch the window.

(Continued)

CAUTION! (Continued)

- Do not move your vehicle until the top has been either fully attached to the windshield frame, or fully lowered.
- Do not lower the top with the windows installed. Window and top damage may occur.
- Refer to "Appearance Care for Fabric Top Models" in "Maintaining Your Vehicle" for further information. It contains important information on cleaning and caring for your vehicle's fabric top.
- Do not use any tools (screwdrivers, etc.) to pry or force any of the clamps, clips, or retainers securing the soft top. Do not force or pry the soft top framework when opening or closing. Damage to the top may result.

WARNING!

- Do not drive the vehicle with the rear window curtain up unless the side curtains are also open. Dangerous exhaust gases which can kill could enter the vehicle.

(Continued)

WARNING! (Continued)

- The fabric upper doors and fabric top are designed only for protection against the elements. Do not rely on them to contain occupants within the vehicle or to protect against injury during an accident. Remember, always wear seat belts.

CAUTION!

Failure to follow these cautions may cause interior water damage, stains or mildew on the top material:

- It is recommended that the top be free of water prior to opening it. Operating the top, opening a door or lowering a window while the top is wet may allow water to drip into the vehicle's interior.
- Careless handling and storage of the soft top may damage the seals, causing water to leak into the vehicle's interior.

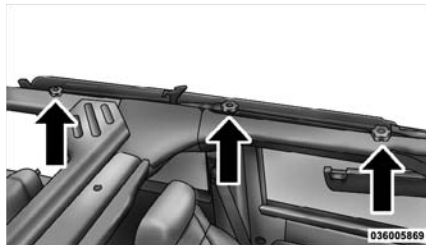
(Continued)

CAUTION! (Continued)

- The soft top must be positioned properly to ensure sealing. Improper installation can cause water to leak into the vehicle's interior.

NOTE:

Do not remove any of the three attachment knobs unless you are planning on installing the hard top.

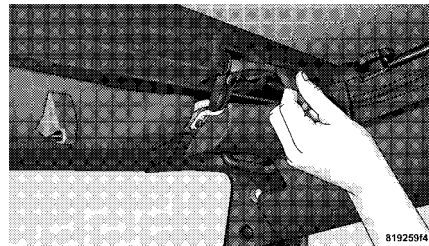


Quick Steps for Lowering the Soft Top

1. Remove the side and back windows.



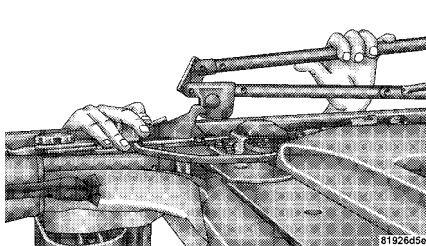
2. Release header latches from the windshield frame.



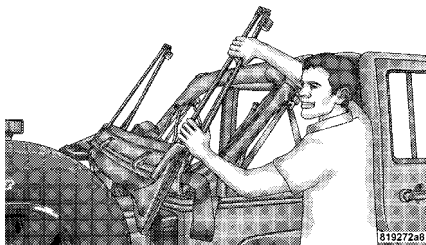
3. Fold header rearward, pulling the fabric to the rear.



4. Release Sunrider® latch (both sides).



5. Open the swing gate and lower the top.

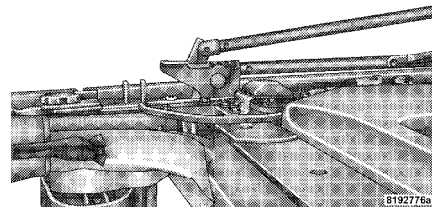
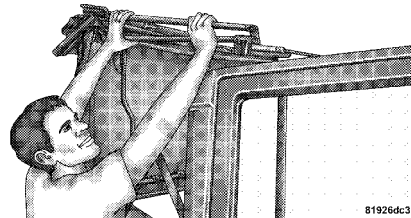


NOTE:

Ensure the fabric does not overhang the sides of the vehicle.

Quick Steps for Raising the Soft Top

1. Open the swing gate and raise the top, engaging the Sunrider® latches (another person may be needed to help with this operation).



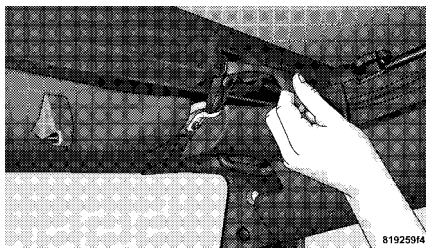
2. Install rear corner panels.



3. Rotate the header forward.



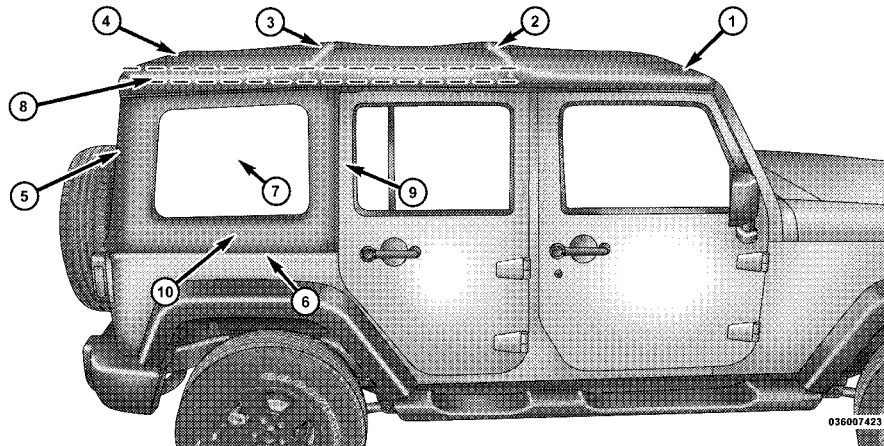
4. Engage the header latches.



5. Install the side and back windows.

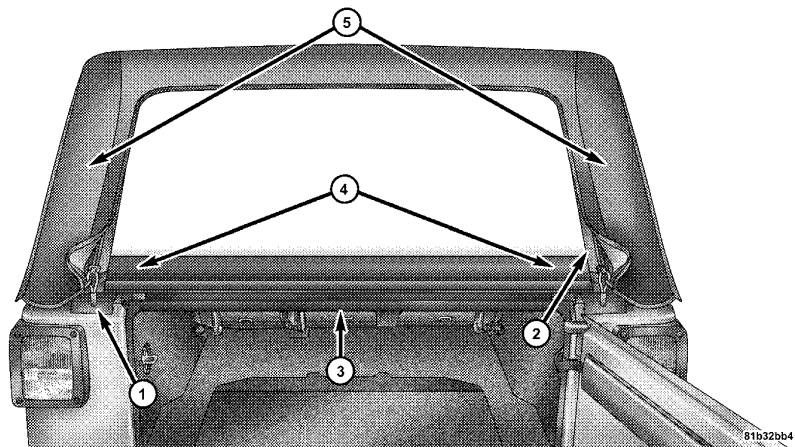


Folding Down The Soft Top



- 1 — Header Bow
- 2 — 2-Bow
- 3 — 3-Bow
- 4 — 4-Bow
- 5 — Sail Panel

- 6 — Body Side Retainer
- 7 — Quarter Window
- 8 — Check Strap
- 9 — Front Retainer — Quarter Window
- 10 — Bottom Retainer — Quarter Window



- 1 — Zipper Start
 - 2 — Zipper Finish
 - 3 — Swing Gate Bar
 - 4 — Swing Gate Brackets
 - 5 — Sail Panels
-

NOTE:

Clean side and rear windows before removal to assist in preventing scratching during removal of the soft top. If zippers are difficult to operate due to road dust, etc., clean them with a mild soap solution and a small brush. Cleaning products are available through your authorized dealer.

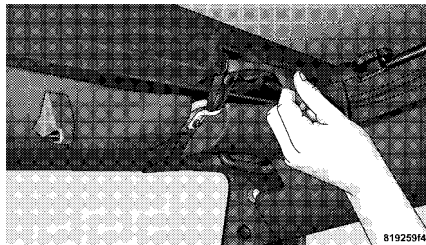
1. If your vehicle has half-doors, remove each half-door window by opening the door and lifting the half-door window out.

NOTE:

Stow half-door windows carefully outside of the vehicle, never inside, to avoid scratches.

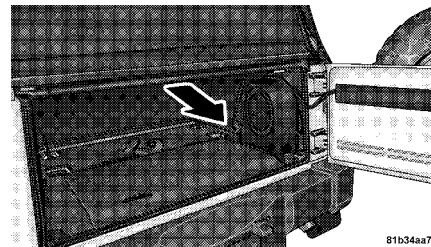
2. Unclip and move the sun visors to the side.

3. Release the header latches and hooks from the loops on the windshield frame.

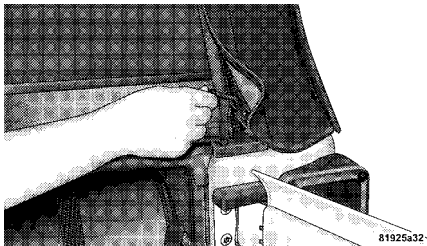


4. Open the swing gate.

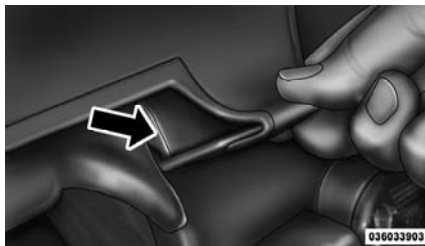
5. Before unzipping the rear window, release the first 3 in (7.6 cm) of both sail panels from the channel. Remove the swing gate bar by pulling it straight rearward out of the swing gate brackets.



- Unzip the rear window starting at the right lower corner of the window. Pull the zipper up, across the top and down to the left lower corner. **Zipper pulls will stay on the rear window.** Pull down on the rear window to disengage it from the zipper on the top cover.



6. Remove the rear window retainer from the swing gate bracket on both the left and right sides.



7. Stow the windows carefully to avoid scratching.
8. Undo the Velcro® that runs along the top and rear edge of the side window.
9. Beginning from the rear lower corner, completely unzip the window.



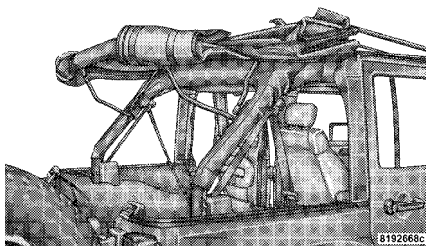
10. Once unzipped, remove the side window retainers from the door channel and body side channel. Repeat this step on the opposite side.
11. Finish releasing the sail panel retainers from the body side channel at the rear corners of the vehicle.



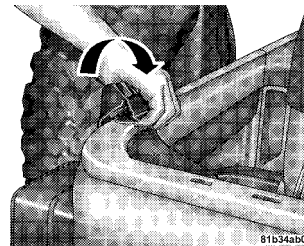
NOTE:

When releasing the sail panel retainers, it is helpful to pull down on the rear roof bow.

12. Fold the sail panels so that they rest on top of the soft top.



13. The swing gate brackets do not need to be removed unless the hard top is being installed. To remove the swing gate brackets, pull the front of the bracket forward while rolling the entire bracket back in toward the vehicle to disengage.



14. Grasp the front side bow behind the header, and lift the top.



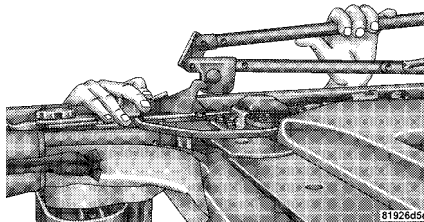
15. Fold back the front section of the top, pulling the fabric rearward. Gently rest the header on top of the rear portion of the deck.



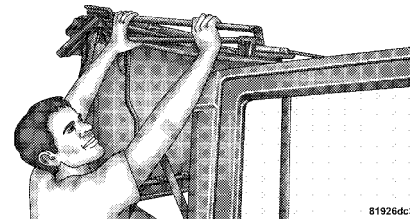
16. Fold the top so that the material forms a "W" as shown. Enter the vehicle and move the material into two folds.



17. Release the side bows by pressing down on the latch above the front of the rear door. Push the top rearward to disengage. Repeat this step on the other side.



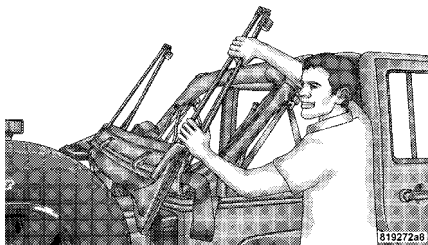
18. Before lowering the top, open the swing gate to prevent possible damage to the rear center high-mounted brake light. Grasp the folded side bows and slide the top along the door frame track to the rear door frame.



19. Gently slide the side bows off the door frame track and lower the top down into the vehicle.

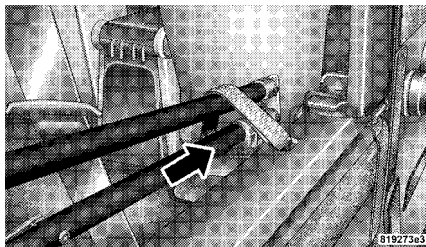
NOTE:

Help from another person will ease this operation.



20. Tuck the fabric and the check straps between the bows as far inside as possible. This will keep any portion of the top from flapping outside of the vehicle.

21. Once the top is fully down, use the Velcro® straps provided to secure the top to the vehicle by wrapping the strap around the side bows and through the slot on the body.



22. Close the front header latches.

23. Remove the door frames, if desired. Refer to "Door Frame" in this section for further information.

Putting Up The Soft Top

NOTE:

Be extremely careful when putting up the soft top to prevent the doors from getting scratched. It may be helpful to open the rear doors.

1. Install the door frames, if removed. Refer to "Door Frame" in this section for further information.

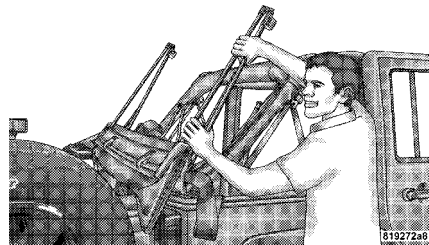
2. Undo the straps used to secure the top in the down position and store in secure location.

3. Open the swing gate.

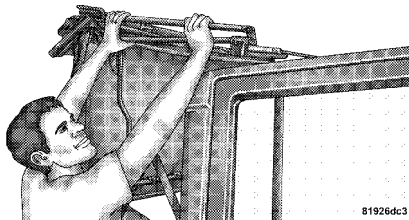
4. Grasp the folded side bows and lift to the top of the rear door frames.

NOTE:

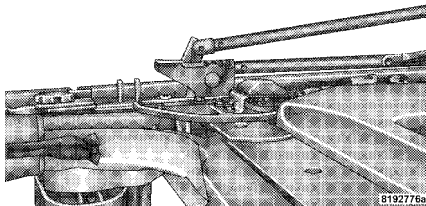
Help from another person will ease this operation.



5. Insert the slider feature of the knuckles into the door frame tracks and slide the top forward.



6. Ensure that the top locks into the Sunrider® locking mechanisms that are located above the front of the rear doors.

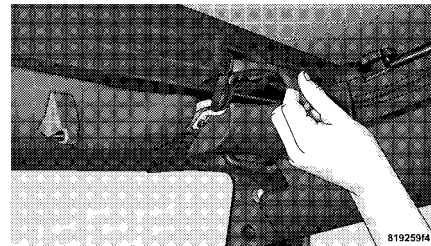


7. Unclip and move the sun visors to the side.

8. Standing on the side of the vehicle, lift the top by the side bow until it rests on the windshield frame.



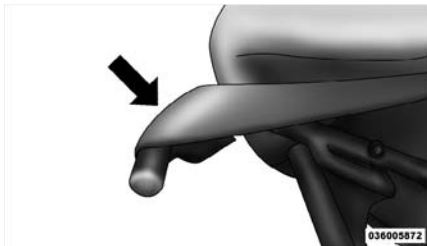
9. Open the header latches and engage the hook on each side onto the windshield loops (do not close the latches).



10. If the swing gate brackets were removed, install them by hooking the rear edge of the bracket on the interior side of the body channel. Then, rotate it rearward and over the channel until it snaps onto the exterior part of the rail. To be properly located, the bracket must only be clipped to the shortened rail edge.



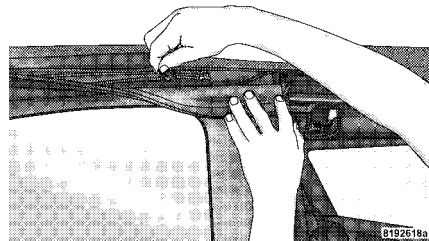
11. Ensure that the straps are positioned correctly before pulling the sail panels over the rear roof bow (4-bow).



Partially install the sail panel retainers into the body side channel, leaving the last 3 in (7.6 cm) toward the rear window loose (on both sides). Pulling down on the rear roof bow (4-bow) will aid in reaching the channel with the retainers.

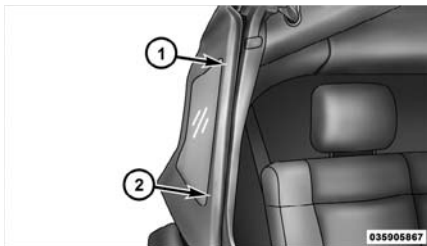


12. To install the side windows, affix the window temporarily by attaching it to the Velcro® in the upper rear corner. Start the zipper but close only about 1 in (2.5 cm).



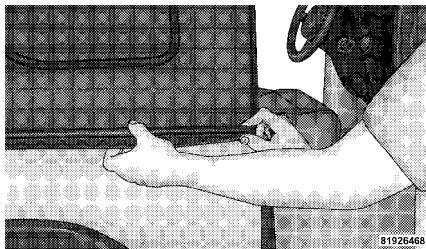
13. Insert the front retainer of the window into the door channel, making sure the retainer is fully seated and properly positioned on the door frame. Failure to do so can result in wind and water leaks or damage to the window.





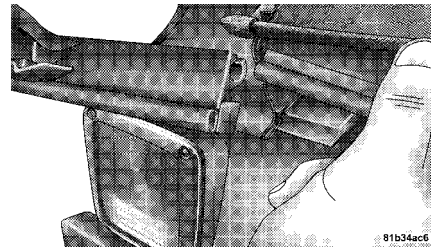
- 1 — Incorrect Insertion
2 — Correct Insertion

14. Insert the retainer along the bottom edge of the window into the bottom side channel, beginning at the front and working to the rear of the vehicle. Finish by closing the zipper completely and attaching the Velcro® along the top and rear of the window. Repeat this step for the opposite side.



15. Locate the black swing gate bar. Slide the swing gate bar over the receiver at the bottom inside of the rear window. The spongy part of

the seal should be down and pointed outward to seal with the swing gate when closed.

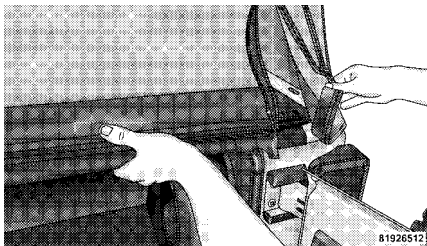


16. Install the rear window by starting both zipper ends at the lower left corner of the rear window opening. Ensure that the zippers are properly started and aligned before zipping to prevent damage.

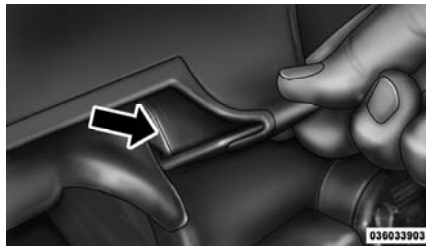


17. Run the first zipper fully around to the right side of the window.

18. Grasp the swing gate bar and position it into the swing gate brackets.

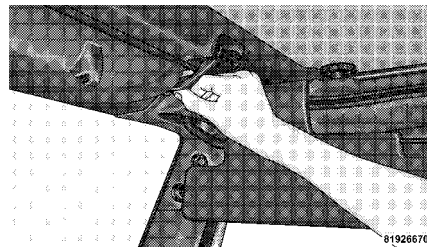


19. Insert the rear window retainer into the swing gate bracket on both the left and right sides.



20. Complete the installation of the sail panel by inserting the rest of the retainer into the body channel.

21. Close the header latches and return the sun visors to their secured position.



SUNRIDER® (TWO-DOOR MODELS) — IF EQUIPPED

CAUTION!

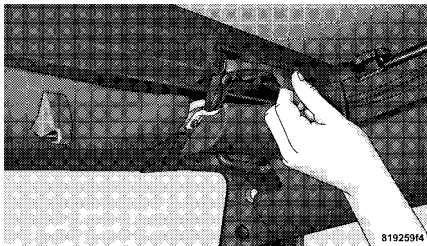
Operating the top, opening a door or lowering a window while the top is wet may allow water to drip into the vehicle's interior.

NOTE:

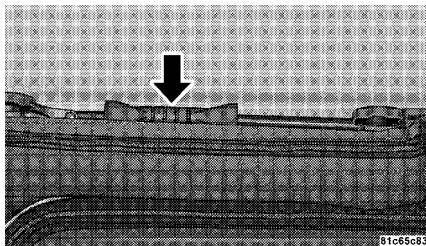
If you are going to be driving faster than 40 mph (64 km/h) with the Sunrider® feature open, it is recommended that you remove the rear window of the vehicle.

Opening the Sunrider®

1. Unclip and move the sun visors to the side.
2. Release the header latches from the loops on the windshield frame.



3. Slide the plastic sleeve forward.



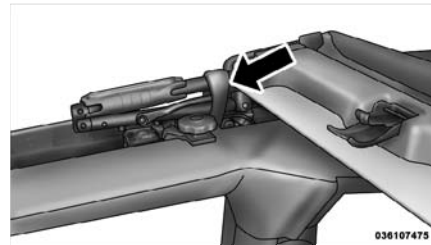
4. Grasp the header and lift the top back. Make sure the material is folded back as shown.

NOTE:

The Sunrider® latch on the door rail should not be activated for Sunrider® use. If activated, the soft top must be reinstalled starting from the sail panels.



5. Locate the straps to secure the side bows. Wrap the straps around the bows as shown. Repeat on the other side.



6. Reposition the sun visors.

Closing the Sunrider®

1. Remove the straps from the side bows.
2. Unclip and move the sun visors to the side.
3. Grasp the front header and pull it to the front of the vehicle.
4. Hook the header latches to the loops on the windshield frame, close latches, and return the sun visors to their original positions.
5. Slide the plastic sleeve rearward over the Sunrider® link.

SUNRIDER® (FOUR-DOOR MODELS) — IF EQUIPPED

CAUTION!

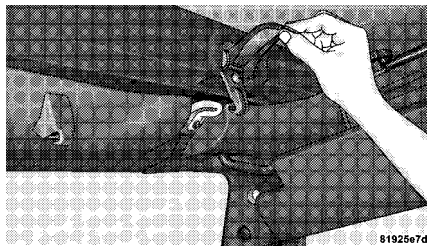
Operating the top, opening a door or lowering a window while the top is wet may allow water to drip into the vehicle's interior.

NOTE:

If you are going to be driving faster than 40 mph (64 km/h) with the Sunrider® feature open, it is recommended that you remove the rear window of the vehicle.

Opening the Sunrider®

1. Unclip and move the sun visors to the side.
2. Release the header latches from the loops on the windshield frame.



3. Grasp the front side bow behind the header, and lift the top.



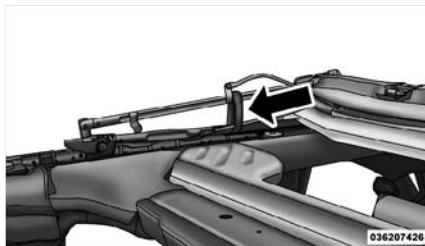
4. Fold back the front section of the top and gently rest the header on top of the rear portion of the deck.



5. Fold the top so that the material forms a "W" as shown. Enter the vehicle and move the material into two folds.



6. Secure the top by using the two provided straps. Each strap will wrap around the side bow and Velcro® to itself; use one strap on each side of the vehicle.



Closing the Sunrider®

Perform the above steps in the opposite order.

NOTE:

Failure to fold the fabric rearward will allow the material to sag and may block the rear-view mirror.

FOLDING WINDSHIELD

The fold-down windshield and removable side bars on your vehicle are structural elements that can provide some protection in some accidents. The windshield also provides some protection against weather, road debris and intrusion of small branches and other objects.

Do not drive your vehicle on-road with the windshield down and the side bars removed as you lose the protection these structural elements can provide.

If required for certain off-road uses, the side bars can be removed and the windshield folded down. However, the protection afforded by these features is then lost. If you remove the side bars and fold down the windshield, drive slowly and cautiously. It is recommended that the speed of the vehicle be limited to 10 mph (16 km/h), with low range operation preferred if you are driving off-road with the windshield folded down.

Raise the windshield and reinstall the side bars as soon as the task that required their removal is completed and before you return to on-road driving. Both you and your passenger should wear seat belts at all times, on-road and off-road, regardless of whether the windshield is raised or folded down.

Outside rearview mirrors are mounted on the doors. If you choose to remove the doors, see your authorized dealer for a replacement cowl-

mounted outside mirror. Federal law requires outside mirrors on vehicles for on-road use.

WARNING!

Carefully follow these warnings to help protect against personal injury:

- Do not drive your vehicle on-road with the windshield down.
- Do not drive your vehicle unless the windshield is securely fastened, either up or down.
- Eye protection, such as goggles, should be worn at all times when the windshield is down.
- Be sure that you carefully follow the instructions for raising the windshield. Make sure that the folding windshield, windshield wipers, side bars, and all associated hardware and fasteners are correctly and tightly assembled before driving your vehicle. Failure to follow these instructions may prevent your vehicle from providing you and your passengers protection in some accidents.

(Continued)

WARNING! (Continued)

- If you remove the doors, store them outside the vehicle. In the event of an accident, a loose door may cause personal injury.

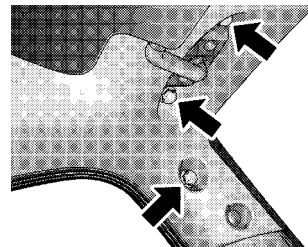
Lowering the Windshield and Removing Side Bars

1. Lower the fabric top or remove the hard top following the instructions in this manual.

NOTE:

To assist in properly reinstalling side bars, mark the original locations prior to removing.

2. Remove the two top hex bolts (13 mm), and the one side hex bolt (13 mm) visible through the trim (Do not remove plastic corner trim, sun visor bolts, or sport bar covering).

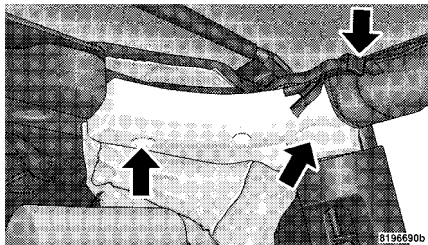


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3. Remove the sun visor.
4. Remove the A-pillar cap.
5. Disconnect microphone (if equipped with uconnect™ phone).
6. Open the sport bar Velcro covering.
7. Remove the one hex bolt (13 mm) visible through the plastic trim on the bottom side of the side bar, one hex bolt (13 mm) on the side of the side bar, and one hex bolt (13 mm) on top of the side bar.

NOTE:

Pull side bar out horizontally when removing.



CAUTION!

Do not remove the head impact foam from the side bars, as damage to the foam may result.

NOTE:

Store all of the mounting bolts in their original threaded holes and tighten for safekeeping.

8. Remove the side bar assembly, and reattach the sport bar Velcro® covering.

9. To safely store the side bars in your vehicle, use four cinch straps (available from your authorized dealer). Attach the straps through the slots located on the floor behind the folded rear seat at the front of the storage bin cover.

WARNING!

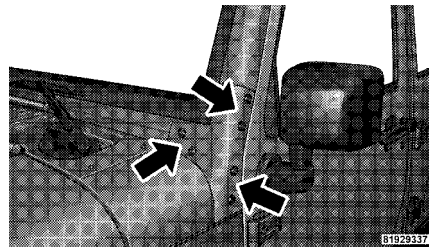
You or others could be injured if you carry the side bars loose in your vehicle. Remove the side bars from the vehicle or securely store them as described or they may cause personal injury if an accident occurs. See your authorized dealer for the cinch straps.

10. Remove the windshield wiper arms by first pulling the wiper away from the windshield and out to the “lock” position. Unsnap the wiper arm nut caps, and remove the retaining nuts. Lift the wiper arms off and store them in the center console or securely behind the rear seat.

NOTE:

It may be necessary to use a battery terminal puller tool in order to separate the wiper arms from the shaft after the nuts have been removed.

11. Remove the lower windshield plates by removing the six black round-headed Torx® head screws (using a #40 Torx® head driver) on each side of the base of the windshield.

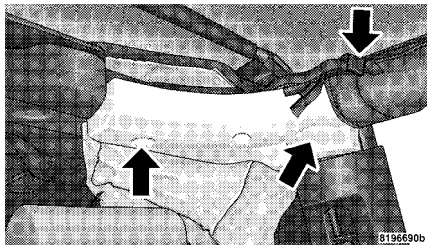


12. Lower the windshield gently until it contacts the rubber hood bumpers.

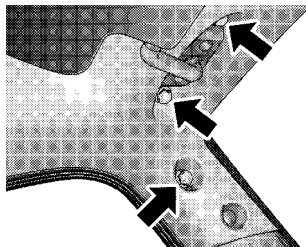
13. Secure the windshield by passing a cinch strap through the footman hoop on the center of the hood and on the center of the windshield frame. Tighten the strap to secure the windshield in place.

Raising the Windshield and Replacing Side Bars

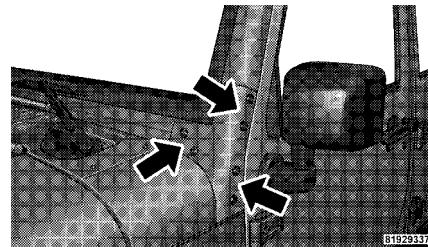
1. Raise the windshield.
2. Loosely attach the rear of the side bar to the sport bar. Refer to Step 4 of "Lowering Windshield And Removing Side Bars" earlier in this section.



- Reattach the sport bar Velcro® covering.
3. Attach the front of the side bar to the windshield frame.
- Install the top two hex bolts (13 mm) first, then the lower side hex bolt (13 mm). The lower side bolt will not align until the top two bolts are installed.



4. Tighten all side bar attachment bolts.
5. Install the lower windshield plates with the six black round-headed Torx® head screws (using a #40 Torx® head driver) on each side of the base of the windshield.



6. Reinstall the wiper arms.

REAR WINDOW FEATURES — HARD TOP ONLY

Rear Window Wiper/Washer — If Equipped

A rotary switch on the center portion of the control lever (located on the right side of the steering column) controls the operation of the rear wiper/washer function.



Rear Wiper/Washer Control



Rotate the switch upward to the first detent position for rear wiper operation.



Rotate the switch upward past the first detent to activate the rear washer. The washer pump and the wiper will continue to operate as long as the switch is held. Upon release, the wiper will cycle two to three times before returning to the set position.

If the rear wiper is operating when the ignition is turned to the LOCK position, the wiper will automatically return to the "Park" position. When the vehicle is restarted, the wiper will resume function at whichever position the switch is set at.

Rear Window Defroster — If Equipped



The rear window defroster button is located on the bottom right-side of the blower control knob. Press this button to turn on the rear window defroster. An indicator in the button will illuminate when the rear window defroster is on. The rear window defroster automatically turns off after approximately 10 minutes. For an additional five minutes of operation, press the button a second time.

NOTE:

To prevent excessive battery drain, use the rear window defroster only when the engine is operating.

CAUTION!

Failure to follow these cautions can cause damage to the heating elements:

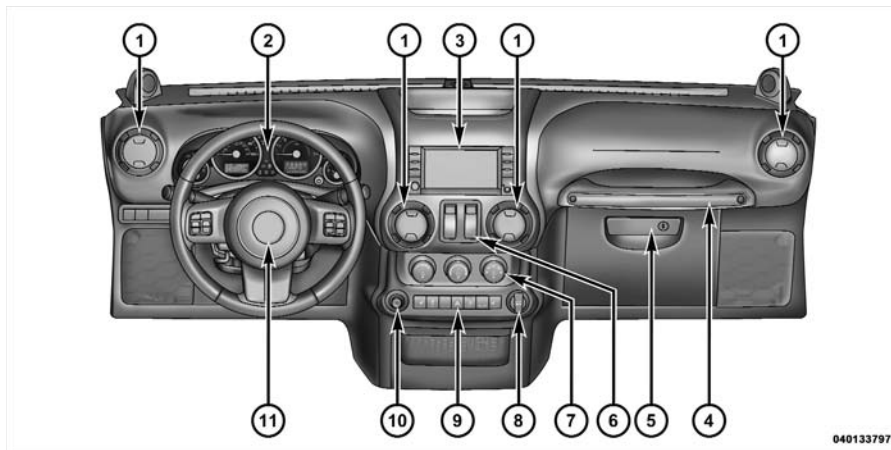
- Use care when washing the inside of the rear window. Do not use abrasive window cleaners on the interior surface of the window. Use a soft cloth and a mild washing solution, wiping parallel to the heating elements. Labels can be peeled off after soaking with warm water.
- Do not use scrapers, sharp instruments, or abrasive window cleaners on the interior surface of the window.
- Keep all objects a safe distance from the window.

UNDERSTANDING YOUR INSTRUMENT PANEL

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INSTRUMENT PANEL FEATURES

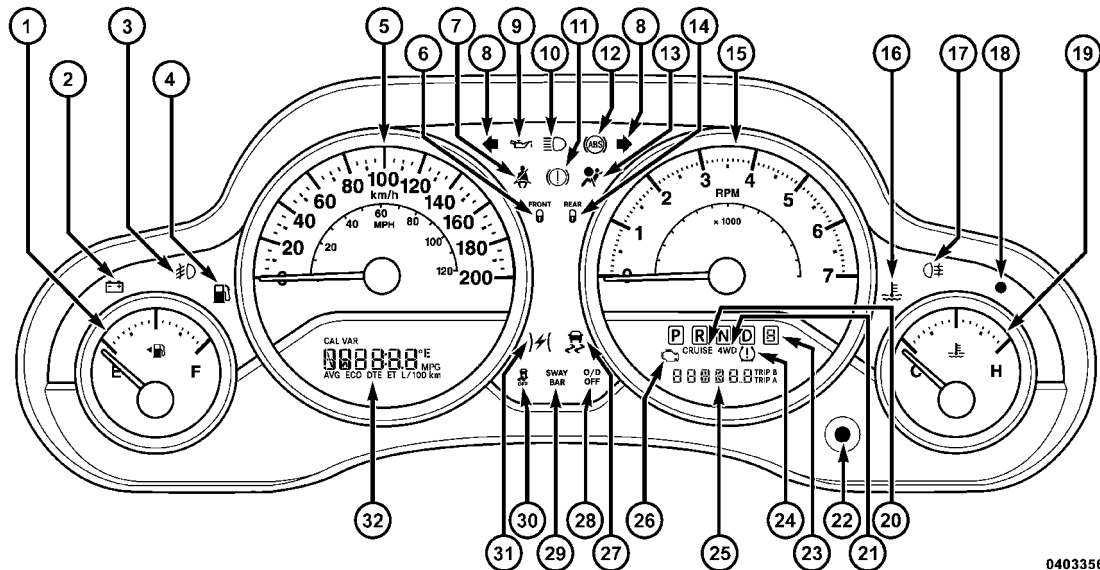


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- 1 — Air Outlet
- 2 — Instrument Cluster
- 3 — Radio
- 4 — Assist Handle
- 5 — Glove Compartment
- 6 — Power Window Switches

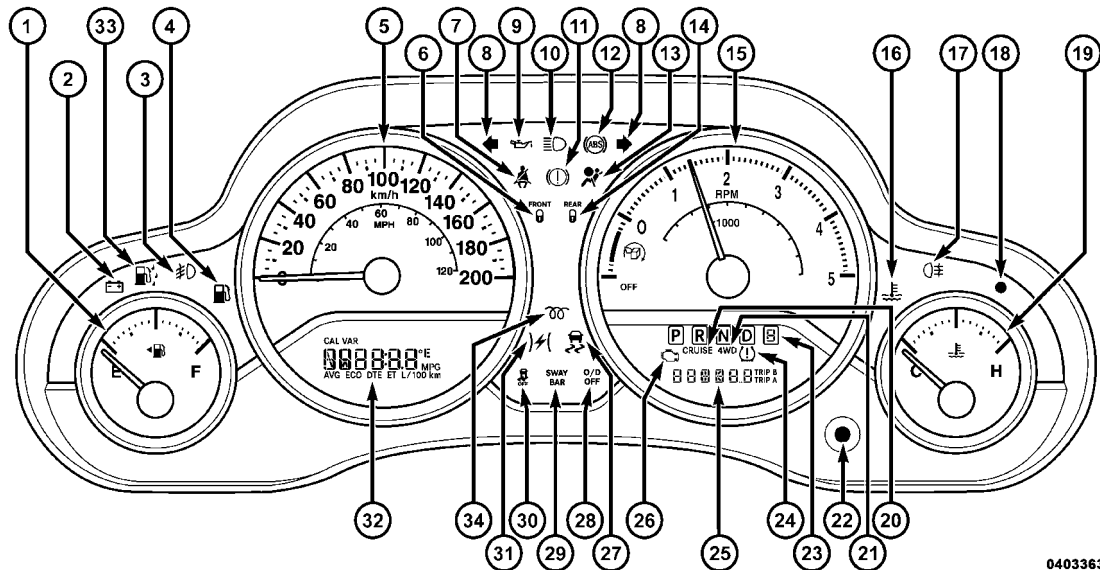
- 7 — Climate Controls
- 8 — Power Outlet
- 9 — Lower Switch Bank
- 10 — Power Mirror Switch — If Equipped
- 11 — Horn

INSTRUMENT CLUSTER — GASOLINE



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INSTRUMENT CLUSTER – DIESEL



040336333

INSTRUMENT CLUSTER DESCRIPTIONS

1. Fuel Gauge

The pointer shows the level of fuel in the fuel tank.

NOTE:

When the ignition switch is turned to OFF, the fuel and temperature gauges may not show accurate readings. When the engine is not running, turn the ignition switch to ON/RUN to obtain accurate readings.

2. Charging System Light



This light shows the status of the electrical charging system. The light should come on when the ignition switch is first turned to ON/RUN and remain on briefly as a bulb check. If the light stays on or comes on while driving, turn off some of the vehicle's non-essential electrical devices or increase engine speed (if at idle). If the charging system light remains on, it means that the vehicle is experiencing a problem with the charging system. Obtain SERVICE IMMEDIATELY. See an authorized dealer.

If jump starting is required, refer to "Jump Starting Procedures" in "What To Do In Emergencies".

3. Front Fog Light Indicator



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

4. Low Fuel Warning Light



When the fuel level reaches approximately 2 U.S. Gallons (7.6L) this light will come on and remain on until fuel is added. The "Low Fuel Warning Light" may turn on and off again, especially during and after hard braking, accelerations, or turns. This occurs due to the shifting of the fuel in the tank.

5. Speedometer

Indicates vehicle speed.

6. Front Axle Lock Indicator — If Equipped

FRONT



Indicates when the front axle lock has been activated.

7. Seat Belt Reminder Light



When the ignition switch is first turned to ON/RUN, this light will turn on for four to eight seconds as a bulb check.

During the bulb check, if the driver's seat belt is unbuckled, a chime will sound. After the bulb check or when driving, if the driver seat belt remains unbuckled, the Seat Belt Warning Light will flash or remain on continuously. Refer to "Occupant Restraints" in "Things To Know Before Starting Your Vehicle" for further information.

8. Turn Signal Indicators



The left or right arrow will flash with the corresponding exterior turn signal lights when the turn signal lever is operated. A chime will sound if the vehicle is driven more than 1 mile (1.6 km) with either turn signal on.

9. Oil Pressure Warning Light



This light shows low engine oil pressure. The light should turn on momentarily when the engine is started, if the bulb does not come on, have the system checked by an authorized dealer. If the light turns on while driving, stop the vehicle and shut

off the engine as soon as possible. A chime will sound when this light turns on.

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

10. High Beam Indicator Light



This light shows that the high beam headlights are on. Push the multifunction control lever away from you to switch the headlights to high beam. Pull the lever towards you to switch the headlights back to low beam. If the driver's door is open, and the headlights or park lights are left on, the high beam indicator light will remain illuminated and a chime will sound.

11. Brake Warning Light



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

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

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

The light will remain on until the cause is corrected.

NOTE:

The light may flash momentarily during sharp cornering maneuvers which change

fluid level conditions. The vehicle should have service performed, and the brake fluid level checked.

If brake failure is indicated, immediate repair is necessary.

WARNING!

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

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

Operation of the brake warning light can be checked by turning the ignition switch from the OFF position to the ON/RUN position. The light should illuminate for approximately two seconds. The light should then turn off unless the


parking brake is applied or a brake fault is detected. If the light does not illuminate, have the light inspected by an authorized dealer.

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

NOTE:

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

12. Anti-Lock Brake (ABS) Light

 After the ignition is turned on, the Anti-Lock Brake System (ABS) light illuminates to indicate function check at vehicle start-up. If the light remains on after start-up or comes on and stays on at road speeds, it may indicate that the ABS has detected a malfunction or has become inoperative. The system reverts to standard non-anti-lock brakes.

If both the Brake Warning Light and the ABS Warning Light are on, see an authorized dealer immediately. Refer to “Anti-Lock Brake System” in “Starting And Operating”.

13. Airbag Warning Light



This light will turn on for four to eight seconds as a bulb check when the ignition switch is first turned to ON/RUN. If the light is either not on during starting, stays on, or turns on while driving, then have the system inspected at an authorized dealer as soon as possible. Refer to “Occupant Restraints” in “Things To Know Before Starting Your Vehicle” for further information.

14. Rear Axle Lock Indicator — If Equipped



This light indicates when the rear axle lock has been activated.

15. Tachometer

Indicates the engine speed in Revolutions Per Minute (RPM).

NOTE:

If equipped with a diesel engine and a manual transmission the vehicle will be equipped with a Start/Stop mode. When the

engine is off while in Stop/Start mode, tachometer needle will be in green banded zone of tachometer and the EVIC message “Stop/Start Auto Stop Active” will display for five seconds. For further information on the Start/Stop system, refer to “Start/Stop System” in “Starting And Operating”.

CAUTION!

Do not operate the engine with the tachometer pointer in the red area. Engine damage will occur.

16. Engine Temperature Warning Light



This light warns of an overheated engine condition. If the engine is critically hot, a warning chime will sound 10 times. After the chime turns off, the engine will still be critically hot until the light goes out.

17. Rear Fog Light Indicator — If Equipped



This indicator will illuminate when the rear fog lights are on.

18. Vehicle Security Light — If Equipped



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

19. Temperature Gauge

The temperature gauge shows engine coolant temperature. Any reading within the normal range indicates that the engine cooling system is operating satisfactorily.

The gauge pointer will likely indicate a higher temperature when driving in hot weather, up mountain grades, or when towing a trailer. It should not be allowed to exceed the upper limits of the normal operating range.

CAUTION!

Driving with a hot engine cooling system could damage your vehicle. If temperature gauge reads “H” pull over and stop the vehicle. Idle the vehicle with the air conditioner turned off until the pointer drops back into the normal range. If the pointer remains on the “H” and you hear continuous chimes, turn the engine off immediately, and call an authorized dealership for service.

WARNING!

A hot engine cooling system is dangerous. You or others could be badly burned by steam or boiling coolant. You may want to call an authorized dealership for service if your vehicle overheats. If you decide to look under the hood yourself, see “Maintaining Your Vehicle”. Follow the warnings under the Cooling System Pressure Cap paragraph.

20. Cruise Indicator Light

CRUISE

This light shows when the electronic speed control system is turned on.

21. 4WD Indicator Light — If Equipped

4WD

This light alerts the driver that the vehicle is in the four-wheel drive mode, and the front and rear drive-shafts are mechanically locked together forcing the front and rear wheels to rotate at the same

speed.

22. Odometer / Trip Odometer / ECO (Fuel Saver Indicator) Button

Press this button to change the display from odometer to either of the two trip odometer settings or the “ECO” display. Trip A or Trip B will appear when in the trip odometer mode. Press and hold the button for two seconds to reset the trip odometer to 0 miles or kilometers. The odometer must be in trip mode to reset.

23. Shift Lever Indicator

The Shift Lever Indicator is self-contained within the instrument cluster. It displays the gear position of the automatic transmission.

24. Tire Pressure Monitoring Telltale Light



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

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

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

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

replacement or alternate tires and wheels allow the TPMS to continue to function properly.

CAUTION!

The TPMS has been optimized for the original equipment tires and wheels. TPMS pressures and warning have been established for the tire size equipped on your vehicle. Undesirable system operation or sensor damage may result when using replacement equipment that is not of the same size, type, and/or style. Aftermarket wheels can cause sensor damage. Do not use tire sealant from a can, or balance beads if your vehicle is equipped with a TPMS, as damage to the sensors may result.

25. Odometer / Trip Odometer Display Area

The odometer shows the total distance the vehicle has been driven. The trip odometer shows individual trip mileage. Refer to "Odometer / Trip Odometer / ECO (Fuel Saver Indicator) Button" for additional information.

Vehicle Odometer Messages

When the appropriate conditions exist, the following odometer messages will display:

ECO	Fuel Saver Indicator Off
ECO-ON	Fuel Saver Indicator On
door	Door Ajar
gATE	Liftgate Ajar
LoW tirE	Low Tire Pressure
HOTOIL	Transmission Oil Temperature Above Normal Limits
gASCAP	Fuel Cap Fault
noFUSE	Fuse Fault
CHAngE OIL	Oil Change Required
ESPOFF	ESP Deactivated

ECO / ECO-ON (Fuel Saver Indicator) — If Equipped

The ECO-ON indicator will illuminate when you are driving in a fuel efficient manner and can be used to modify driving habits in order to increase fuel economy. The ECO display will toggle between ECO and ECO-ON depending on driving habits and vehicle usage. Press the Odometer / Trip Odometer / ECO (Fuel Saver Indicator) button to change the display from

odometer to either of the two trip odometer settings or the “ECO” display.

LoW tirE

When the appropriate condition exists, the odometer display will toggle between LoW and tirE for three cycles.

“HOTOIL” Transmission Temperature Warning Message

The “HOTOIL” cluster message will appear in the odometer accompanied with a chime to indicate that there is excessive transmission fluid temperature that might occur with severe usage such as trailer towing. It may also occur when operating the vehicle in a high torque converter slip condition, such as 4-wheel drive operation (e.g., snow plowing, off-road operation). If this “HOTOIL” message turns on, stop the vehicle and run the engine at idle or faster, with the transmission in NEUTRAL until the message turns off.

CAUTION!

Continuous driving with the Transmission Temperature “HOTOIL” Warning message illuminated will eventually cause severe transmission damage or transmission failure.

WARNING!

If the Transmission Temperature “HOTOIL” Warning message is illuminated and you continue operating the vehicle, in some circumstances you could cause the fluid to boil over, come in contact with hot engine or exhaust components and cause a fire.

gASCAP

If the vehicle diagnostic system determines that the fuel filler cap is loose, improperly installed, or damaged, a “gASCAP” message will display in the odometer display area. Tighten the fuel filler cap properly and press the TRIP ODOMETER button to turn off the message. If the problem continues, the message will appear the next time the vehicle is started.

noFUSE

If the vehicle diagnostic system determines that the Ignition Off Draw (IOD) fuse is improperly installed, or damaged, a “noFUSE” message will display in the odometer display area. For further information on fuses and fuse locations refer to “Fuses” in “Maintaining Your Vehicle”.

CHAngE OIL Message

Your vehicle is equipped with an engine oil change indicator system. The “CHANgE OIL” message will flash in the instrument cluster odometer for approximately 12 seconds after a single chime has sounded to indicate the next scheduled oil change interval. The engine oil change indicator system is duty-cycle based, which means the engine oil change interval may fluctuate dependent upon your personal driving style.

Unless reset, this message will continue to display each time you turn the ignition switch to the ON/RUN position. To turn off the message temporarily, press and release the Trip Odometer button on the instrument cluster. To reset

the oil change indicator system (after performing the scheduled maintenance), refer to the following procedure:

1. Turn the ignition switch to the ON/RUN position (Do not start the engine).
2. Fully depress the accelerator pedal slowly three times within 10 seconds.
3. Turn the ignition switch to the OFF/LOCK position.

NOTE:

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

26. Malfunction Indicator Light (MIL)



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

Certain conditions such as a loose or missing gas cap, poor quality fuel, etc. may illuminate the light after engine start. The vehicle should be serviced if the light stays on through several typical driving styles. In most situations, the vehicle will drive normally and will not require towing.

CAUTION!

Prolonged driving with the MIL on could cause damage to the engine control system. It also could affect fuel economy and drivability. If the MIL is flashing, severe catalytic converter damage and power loss will soon occur. Immediate service is required.

WARNING!

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

27. Electronic Stability Program (ESP) Indicator Light / Traction Control System (TCS) Indicator Light



If the Electronic Stability Program (ESP) / Traction Control System (TCS) Indicator Light begins to flash during acceleration, ease up on the accelerator and apply as little throttle as possible. This indicator light starts to flash as soon as the tires lose traction and the Electronic Stability Program (ESP) becomes active. The ESP/TCS Indicator Light also flashes when TCS is active. Be sure to adapt your speed and driving to the prevailing road conditions. If the ESP/TCS Indi-

cator Light is on solid, the ESP system has been turned off by the driver or a temporary condition exists that will not allow full ESP function.

28. O/D (Overdrive) Off Indicator Light



This light will illuminate when the O/D OFF button has been selected and overdrive has been turned off. The O/D OFF button is located on the center console.

29. Sway Bar Indicator Light — If Equipped



This light will illuminate when the front sway bar is disconnected.

30. Electronic Stability Control (ESC) OFF Indicator Light — If Equipped



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

31. Electronic Throttle Control (ETC) Light



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

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

32. **Electronic Vehicle Information Center (EVIC) Display / Compass Mini-Trip Computer Display — If Equipped**

When the appropriate conditions exist, this display shows the Electronic Vehicle Information Center (EVIC) messages. For further information, refer to “Electronic Vehicle Information Center”.

When the appropriate conditions exist, this display shows the Mini-Trip Computer messages. Refer to “Mini-Trip Computer” for further information.

33. **Water In Fuel Indicator Light — Diesel Only**



This light indicates water has collected in the fuel filter and should be drained immediately. See an authorized dealer for service.

34. **Wait To Start Light — Diesel Only**

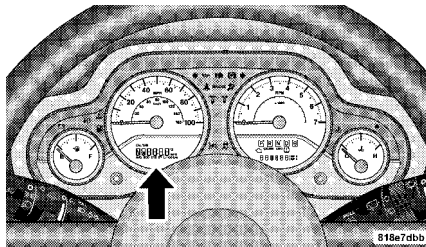


This light will illuminate when the ignition switch is first turned to the ON position. Wait until the light turns off before starting the ve-

hicle. Refer to “Starting Procedures” in “Starting And Operating”.

COMPASS AND TRIP COMPUTER

The Compass/Trip Computer is located in the instrument cluster. It features a driver-interactive display (displays information such as outside temperature, compass direction, and trip information).



Compass/Trip Computer

Control Buttons

NOTE:

The system will display the last known outside temperature when starting the vehicle

and may need to be driven several minutes before the updated temperature is displayed. Engine temperature can also affect the displayed temperature, therefore temperature readings are not updated when the vehicle is not moving.

Press and release the left button (on the instrument cluster) to access the computer displays.

Press and hold the left button (on the instrument cluster) for two to three seconds to switch from English to Metric displays.

Reset / Change Display

Press and hold the left button (on the instrument cluster) while function is being displayed to reset or change the display.

The following trip displays can be reset or changed:

- AVG ECO (changes to present fuel economy)
- ET (will reset display)

Trip Conditions

Average Fuel Economy (AVG ECO)

This display shows the average fuel economy since the last reset.

Estimated Range (DTE)

This display shows the estimated distance that can be traveled with the fuel remaining in the tank. This estimated distance is based on the most recent trip information: (Average Fuel Economy) x (Fuel Remaining).

This display cannot be reset.

Elapsed Time (ET)

This display shows the accumulated ignition ON time since the last reset.

Trip Odometer (ODO) / ECO (Fuel Saver Indicator) — If Equipped

This display shows the distance traveled since the last reset. Press and release the right button (on the instrument cluster) to switch from odometer, to Trip A or Trip B, or to ECO. Press and hold the right button while the odometer/trip odometer is displayed to reset.

Trip A

Shows the total distance traveled for Trip A since the last reset.

Trip B

Shows the total distance traveled for Trip B since the last reset.

ECO (Fuel Saver Indicator) — If Equipped

The ECO-ON indicator will illuminate when you are driving in a fuel efficient manner and can be used to modify driving habits in order to increase fuel economy. The ECO display will toggle between ECO and ECO-ON depending on driving habits and vehicle usage.

Compass/Temperature Display

NOTE:

If the vehicle is equipped with a Chrysler Uconnect™ gps (Navigation Radio), the NAV system will provide the compass direction, and the variance and calibration menus will be unavailable. The compass will perform accurately, based on GPS signals instead of the Earth's magnetic field.

This display provides the outside temperature and one of eight compass readings to indicate the direction the vehicle is facing.

WARNING!

Even if the display still reads a few degrees above 32°F (0°C), the road surface may be icy, particularly in woods or on bridges. Drive carefully under such conditions to prevent an accident and possible personal injury or property damage.

Automatic Compass Calibration

The self-calibrating feature of the compass eliminates the need to calibrate the compass for normal conditions. During a short initial period, the compass may appear erratic and the CAL symbol will appear (blinking) on the display. After the vehicle has completed at least one complete circle under 5 mph (8 km/h) in an area free from large metal objects, calibration will be complete when the CAL indicator turns off.

After initial calibration, the compass will continue to automatically update this calibration whenever the vehicle is in motion.

NOTE:

- **A good calibration requires a level surface and an environment free from large metallic objects such as buildings, bridges, underground cables, railroad tracks, etc.**
- **Magnetic and battery powered devices, (such as cell phones, iPod's, radar detectors, PDA's and laptops) should be kept away from the top of the instrument panel. This is where the compass module is located and such devices may interfere and cause false compass readings.**

Manual Compass Calibration**NOTE:**

Before attempting a manual compass calibration, the engine must be running and the transmission in the PARK position (if equipped).

If the compass appears erratic or inaccurate and the variance has been properly set, you may wish to manually recalibrate the compass. To manually calibrate the compass:

1. First enter the variance mode. Press and hold the left button (located on the instrument cluster)

for approximately 10 seconds to enter the variance mode, and release the button when the VAR (Compass Variance) symbol appears.

2. The current variance value will also be displayed. Once in the variance mode, it is necessary to release the button, and then press and hold it again (approximately 10 seconds) until CAL is displayed (solid, not blinking).

3. Manual compass calibration has been initiated. Drive the vehicle slowly in one or more circles under 5 mph (8 km/h) in an area free from large metal objects until the CAL indicator turns off.

When the CAL symbol is no longer displayed, the compass is calibrated and should display correct headings. Verify proper calibration by checking North (N), South (S), East (E), and West (W). If the compass does not appear accurate, repeat the calibration procedure in another area.

Compass Variance (VAR)

Compass Variance is the difference between Magnetic North and Geographic North. To ensure compass accuracy, the compass variance should be properly set according to the variance map for the zone where the vehicle will be

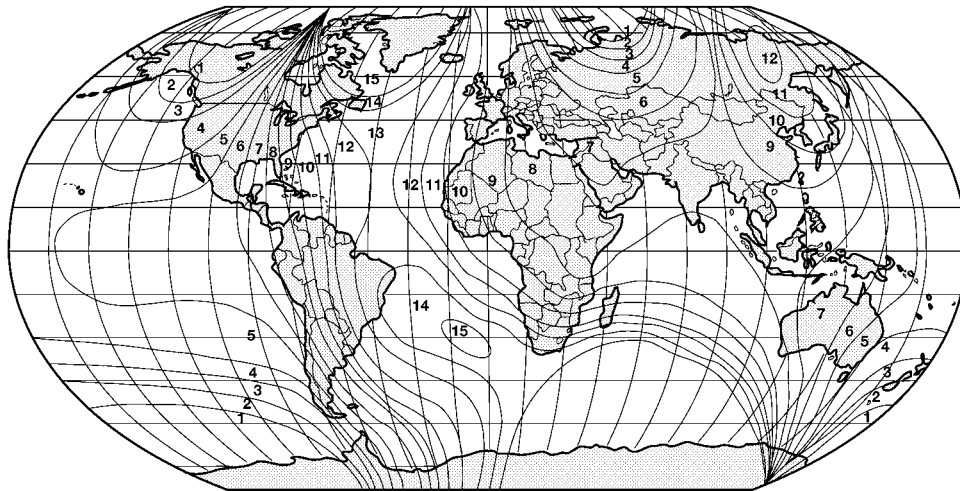
driven. When properly set, the compass will automatically account for this difference.

Setting The Compass Variance

Refer to the variance map for the correct compass variance zone. To check the variance zone, the ignition must be ON. Press and hold the left button (located on the instrument cluster) for approximately 10 seconds to enter the variance mode and release the button when the VAR symbol appears. The current variance value will also be displayed. To change the zone, press the left button once to increment the zone. The default is Zone 8. After Zone 15, the values will wrap around to Zone 1. When the correct zone is displayed (per the Compass Variance Zone Map) for the zone that the vehicle is located in, wait for about ten seconds; then the trip computer will store the variance value in memory and the compass will resume normal operation.

NOTE:

The U.S./Metric display will change from English to Metric or Metric to English before the VAR symbol appears, however, it will revert back to its original setting after programming the compass functions.



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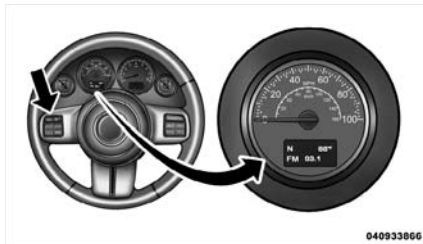
Compass Variance Map

Outside Temperature

If the outside temperature is more than 131°F (55°C), the display will show 131°F (55°C). When the outside temperature is less than -40°F (-40°C), the display will show -40°F (-40°C).

ELECTRONIC VEHICLE INFORMATION CENTER (EVIC) — IF EQUIPPED

The Electronic Vehicle Information Center (EVIC) features a driver-interactive display that is located in the instrument cluster.



Electronic Vehicle Information Center (EVIC)

This system conveniently allows the driver to select a variety of useful information by pressing the switches mounted on the steering wheel. The EVIC consists of the following:

- System Status
- Vehicle information warning message displays
- Tire Pressure Monitor System (if equipped)
- Stop/Start System Status (if equipped)
- Personal Settings (Customer-Programmable Features)
- Compass display
- Outside temperature display
- Trip computer functions
- Uconnect™ gps system screens (if equipped)
- Audio mode display

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



EVIC Steering Wheel Buttons

MENU Button



Press and release the MENU button to scroll through the main menus (Fuel Economy, Warnings, Timer, Units, System, Personal Settings) or to exit sub menus.

COMPASS Button



Press and release the COMPASS button to display one of eight compass readings and the outside temperature or to exit sub menus

SELECT Button



Press and release the SELECT button for access to main menus, sub menus or to select a personal setting in the setup menu.

DOWN Button



Press and release the DOWN button to scroll downward through the sub menus.

Electronic Vehicle Information Center (EVIC) Displays

When the appropriate conditions exist, the EVIC displays the following messages.

- Turn Signal On (with a continuous warning chime)
- Left Front Turn Signal Light Out (with a single chime)
- Left Rear Turn Signal Light Out (with a single chime)
- Right Front Turn Signal Light Out (with a single chime)
- Right Rear Turn Signal Light Out (with a single chime)
- RKE Battery Low (with a single chime)
- Memory #1/#2 Profile Set
- Memory #1/#2 Profile Recall
- Memory System Disabled – Vehicle Not in Park (with a single chime) — Automatic Transmission
- Memory System Disabled – Vehicle in Motion (with a single chime) — Manual Transmission
- Memory System Disabled – Seat Belt Buckled (with a single chime)
- Personal Settings Not Available – Vehicle Not in Park — Automatic Transmission
- Personal Settings Not Available – Vehicle in Motion — Manual Transmission
- Left/Right Front Door Ajar (one or more, with a single chime if speed is above 1 mph (1.6 km/h))
- Left/Right Rear Door Ajar (one or more, with a single chime if speed is above 1 mph (1.6 km/h))
- Door(s) Ajar (with a single chime if vehicle is in motion)
- Liftgate Ajar (with a single chime)
- Check Gascap (refer to “Adding Fuel” in “Starting And Operating” for more details)
- Service Park Assist System (with a single chime)
- Oil Change Required (with a single chime)
- ECO (Fuel Saver Indicator) — If Equipped
- Stop/Start Not Ready — Diesel Manual Transmission Only (refer to “Stop/Start System” in “Starting And Operating” for more details)
- Stop/Start Ready — Diesel Manual Transmission Only (refer to “Stop/Start System” in “Starting And Operating” for more details)
- Stop/Start Auto Stop Active — Diesel Manual Transmission Only (refer to “Stop/Start System” in “Starting And Operating” for more details)

- Stop/Start Key Start Required — Diesel Manual Transmission Only (refer to “Stop/Start System” in “Starting And Operating” for more details)
- Service Stop/Start System — Diesel Manual Transmission Only (refer to “Stop/Start System” in “Starting And Operating” for more details)
- Stop/Start System Page — Diesel Manual Transmission Only (refer to “Stop/Start System” in “Starting And Operating” for more details)

Oil Change Required

Your vehicle is equipped with an engine oil change indicator system. The “Oil Change Required” message will flash in the EVIC display for approximately 10 seconds after a single chime has sounded to indicate the next scheduled oil change interval. The engine oil change indicator system is duty cycle based, which means the engine oil change interval may fluctuate dependent upon your personal driving style.

Unless reset, this message will continue to display each time you turn the ignition switch to

the ON position. To turn off the message temporarily, press and release the MENU button. To reset the oil change indicator system (after performing the scheduled maintenance) perform the following procedure:

1. Turn the ignition switch to the ON position.
Do not start the engine.
2. Fully depress the accelerator pedal slowly three times within 10 seconds.
3. Turn the ignition switch to the LOCK position.

NOTE:

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

Trip Functions

Press and release the MENU button until one of the following Trip Functions displays in the EVIC:

- Average Fuel Economy
- Distance To Empty
- Elapsed Time

- Display Units of Measure in

Press the SCROLL button to cycle through all the Trip Computer functions.

The Trip Functions mode displays the following information:

• **Average Fuel Economy**

Shows the average fuel economy since the last reset. When the fuel economy is reset, the display will read “RESET” or show dashes for two seconds. Then, the history information will be erased, and the averaging will continue from the last fuel average reading before the reset.

• **Distance To Empty (DTE)**

Shows the estimated distance that can be traveled with the fuel remaining in the tank. This estimated distance is determined by a weighted average of the instantaneous and average fuel economy, according to the current fuel tank level. DTE cannot be reset through the FUNCTION SELECT button.

NOTE:

Significant changes in driving style or vehicle loading will greatly affect the actual

drivable distance of the vehicle, regardless of the DTE displayed value.

When the DTE value is less than 30 miles (48 km) estimated driving distance, the DTE display will change to a text display of "LOW FUEL." This display will continue until the vehicle runs out of fuel. Adding a significant amount of fuel to the vehicle will turn off the "LOW FUEL" text and a new DTE value will display.

- ***Elapsed Time***

Shows the total elapsed time of travel since the last reset when the ignition switch is in the ACC position. Elapsed time will increment when the ignition switch is in the ON or START position.

- ***Display Units of Measure in:***

To make your selection, press and release the FUNCTION SELECT button until "ENGLISH" or "METRIC" appears.

To Reset The Display

Reset will only occur while a resettable function is being displayed. Press and release the FUNCTION SELECT button once to clear the resettable function being displayed. To reset all

resettable functions, press and release the FUNCTION SELECT button a second time within three seconds of resetting the currently displayed function (reset ALL will display during this three-second window).

Compass Display / ECO (Fuel Saver Mode) — If Equipped

The compass readings indicate the direction the vehicle is facing. Press and release the COMPASS button to display one of eight compass readings and the outside temperature.

NOTE:

The system will display the last known outside temperature when starting the vehicle and may need to be driven several minutes before the updated temperature is displayed. Engine temperature can also affect the displayed temperature, therefore temperature readings are not updated when the vehicle is not moving.

ECO (Fuel Saver Mode) — If Equipped

The ECO message will display below the outside temperature in the EVIC display. This

message will appear whenever you are driving in a fuel efficient manner.

This feature allows you to monitor when you are driving in a fuel efficient manner, and it can be used to modify driving habits in order to increase fuel economy.

Automatic Compass Calibration

This compass is self-calibrating, which eliminates the need to set the compass manually. When the vehicle is new, the compass may appear erratic and the EVIC will display "CAL" until the compass is calibrated. You may also calibrate the compass by completing one or more 360-degree turns (in an area free from large metal or metallic objects) until the "CAL" message displayed in the EVIC turns off. The compass will now function normally.

NOTE:

A good calibration requires a level surface and an environment free from large metallic objects such as buildings, bridges, underground cables, railroad tracks, etc.

Manual Compass Calibration

If the compass appears erratic and the “CAL” indicator does not appear in the EVIC display, you must put the compass into the Calibration Mode manually as follows:

1. Start the engine. Leave the shift lever in PARK in order to enter the EVIC Programming Menu.
2. Press the MENU button until the Personal Settings (Customer-Programmable Features) menu displays in the EVIC.
3. Press the DOWN button until “Calibrate Compass” displays in the EVIC.
4. Press and release the SELECT button to start the calibration. The “CAL” indicator will display in the EVIC.
5. Complete one or more 360-degree turns (in an area free from large metal or metallic objects) until the “CAL” indicator turns off. The compass will now function normally.

Compass Variance

Compass Variance is the difference between Magnetic North and Geographic North. To compensate for the differences, the variance

should be set for the zone where the vehicle is driven, per the zone map. Once properly set, the compass will automatically compensate for the differences and provide the most accurate compass heading.

NOTE:

Magnetic materials should be kept away from the top of the instrument panel, this is where the compass sensor is located.



Compass Variance Map

1. Turn the ignition switch ON.
2. Press and hold the COMPASS button for approximately two seconds.

3. Press the DOWN button until “Compass Variance” message and the last variance zone number displays in the EVIC.

4. Press and release SELECT button until the proper variance zone is selected according to the map.

5. Press and release the COMPASS button to exit.

Personal Settings (Customer-Programmable Features)

Personal Settings allows the driver to set and recall features when the vehicle speed is at 0 mph (0 km/h) (manual transmission) or when the shift lever is in PARK (auto transmission).

Press and release the MENU button until Personal Settings displays in the EVIC.

Use the DOWN button to display one of the following choices:

Language

When in this display you may select one of five languages for all display nomenclature, including the trip functions and the navigation system (if equipped). Press the SELECT button while in this display to select English, Espanol or Fran-

cais. Then, as you continue, the information will display in the selected language.

Lock Doors Automatically at 15 mph (24 km/h)

When on is selected, all doors will lock automatically when the vehicle reaches a speed of 15 mph (24 km/h). To make your selection, press and release the SELECT button until “On” or “Off” appears.

Unlock Doors Automatically on Exit

When ON is selected, all doors will unlock when the vehicle is stopped and the transmission is in the PARK or NEUTRAL position and the driver's door is opened. To make your selection, press and release the SELECT button until “On” or “Off” appears.

Remote Key Unlock

When **Driver Door 1st Press** is selected, only the driver's door will unlock on the first press of the Remote Keyless Entry (RKE) transmitter UNLOCK button. When Driver Door 1st Press is selected, you must press the RKE transmitter UNLOCK button twice to unlock the passenger's doors. When **All Doors 1st Press** is selected, all of the doors will unlock on the first

press of the RKE transmitter UNLOCK button. To make your selection, press and release the SELECT button until “Driver Door 1st Press” or “All Doors 1st Press” appears.

Flash Lights with Remote Key Lock

When on is selected, the front and rear turn signals will flash when the doors are locked or unlocked with the RKE transmitter. This feature may be selected with or without the sound horn on lock feature selected. To make your selection, press and release the SELECT button until “On” or “Off” appears.

Delay Turning Headlights Off

When this feature is selected, the driver can choose to have the headlights remain on for 0, 30, 60, or 90 seconds when exiting the vehicle. To make your selection, press and release the SELECT button until “0,” “30,” “60,” or “90” appears.

Delay Power Off to Accessories Until Exit

When this feature is selected, the power window switches, radio, hands-free system (if equipped), DVD video system (if equipped), power sunroof (if equipped), and power outlets will remain active for up to 10 minutes after the

ignition switch is turned to the LOCK position. Opening either front vehicle door will cancel this feature. To make your selection, press and release the SELECT button until “Off,” “45 sec.,” “5 min.,” or “10 min.” appears.

Illumination Approach

When this feature is selected, the headlights will activate and remain on for up to 90 seconds when the doors are unlocked with the RKE transmitter. To make your selection, press and hold the SELECT button until “Off,” “30 sec,” “60 sec,” or “90 sec” appears.

Nav-Turn By Turn

When this feature is selected, the navigation system utilizes voice commands, guiding through the drive route, mile by mile, turn-by-turn until the final destination is reached. To make your selection, press and release the SELECT button until a check-mark appears next to the feature showing the system has been activated or the check-mark is removed, showing the system has been deactivated.

Hill Start Assist (HSA) — If Equipped

When on is selected, the HSA system is active. Refer to “Electronic Brake Control System” in

“Starting And Operating” for system function and operating information. To make your selection, press and release the SELECT button until “On” or “Off” appears.

Display Fuel Saver — If Equipped

The “ECO” message is located in the Compass/Temperature display, this message can be turned on or off. To make your selection, press and release the SELECT button until “ON” or “OFF” appears.

Compass Variance

Refer to “Compass Display” for more information.

Calibrate Compass

Refer to “Compass Display” for more information.

SOUND SYSTEMS

Refer to your Sound Systems Booklet.

STEERING WHEEL AUDIO CONTROLS

The remote sound system controls are located on the rear surface of the steering wheel. Reach behind the wheel to access the switches.



Remote Sound System Controls (Back View Of Steering Wheel)

The right-hand control is a rocker-type switch with a pushbutton in the center and controls the volume and mode of the sound system. Pressing the top of the rocker switch will increase the volume, and pressing the bottom of the rocker switch will decrease the volume.

Pressing the center button will make the radio switch between the various modes available (AM/FM/SAT/CD/HDD/AUX/VES, etc.).

The left-hand control is a rocker-type switch with a pushbutton in the center. The function of

the left-hand control is different depending on which mode you are in.

The following describes the left-hand control operation in each mode.

Radio Operation

Pressing the top of the switch will “Seek” up for the next listenable station and pressing the bottom of the switch will “Seek” down for the next listenable station.

The button located in the center of the left-hand control will tune to the next preset station that you have programmed in the radio preset pushbutton.

CD Player

Pressing the top of the switch once will go to the next track on the CD. Pressing the bottom of the switch once will go to the beginning of the current track, or to the beginning of the previous track if it is within one second after the current track begins to play.

If you press the switch up or down twice, it plays the second track; three times, it will play the third, etc.

The center button on the left side rocker switch has no function for a single-disc CD player. However, when a multiple-disc CD player is equipped on the vehicle, the center button will select the next available CD in the player.

CD/DVD DISC MAINTENANCE

To keep a CD/DVD in good condition, take the following precautions:

1. Handle the disc by its edge; avoid touching the surface.
2. If the disc is stained, clean the surface with a soft cloth, wiping from center to edge.
3. Do not apply paper or tape to the disc; avoid scratching the disc.
4. Do not use solvents such as benzene, thinner, cleaners, or anti-static sprays.
5. Store the disc in its case after playing.
6. Do not expose the disc to direct sunlight.
7. Do not store the disc where temperatures may become too high.

NOTE:

If you experience difficulty in playing a particular disc, it may be damaged (i.e., scratched, reflective coating removed, a hair, moisture or dew on the disc) oversized, or have protection encoding. Try a known good disc before considering disc player service.

RADIO OPERATION AND MOBILE PHONES

Under certain conditions, the mobile phone being on in your vehicle can cause erratic or noisy performance from your radio. This condition may be lessened or eliminated by relocating the mobile phone antenna. This condition is not harmful to the radio. If your radio performance does not satisfactorily "clear" by the repositioning of the antenna, it is recommended that the radio volume be turned down or off during mobile phone operation.

CLIMATE CONTROLS

The Air Conditioning and Heating System is designed to make you comfortable in all types of weather.

Manual Heating and Air Conditioning



The Manual Temperature Controls consist of a series of outer rotary dials and inner push knobs.

Blower Control



045607539

Rotate this control to regulate the amount of air forced through the ventilation system in any mode. The blower speed increases as you move the control to the right from the "O" (OFF) position. There are seven blower speeds.

Temperature Control



045607540

Rotate this control to regulate the temperature of the air inside the passenger compartment. Rotating the dial left into the blue area of the scale indicates cooler temperatures while rotating right into the red area indicates

warmer temperatures.

NOTE:

If your air conditioning performance seems lower than expected, check the front of the A/C condenser located in front of the radiator for an accumulation of dirt or insects. Clean with a gentle water spray from behind the radiator and through the condenser. Fabric front fascia protectors may reduce airflow to the condenser, reducing air conditioning performance.

Mode Control (Air Direction)



045607541

Rotate this control to choose from several patterns of air distribution. You can select either a primary mode as identified by the symbols on the control, or a blend of two of these modes. The closer the setting is to a particular

symbol, the more air distribution you receive from that mode.

Panel



Air is directed through the outlets in the instrument panel. These outlets can be adjusted to direct airflow.

NOTE:

The center instrument panel outlets can be aimed so that they are directed toward the rear seat passengers for maximum airflow to the rear.

Bi-Level



Air is directed through the panel and floor outlets.

NOTE:

For all settings except full cold or full hot, there is a difference in temperature between the upper and lower outlets. The warmer air flows to the floor outlets. This feature gives improved comfort during sunny but cool conditions.

Floor



Air is directed through the floor outlets with a small amount flowing through the defrost and side window demist outlets.

Mix



Air is directed through the floor, defrost, and side window demist outlets. This setting works best in cold or snowy conditions that require extra heat to the windshield. This setting is good for maintaining comfort while reducing moisture on the windshield.

Defrost



Air is directed through the windshield and side window demist outlets. Use this mode with maximum blower and temperature settings for best windshield and side window defrosting.

NOTE:

The air conditioning compressor operates in Mix, Defrost, or a blend of these modes, even if the Air Conditioning (A/C) button is not pressed. This dehumidifies the air to help dry the windshield. To improve fuel economy, use these modes only when necessary.

Recirculation Control



Pressing the Recirculation Control button will put the system in recirculation mode. This can be used when outside conditions such as smoke, odors, dust, or high humidity are present. Activating recirculation will cause the LED in the control button to illuminate. After ten minutes, the system will return to normal mode function and the LED will turn off.

NOTE:

- **Continuous use of the recirculation mode may make the inside air stuffy and window fogging may occur. Extended use of this mode is not recommended.**
- **The use of the recirculation mode in cold or damp weather will cause windows to fog on the inside, because of moisture buildup inside the vehicle. Select the Outside Air position for maximum defogging.**
- **The A/C will engage automatically to prevent fogging when the recirculation button is pressed and the mode control is set to panel or panel / floor.**
- **The A/C can be deselected manually without disturbing the mode control selection.**
- **When the ignition switch is turned to the LOCK position, the recirculation feature will be cancelled.**

Air Conditioning Control



045607557

Press this button to engage the Air Conditioning. A light will illuminate when the Air Conditioning System is engaged. Rotating the dial left into the blue area of the scale indicates cooler temperatures while rotating right

into the red area indicates warmer temperatures.

NOTE:

The air conditioning compressor will not engage until the engine has been running for about 10 seconds.

• MAX A/C

For maximum cooling turn on the A/C and recirculation buttons at the same time.

• ECONOMY MODE

If economy mode is desired, press the A/C button to turn OFF the indicator light and the A/C compressor. Then, move the temperature control to the desired temperature.

Automatic Temperature Control (ATC) — If Equipped



Automatic Temperature Control

Automatic Operation

The Automatic Temperature Control system automatically maintains the climate in the cabin of the vehicle at the comfort levels desired by the driver and passenger.

Operation of the system is quite simple.

1. Turn the Mode Control knob (on the right) and the Blower Control knob (on the left) to AUTO.

NOTE:

The AUTO position performs best for front seat occupants only.



045607778

the desired comfort level require air conditioning, the system will automatically make the adjustment.

You will experience the greatest efficiency by simply allowing the system to function automatically. Selecting the "O" (OFF) position on the blower control stops the system completely and closes the outside air intake.

The recommended setting for maximum comfort is 72°F (22°C) for the average person; however, this may vary.

2. Dial in the temperature you would like the system to maintain by rotating the Temperature Control knob. Once the comfort level is selected, the system will maintain that level automatically using the heating system. Should

NOTE:

- The temperature setting can be adjusted at anytime without affecting automatic operation.
- Pressing the Air Conditioning Control button while in AUTO mode will cause the LED in the control button to flash three times and then turn off. This indicates that the system is in AUTO mode and requesting the air conditioning is not necessary.
- If your air conditioning performance seems lower than expected, check the front of the A/C condenser located in front of the radiator for an accumulation of dirt or insects. Clean with a gentle water spray from behind the radiator and through the condenser. Fabric front fascia protectors may reduce airflow to the condenser, reducing air conditioning performance.

Blower Control



045607536

For full automatic operation or for automatic blower operation turn the knob to AUTO position. In manual mode there are seven blower speeds that can be individual selected. In off position the blower will shut off.

Manual Operation

This system offers a full complement of manual override features, which consist of Blower Preferred Automatic, Mode Preferred Automatic, or Blower and Mode Preferred Automatic. This means the operator can override the blower, the mode, or both. There is a manual blower range for times when the AUTO setting is not desired. The blower can be set to any fixed blower speed by rotating the Blower Control knob (on the left).


NOTE:

Please read the Automatic Temperature Control Operation Chart that follows for details.

Automatic Temperature Control Operation		The system will...				
Operation	How	Blower Control	Mode Control	Air Temperature Control	Air Recirculation Control	A/C Operation
Full Automatic Operation	Set blower knob to Auto. Set mode knob to Auto. Set temperature knobs for comfort.	Automatic	Automatic	Automatic	Automatic but can be overridden for 10 minutes at a time.	Automatic
Blower Preferred Automatic	Set blower knob to any desired airflow level other than Auto. Set mode knob to Auto. Set temperature knobs for comfort.	User selectable to any speed.	Automatic	Automatic	Automatic but can be overridden for 10 minutes at a time.	Automatic
Mode Preferred Automatic	Set mode knob to any desired air delivery point other than Auto. Set blower knob to Auto. Set temperature knobs for comfort.	Automatic	User selectable to any air delivery point.	Automatic	User selectable outside or recirculated.	User selectable A/C on or off.
Blower and Mode Preferred Automatic	Set blower knob to any desired airflow level other than Auto. Set mode knob to any desired air delivery point other than Auto. Set temperature knobs for comfort.	User selectable to any speed.	User selectable to any air delivery point.	Automatic	User selectable outside or recirculated.	User selectable A/C on or off.

The operator can override the AUTO mode setting to change airflow distribution by rotating the Mode Control knob (on the right) to one of the following positions.


- **Panel**

 Air is directed through the outlets in the instrument panel. These outlets can be adjusted to direct airflow.

NOTE:

The center instrument panel outlets can be aimed so that they are directed toward the rear seat passengers for maximum airflow to the rear.


- **Bi-Level**

 Air is directed through the panel and floor outlets.


NOTE:

For all settings except full cold or full hot, there is a difference in temperature between the upper and lower outlets. The warmer air flows to the floor outlets. This feature gives improved comfort during sunny but cool conditions.


- **Floor**

 Air is directed through the floor outlets with a small amount flowing through the defrost and side window demist outlets.

- **Mix**

 Air is directed through the floor, defrost, and side window demist outlets. This setting works best in cold or snowy conditions that require extra heat to the windshield. This setting is good for maintaining comfort while reducing moisture on the windshield.

- **Defrost**

 Air is directed through the windshield and side window demist outlets. Use this mode with maximum blower and temperature settings for best windshield and side window defrosting.

- **Air Conditioner Control**



045607779

Press this button to turn on the air conditioning during manual operation only. When the air conditioning is turned on, cool dehumidified air will flow through the outlets selected with the Mode control dial. Press this button a second

time to turn OFF the air conditioning. An LED in the button illuminates when manual compressor operation is selected.

- **Recirculation Control**



The system will automatically control recirculation. However, pressing the Recirculation Control button will temporarily put the system in recirculation mode (ten minutes). This can be used when out-

side conditions such as smoke, odors, dust, or high humidity are present. Activating recirculation will cause the LED in the control button to

illuminate. After ten minutes, the system will return to normal AUTO mode function and the LED will turn off.

NOTE:

- When the ignition switch is turned to the **LOCK** position, the recirculation feature will be cancelled.
- In cold weather, use of the Recirculation mode may lead to excessive window fogging. The Recirculation mode is not allowed in the floor, defrost, or defrost/floor mode in order to improve window clearing. Recirculation will be disabled automatically if these modes are selected.
- Extended use of recirculation may cause the windows to fog. If the interior of the windows begins to fog, press the Recirculation button to return to outside air. Some temp/humidity conditions will cause captured interior air to condense on windows and hamper visibility. For this reason, the system will not allow Recirculation to be selected while in floor, defrost, or defrost/floor mode. Attempting to use the recirculation while in these

modes will cause the LED in the control button to blink and then turn off.

- **Most of the time, when in Automatic Operation, you can temporarily put the system into Recirculation Mode by pressing the Recirculation button. However, under certain conditions, while in Automatic Mode, the system is blowing air out the defrost vents. When these conditions are present, and the Recirculation button is pressed, the indicator will flash and then turn off. This tells you that you are unable to go into Recirculation Mode at this time. If you would like the system to go into Recirculation Mode, you must first move the Mode knob to Panel, Panel/Floor and then press the Recirculation button. This feature reduces the possibility of window fogging.**

Operating Tips

NOTE:

Refer to the chart at the end of this section for suggested control settings for various weather conditions.

Summer Operation

The engine cooling system in air-conditioned vehicles must be protected with a high-quality antifreeze coolant to provide proper corrosion protection and to protect against engine overheating. A solution of 50% ethylene glycol antifreeze coolant and 50% water is recommended. Refer to "Maintenance Procedures" in "Maintaining Your Vehicle" for proper coolant selection.

Winter Operation

Use of the air Recirculation Mode during winter months is not recommended because it may cause window fogging.

Vacation Storage

Anytime you store your vehicle, or keep it out of service (i.e., vacation) for two weeks or more, run the air conditioning system at idle for about five minutes in the fresh air and high blower settings. This will ensure adequate system lubrication to minimize the possibility of compressor damage when the system is started again.

Window Fogging

Interior fogging on the windshield can be quickly removed by turning the mode selector to Defrost. The Defrost/Floor mode can be used to maintain a clear windshield and provide sufficient heating. If side window fogging becomes a problem, increase blower speed. Vehicle windows tend to fog on the inside in mild but rainy or humid weather.

NOTE:

Recirculate without A/C should not be used for long periods as fogging may occur.

Side Window Demisters

A side window demister outlet is located at each end of the instrument panel. These non-adjustable outlets direct air toward the side windows when the system is in the FLOOR, MIX, or DEFROST mode. The air is directed at the area of the windows through which you view the outside mirrors.


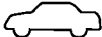






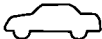




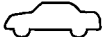












Outside Air Intake

Make sure the air intake, located directly in front of the windshield, is free of obstructions such as leaves. Leaves collected in the air intake may reduce airflow, and if they enter the plenum, they could plug the water drains. In winter months, make sure the air intake is clear of ice, slush, and snow.

A/C Air Filter — If Equipped

The A/C Filter prevents most dust and pollen from entering the cabin. The filter acts on air coming from outside the vehicle and recirculated air within the passenger compartment. Refer to "Maintenance Procedures" in "Maintaining Your Vehicle" for A/C Air Filter service information or see your authorized dealer for service. Refer to "Maintenance Schedules" for filter service intervals.

Control Setting Suggestions for Various Weather Conditions

WEATHER	CONTROL SETTINGS
<p>HOT WEATHER AND VEHICLE INTERIOR IS VERY HOT</p>  	<p>Open the windows, start the vehicle, press the  button to turn recirculate off. Set the Fan control to the high position (full clockwise). Press the A/C button. Set the Mode control at or between  and . Set the temperature control to full cool. After the hot air is pushed from the vehicle press the  button to turn recirculate on and roll up the windows. Once you are comfortable, press the  button to turn recirculate off and adjust the temperature control for comfort.</p>
<p>WARM WEATHER</p>  	<p>Press the  button to turn recirculate off. If it's sunny, set the Mode control at or near  and turn the air conditioning on. If it's cloudy or dark, set the Mode control at or near .</p>
<p>COOL OR COLD HUMID CONDITIONS</p>  	<p>Press the  button to turn recirculate off. If it's sunny, set the Mode control at or between  and  then turn the air conditioning on. If it's cloudy or dark, set the Mode control at or near  and turn the air conditioning on. If the windows begin to fog, set Mode control at or between  and .</p>
<p>COLD DRY CONDITIONS</p>  	<p>Set the Mode control at or near . If it is sunny, you may want more upper air. In this case, set the Mode control at or between  and . In very cold weather, if you need extra heat at the windshield, set the Mode control at or near the .</p>

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STARTING PROCEDURES

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

WARNING!

- Do not leave children or animals inside parked vehicles in hot weather. Interior heat build up may cause serious injury or death.
- Never leave children in the vehicle alone. Leaving unattended children in a vehicle is dangerous for a number of reasons. The child or others could be seriously or fatally injured. The child could operate power windows, other controls or move the vehicle.

Manual Transmission – If Equipped

Apply the parking brake, place the shift lever in NEUTRAL and press the clutch pedal before starting the vehicle. This vehicle is equipped with a clutch interlocking ignition system. It will not start unless the clutch pedal is pressed to the floor.

4WD Models Only

In 4L mode, this vehicle will start regardless of whether or not the clutch pedal is pressed to the floor. This feature enhances off-road performance by allowing the vehicle to start when in 4L without having to press the clutch pedal. The “4WD Indicator Light” will illuminate when the transfer case has been shifted into this mode.

Automatic Transmission – If Equipped

Start the engine with the shift lever in the NEUTRAL or PARK position. Apply the brake before shifting to any driving range.

Normal Starting – Gasoline Engine

NOTE:

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

Turn the ignition switch to the START position and release when the engine starts. If the engine fails to start within 10 seconds, turn the

ignition switch to the LOCK position, wait 10 to 15 seconds, then repeat the “Normal Starting” procedure.

Tip Start Feature – Automatic Transmission Only

Turn the ignition switch to the START position and release it as soon as the starter engages. The starter motor will continue to run, but will automatically disengage itself when the engine is running. If the engine fails to start, the starter will disengage automatically in 10 seconds. If this occurs, turn the ignition switch to the LOCK position, wait 10 to 15 seconds, then repeat the “Normal Starting” procedure.

Extreme Cold Weather (below –20°F or –29°C)

To ensure reliable starting at these temperatures, use of an externally powered electric engine block heater (available from your authorized dealer) is recommended.

If Engine Fails To Start

WARNING!

- Never pour fuel or other flammable liquids into the throttle body air inlet opening in an attempt to start the vehicle. This could result in a flash fire causing serious personal injury.
- Do not attempt to push or tow your vehicle to get it started. Vehicles equipped with an automatic transmission cannot be started this way. Unburned fuel could enter the catalytic converter and, once the engine has started, ignite and damage the converter and vehicle. If the vehicle has a discharged battery, booster cables may be used to obtain a start from a booster battery or the battery in another vehicle. This type of start can be dangerous if done improperly. Refer to “Jump Starting” in “What to Do In Emergencies” for further information.

Without Tip Start (Manual Transmission Only)

If the engine fails to start after you have followed the “Normal Starting” or “Extreme Cold Weather” procedures, it may be flooded. Push the accelerator pedal all the way to the floor and hold it there while cranking the engine. This should clear any excess fuel in case the engine is flooded.

CAUTION!

To prevent damage to the starter, do not crank the engine for more than 15 seconds at a time. Wait 10 to 15 seconds before trying again.

If the engine has been flooded, it may start to run, but not have enough power to continue running when the key is released. If this occurs, continue cranking with the accelerator pedal pushed all the way to the floor. Release the accelerator pedal and the key once the engine is running smoothly.

If the engine shows no sign of starting after two 15-second periods of cranking with the accel-

erator pedal held to the floor, repeat the “Normal Starting” or “Extreme Cold Weather” procedures.

With Tip Start (Automatic Transmission Only)

If the engine fails to start after you have followed the “Normal Starting” or “Extreme Cold Weather” procedures, it may be flooded. To clear any excess fuel, push the accelerator pedal all the way to the floor and hold it. Then, turn the ignition switch to the START position and release it as soon as the starter engages. The starter motor will disengage automatically in 10 seconds. Once this occurs, release the accelerator pedal, turn the ignition switch to the LOCK position, wait 10 to 15 seconds, then repeat the “Normal Starting” procedure.

CAUTION!

To prevent damage to the starter, wait 10 to 15 seconds before trying again.

After Starting

The idle speed will automatically decrease as the engine warms up.

Normal Starting – Diesel Engine

1. The shift lever must be in the NEUTRAL or PARK position before you can start the engine.
2. Turn the ignition key to the ON position.
3. Watch for the “Wait To Start Light” in the instrument cluster. Refer to “Instrument Cluster” in “Understanding Your Instrument Panel” for further review. It will glow for two to ten seconds or more, depending on engine temperature. When the “Wait To Start Light” goes out, the engine is ready to start.

4. Tip Start Feature (Automatic Transmission Only)

Do not press the accelerator. Turn the ignition key to the START position and then release it. The starter motor will continue to run, and it will automatically disengage when the engine is running. If the engine fails to start, the starter will disengage automatically in 20 seconds. If this occurs, turn the ignition switch to the LOCK position, wait 25 to 30 seconds, then repeat the “Normal Starting” procedure.

NOTE:

The starter motor may run up to 30 seconds in very cold conditions until the engine is started. The starter can be disengaged by turning the ignition key to the OFF position, if required.

5. Without Tip Start Feature (Manual Transmission Only)

Turn the ignition switch to the START position and release when the engine starts. If the engine fails to start within 10 seconds, turn the ignition switch to the LOCK position, wait 10 to 15 seconds, then repeat the “Normal Starting” procedure.

6. After the engine starts, allow it to idle for approximately 30 seconds before driving. This allows oil to circulate and lubricate the turbo-charger.

Engine Warm-Up

Avoid full throttle operation when the engine is cold. When starting a cold engine, bring the engine up to operating speed slowly to allow the oil pressure to stabilize as the engine warms up.

NOTE:

High-speed, no-load running of a cold engine can result in excessive white smoke and poor engine performance. No-load engine speeds should be kept under 1,200 rpm during the warm-up period, especially in cold, ambient temperature conditions.

If temperatures are below 32°F (0°C), operate the engine at moderate speeds for five minutes before full loads are applied.

Engine Idling – In Cold Weather

Avoid prolonged idling in ambient temperatures below 0°F (-18°C). Long periods of idling may be harmful to your engine because combustion chamber temperatures can drop so low that the fuel may not burn completely. Incomplete combustion allows carbon and varnish to form on piston rings and injector nozzles. Also, the unburned fuel can enter the crankcase, diluting the oil and causing rapid wear to the engine.

Stopping the Engine

The following chart should be used as a guide in determining the amount of engine idle time required to sufficiently cool down the turbo-

charger before shut down, depending upon the type of driving and the amount of cargo.

Before turning off your turbo diesel engine, always allow the engine to return to normal idle speed and run for several seconds. This assures proper lubrication of the turbo-

charger. This is particularly necessary after any period of hard driving.

Idle the engine a few minutes before routine shutdown. After full load operation, idle the engine three to five minutes before shutting it down. This idle period will allow the lubricating

oil and coolant to carry excess heat away from the combustion chamber, bearings, internal components, and turbocharger. This is especially important for turbocharged, charge air cooled engines.

TURBOCHARGER "COOL DOWN" CHART			
Driving Conditions	Load	Turbocharger Temperature	Idle Time (In Minutes) Before Shut Down
Stop & Go	Empty	Cool	Less than 1
Stop & Go	Medium	Warm	1
Highway Speeds	Medium	Warm	2
City Traffic	Max. GCWR	Warm	3
Highway Speeds	Max. GCWR	Warm	4
Uphill Grade	Max. GCWR	Hot	5

STOP/START SYSTEM — DIESEL MODELS WITH MANUAL TRANSMISSION ONLY

The Stop/Start function is developed to save fuel and reduce emissions. The system will stop the engine automatically during a vehicle stop if the required conditions are met. Pressing the clutch pedal will automatically re-start the vehicle.

Automatic Mode

The Stop/Start feature is enabled after every normal customer engine start. It will remain in STOP/START NOT READY until you drive forward with a vehicle speed greater than 3 mph (5 km/h). At that time, the system will go into STOP/START READY and if all other conditions are met, can go into an STOP/START AUTO STOP ACTIVE mode.

To Activate The STOP/START AUTO STOP ACTIVE Mode, The Following Must Occur:

1. The system must be in STOP/START READY state. A STOP/START READY message will be displayed in the Electronic Vehicle Information Center (EVIC). Refer to "Electronic Vehicle Information Center (EVIC)" in "Understanding Your Instrument Panel" for further information.

2. Vehicle speed must be less 3 mph (5 km/h).
3. Shifter must be in the NEUTRAL position and the clutch pedal must be fully released

The engine will shut down, **the tachometer will fall to the Stop/Start position**, the STOP/START AUTO STOP ACTIVE message will appear, and the heater/air conditioning (HVAC) air flow will be reduced.

Possible Reasons The Engine Does Not AUTO STOP

Prior to engine shut down, the system will check many safety and comfort conditions to see if they are fulfilled. In following situations the engine will not stop:

- Driver's seat belt is not buckled
- Outside temperature is less than 1°F (–17°C) or greater than 104°F (40°C)
- Actual cabin temperature is significantly different than temperature set on Auto HVAC
- HVAC is set to full defrost mode
- Engine has not reached normal operating temperature
- Battery discharged

- When driving in REVERSE
- Hood is open
- Vehicle is in 4LO transfer case mode

It may be possible for the vehicle to be driven several times without the STOP/START system going into a STOP/START READY state under more extreme conditions of the items listed above.

To Start The Engine While In The STOP/START AUTO STOP ACTIVE Mode

When the shift lever is in NEUTRAL, the engine will start when the clutch pedal is pressed. The vehicle will go into STOP/START SYSTEM NOT READY mode until the vehicle speed is greater than 3 mph (5 km/h).

Conditions that will cause the engine to start automatically while in STOP/START AUTO STOP ACTIVE mode

The Engine Will Start Automatically When:

- Actual cabin temperature is significantly different than temperature set on Auto HVAC
- HVAC is set to full defrost mode

- STOP/START AUTO STOP ACTIVE time exceeds 5 minutes
- Battery voltage drops too low
- Low brake vacuum e.g. after several brake pedal applications
- Vehicle is moving faster than 3 mph (5 km/h)
- STOP/START OFF switch is pressed
- 4WD system is put into 4LO mode

Conditions that force a manual key cycle start while in STOP/START AUTO STOP ACTIVE mode:

The Engine Will Not Start Automatically If:

- The driver's seatbelt was unbuckled
- The engine hood has been opened
- A STOP/START system error occurs

The engine may then only be restarted with an ignition key cycle. The STOP/START KEY START REQUIRED message will appear in the Electronic Vehicle Information Center (EVIC) under these conditions. Refer to "Electronic

Vehicle Information Center (EVIC)" in "Understanding Your Instrument Panel" for further information.

To Manually Turn Off The Start Stop System

1. Press the STOP/START Off switch (located on the switch bank). The light on the switch will illuminate.



STOP/START OFF Switch

2. The STOP/START OFF message will appear in Electronic Vehicle Information Center (EVIC). Refer to "Electronic Vehicle Information Center (EVIC)" in "Understanding Your Instrument Panel" for further information.

3. At the next vehicle stop (after turning off the STOP/START system) the engine will not be stopped.

4. If the STOP/START system is manually turned off, the engine can only be started and stopped by cycling the ignition switch

5. The STOP/START system will reset itself back to an ON condition every time the key is turned off and back on.

To Manually Turn On The Start Stop System

1. Press the STOP/START Off switch (located on the switch bank).
2. The light on the switch will turn off.

System Malfunction

If there is a malfunction in the STOP/START system, the system will not shut down the engine. A SERVICE STOP/START SYSTEM message will appear in the Electronic Vehicle Information Center (EVIC). Refer to "Electronic Vehicle Information Center (EVIC)" in "Understanding Your Instrument Panel" for further information.

The system will need to be checked by your authorized dealer.

MANUAL TRANSMISSION — IF EQUIPPED

WARNING!

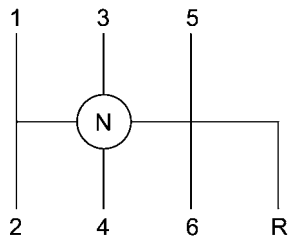
You or others could be injured if you leave the vehicle unattended without having the parking brake fully applied. The parking brake should always be applied when the driver is not in the vehicle, especially on an incline.

CAUTION!

Never drive with your foot resting on the clutch pedal, or attempt to hold the vehicle on a hill with the clutch pedal partially engaged, as this will cause abnormal wear on the clutch.

NOTE:

During cold weather, you may experience increased effort in shifting until the transmission fluid warms up. This is normal.



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Shift Pattern**Shifting**

Fully press the clutch pedal before shifting gears. As you release the clutch pedal, lightly press the accelerator pedal.

You should always use first gear when starting from a standing position if under heavy load or when pulling a trailer.

Recommended Vehicle Shift Speeds

To utilize your manual transmission efficiently for both fuel economy and performance, it should be upshifted as listed in recommended shift speed chart. Shift at the vehicle speeds listed for acceleration. When heavily loaded or pulling a trailer these recommended up-shift speeds may not apply.

Manual Transmission Shift Speeds in MPH (KM/H)

Engine	Speeds	1 to 2	2 to 3	3 to 4	4 to 5	5 to 6
3.8L Gasoline	Accel.	15 (24)	24 (39)	34 (55)	47 (76)	56 (90)
	Cruise	10 (16)	19 (31)	27 (43)	37 (60)	41 (66)
2.8L Diesel	Accel.	15 (24)	24 (39)	34 (55)	47 (76)	56 (90)
	Cruise	10 (16)	19 (31)	27 (43)	37 (60)	41 (66)

Downshifting

Moving from a high gear down to a lower gear is recommended to preserve brakes when driving down steep hills. In addition, downshifting at the right time provides better acceleration when you desire to resume speed. Downshift progressively. Do not skip gears to avoid over-speeding the engine and clutch.

WARNING!
Do not downshift for additional engine braking on a slippery surface. The drive wheels could lose their grip, and the vehicle could skid.

CAUTION!
When descending a hill, be very careful to downshift one gear at a time to prevent over-speeding the engine which can cause valve damage, and/or clutch disc damage, even if the clutch pedal is pressed.

Maximum Recommended Downshift Speeds

CAUTION!
Failure to follow the recommended downshifting speeds may cause the engine to over-speed and/or damage the clutch disc, even if the clutch pedal is pressed.

Manual Transmission Downshift Speeds in MPH (KM/H)					
Gear Se- lec- tion	6 to 5	5 to 4	4 to 3	3 to 2	2 to 1
Maxi- mum Speed	80 (129)	70 (113)	50 (81)	30 (48)	15 (24)

Reverse Shifting
To shift into REVERSE, bring the vehicle to a complete stop. Press the clutch and pause briefly to allow the gear train to stop rotating. Beginning from the NEUTRAL position, move the shift lever in one quick, smooth motion

straight across and into the REVERSE area (the driver will feel a firm “click” as the shifter passes the “knock-over”). Complete the shift by pulling the shift lever into REVERSE.

The “knock-over” prevents the driver from accidentally entering the REVERSE shift area and warns the driver that they are about to shift the transmission into REVERSE. Due to this feature, a slow shift to REVERSE can be perceived as a high shift effort.

AUTOMATIC TRANSMISSION — IF EQUIPPED

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

- Shift into PARK only after the vehicle has come to a complete stop.
- Shift into or out of REVERSE only after the vehicle has come to a complete stop and the engine is at idle speed.

(Continued)

CAUTION! (Continued)

- Do not shift from REVERSE, PARK, or NEUTRAL into any forward gear when the engine is above idle speed.
- Before shifting into any gear, make sure your foot is firmly on the brake pedal.

WARNING!

It is dangerous to move the shift lever out of PARK or NEUTRAL if the engine speed is higher than idle speed. If your foot is not firmly on the brake pedal, the vehicle could accelerate quickly forward or in reverse. You could lose control of the vehicle and hit someone or something. Only shift into gear when the engine is idling normally and when your foot is firmly on the brake pedal.

Key Ignition Park Interlock

This vehicle is equipped with a Key Ignition Park Interlock which requires the shift lever to be placed in PARK prior to rotating the key to the LOCK position. The key can only be removed from the ignition when the ignition is in

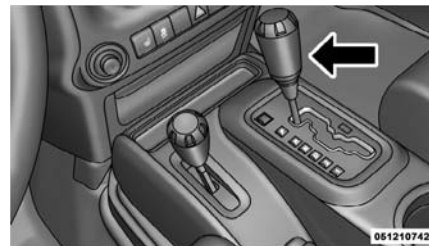
the LOCK position and once removed the shift lever is locked in PARK.

Brake/Transmission Interlock System

This vehicle is equipped with a Brake Transmission Shift Interlock System (BTSI) that holds the shift lever in the PARK position when the ignition switch is in the ON or START position and the brake pedal is not pressed. To move the shift lever out of the PARK position, the ignition switch must be turned to either the ON or START position (engine running or not) and the brake pedal must be pressed.

Four-Speed Automatic Transmission With Overdrive (3.8L Engine)

Shifting from DRIVE to PARK or REVERSE (or from P or R to D) should be done only after the accelerator pedal is released and the vehicle is stopped. Be sure to keep your foot on the brake when moving the shift lever between these gears.



Shift Lever

Gear Ranges**NOTE:**

Under extreme cold temperatures (-10°F (-23°C) and when in DRIVE, transmission operation may be briefly limited to only second gear operation. Normal operation will resume once the transmission temperature has risen to a suitable level.

DO NOT race the engine when shifting from PARK or NEUTRAL position into another gear range.

PARK

This range supplements the parking brake by locking the transmission. The engine can be started in this range. Never use PARK while the vehicle is in motion. Apply the parking brake when leaving the vehicle in this range. Always apply the parking brake first, then place the shift lever in the PARK position.

WARNING!

- Never use the PARK position as a substitute for the parking brake. Always apply the parking brake fully when parked to guard against vehicle movement and possible injury or damage.
- It is dangerous to move the shift lever out of PARK or NEUTRAL if the engine speed is higher than the idle speed. If your foot is not firmly on the brake pedal, the vehicle could accelerate quickly forward or in reverse. You could lose control of the vehicle and hit someone or something. Only shift into gear when the engine is idling normally and when your right foot is firmly on the brake pedal.

REVERSE

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

NEUTRAL

This range is used when vehicle is standing for prolonged periods with engine running. Engine may be started in this range. Set the parking brake if you must leave the vehicle.

NOTE:

Towing, coasting, or driving the vehicle for any other reason with the shift lever in NEUTRAL can result in severe transmission damage. Refer to “Recreational Towing” in “Starting and Operating” and “Towing a Disabled Vehicle” in “What To Do In Emergencies” for further information.

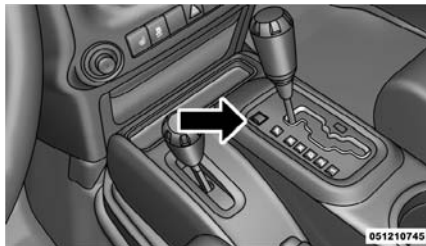
OVERDRIVE

This range is used for most city and highway driving. The transmission contains an electronically-controlled fourth gear Overdrive, and will automatically shift from DRIVE to OVERDRIVE if the following conditions are present:

- The shift lever is in DRIVE.

- The O/D OFF switch has not been activated.
- Vehicle speed is above approximately 30 mph (48 km/h).

When frequent transmission shifting occurs while using Overdrive, such as when operating the vehicle under heavy load conditions (for example, in hilly terrain, strong head winds, or trailer towing), turning off overdrive will improve performance and extend transmission life by reducing excessive shifting and heat buildup.



O/D OFF Switch

Overdrive can be locked out by pressing the O/D OFF switch located on the center console. A indicator light in the instrument cluster will

illuminate to show that the switch has been activated. When the indicator light is on, Overdrive is locked out. Pressing the switch a second time restores the Overdrive function. The lockout feature is useful when towing a trailer or carrying a heavy load.

If the transmission overheats, a “HOTOIL” message may be displayed in the odometer (accompanied by a chime sound). If the “HOTOIL” message turns on, stop the vehicle and run the engine at idle or faster, with the transmission in NEUTRAL until the message turns off.

WARNING!

If the Transmission Temperature “HOTOIL” Warning Message is illuminated and you continue operating the vehicle, in some circumstances you could cause the fluid to boil over, come in contact with hot engine or exhaust components and cause a fire.

CAUTION!

Continuing to drive with the Transmission Temperature “HOTOIL” Warning Message illuminated will eventually cause severe transmission damage or transmission failure.

2 (Second)

This range is used for moderate grades and to assist braking on dry pavement or in mud and snow. The vehicle begins from a stop in low gear with automatic upshift to second gear. The vehicle will not shift into third gear.

1 (First)

This range is used for hard pulling at low speeds in mud, sand, snow, or on steep grades. The vehicle begins and stays in low gear with no upshift. This gear provides engine compression braking at low speeds.

CAUTION!

- Before moving the shift lever out of PARK, you must turn the ignition from LOCK so the steering wheel and shift lever are released. Otherwise, damage to the steering column or shift lever could result.
- Never race the engine with the brakes on and the vehicle in gear, and never hold the vehicle on an incline without applying the brakes. These practices can overheat and damage the transmission.
- When “rocking” a stuck vehicle by moving between DRIVE and REVERSE, do not spin the wheels faster than 15 mph (24 km/h), or drivetrain damage may result.

Transmission Limp Home Mode

Transmission function is monitored for abnormal conditions. If a condition is detected that could result in transmission damage, the Transmission Limp Home Mode will be engaged. In this mode, the transmission will operate (when in DRIVE) in second gear only.

To reset the transmission, use the following procedure:

1. Stop the vehicle.
2. Move the shift lever to the PARK position.
3. Turn OFF the engine and be sure to turn the key fob to the LOCK position.
4. Wait approximately 10 seconds, then restart the engine.
5. Move the shift lever to the desired gear range.

If the problem is no longer detected, the transmission will return to normal operation. If the problem persists, PARK, REVERSE, and NEUTRAL will continue to operate. Only second gear will operate in the DRIVE position. Have the transmission checked at your authorized dealer as soon as possible.

Torque Converter Clutch

A feature designed to improve fuel economy has been added to the automatic transmission of this vehicle. A clutch within the torque converter engages automatically at calibrated speeds. This may result in a slightly different

feeling or response during normal operation in high gear. When the vehicle speed drops or during acceleration, the clutch automatically and smoothly disengages.

Five-Speed Automatic Transmission (2.8L Diesel Engine)

The electronically controlled transmission provides a precise shift schedule. The transmission electronics are self-calibrating; therefore, the first few shifts on a new vehicle may be somewhat abrupt. This is a normal condition and precision shifts will develop within a few hundred miles/kilometers.

Gear Ranges

NOTE:

After selecting any gear range, wait a moment to allow the selected gear to engage before accelerating. This is especially important when the engine is cold. If there is a need to restart the engine, be sure to cycle the key to the LOCK position before restarting. Transmission gear engagement may be delayed after restarting the engine if the key is not cycled to the LOCK position first.

PARK

This gear position supplements the parking brake by locking the transmission. The engine can be started in this range. Never use PARK while the vehicle is in motion. Apply the parking brake when leaving the vehicle in this range. Always apply the parking brake first, then place the shift lever in the PARK position.

WARNING!

- Never use the PARK position as a substitute for the parking brake. Always apply the parking brake fully when parked to guard against vehicle movement and possible injury or damage.
- It is dangerous to move the shift lever out of PARK or NEUTRAL if the engine speed is higher than idle speed. If your foot is not firmly on the brake pedal, the vehicle could accelerate quickly forward or in REVERSE. You could lose control of the vehicle and hit someone or something. Only shift into gear when the engine is idling normally and when your right foot is firmly on the brake pedal.

REVERSE

Use this range only after the vehicle has come to a complete stop.

NEUTRAL

Shift into NEUTRAL when the vehicle is standing for prolonged periods with the engine running. The engine may be started in this range. Set the parking brake if you must leave the vehicle.

NOTE:

Towing the vehicle, coasting, or driving for any other reason with the shift lever in NEUTRAL can result in severe transmission damage. Refer to “Recreational Towing” in “Starting and Operating” and “Towing a Disabled Vehicle” in “What To Do In Emergencies” for further information.

DRIVE

The transmission automatically upshifts through fifth gear. The DRIVE position provides optimum driving characteristics under all normal operating conditions.

Electronic Range Select (ERS) Operation

The Electronic Range Select (ERS) shift control allows you to move the shift lever left (-) or right (+) when the shift lever is in the DRIVE position, allowing the selection of the desired top gear. For example, if the driver shifts the transmission into third gear, the transmission will never shift above third gear, but can shift down to second gear or first gear, when needed.

WARNING!

Do not downshift for additional engine braking on a slippery surface. The drive wheels could lose their grip and the vehicle could skid.

Screen Display	1	2	3	4	D
Actual Gear(s)	1	1-2	1-3	1-4	1-5
Allowed					

NOTE:

To select the proper gear position for maximum deceleration (engine braking), move the shift lever to the left “D (-)” and hold it there. The transmission will shift to the range from which the vehicle can best be slowed down.

Overdrive Operation

The overdrive automatic transmission contains an electronically controlled fifth gear (OVER-DRIVE). The transmission will automatically shift from fourth gear to OVERDRIVE if the following conditions are present:

- the shift lever is in DRIVE
- the engine coolant has reached normal operating temperature
- the vehicle speed is above approximately 30 mph (48 km/h)
- the transmission has reached normal operating temperature

NOTE:

If the vehicle is started in extremely cold temperatures, the transmission may not shift into OVERDRIVE and will automatically select the most desirable gear for operation at this temperature. Normal operation will resume when the transmission fluid temperature has risen to a suitable level. Refer to the “Note” under “Torque Converter Clutch” later in this section.

During cold temperature operation, you may notice delayed upshifts depending on engine and transmission temperature. This feature improves the warm up time of the engine and transmission.

During cold temperature operation, the transmission may not downshift from second gear into first gear after the initial first to second gear upshift.

Transmission Limp Home Mode

Transmission function is monitored for abnormal conditions. If a condition is detected that could result in transmission damage, the Trans-

mission Limp Home Mode will be engaged. In this mode, the transmission will remain in the current gear until the vehicle is brought to a stop.

To reset the transmission, use the following procedure:

1. Stop the vehicle.
2. Move the shift lever to the PARK position.
3. Turn OFF the engine and be sure to turn the key to the LOCK position.
4. Wait approximately 10 seconds, then restart the engine.
5. Move the shift lever to the desired gear range.

If the problem is no longer detected, the transmission will return to normal operation. If the problem persists, PARK, REVERSE, and NEUTRAL will continue to operate. Only second gear range will operate in the DRIVE position. Have the transmission checked at your authorized dealer as soon as possible.

Torque Converter Clutch

A feature designed to improve fuel economy has been included in the automatic transmission on your vehicle. A clutch within the torque converter engages automatically at a calibrated speed at light throttle. It engages at higher speeds under heavier acceleration. This may result in a slightly different feeling or response during normal operation in high gear. When the vehicle speed drops below a calibrated speed, or during acceleration, the clutch automatically and smoothly disengages.

NOTE:

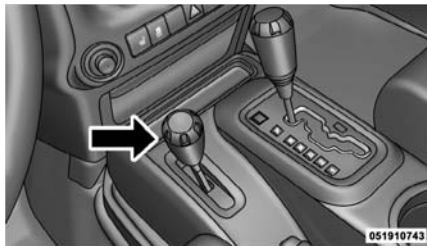
If the vehicle has not been driven in several days, the first few seconds of operation after shifting the transmission into gear may seem sluggish. This is due to the fluid partially draining from the torque converter into the transmission. This condition is normal and will not cause damage to the transmission. The torque converter will refill within five seconds of starting the engine.

FOUR-WHEEL DRIVE OPERATION (COMMAND-TRAC I® OR ROCK-TRAC®)

Operating Instructions/Precautions

The transfer case provides four mode positions:

- 2H (Two-wheel drive high range)
- 4H (Four-wheel drive high range)
- N (Neutral)
- 4L (Four-wheel drive low range)



Four-Wheel Drive Shift Controls

The transfer case is intended to be driven in the 2H position for normal street and highway conditions such as hard-surfaced roads.

In the event that additional traction is required, the transfer case 4H and 4L positions can be used to lock the front and rear driveshafts together, forcing the front and rear wheels to rotate at the same speed. This is accomplished by simply moving the shift lever to one of these positions. The 4H and 4L positions are intended for loose, slippery road surfaces only and not intended for normal driving. Driving in the 4H and 4L positions on hard-surfaced roads will cause increased tire wear and damage to the driveline components.

The “4WD Indicator Light” (located in the instrument cluster) alerts the driver that the vehicle is in four-wheel drive, and the front and rear driveshafts are locked together. The light will illuminate when the transfer case is shifted into the 4H position.

NOTE:

Do not attempt to shift when only the front or rear wheels are spinning. The transfer case is not equipped with a synchronizer, and the front and rear driveshaft speeds must be equal for a shift to take place. Shifting while only the front or rear wheels are spinning can cause damage to the transfer case.

When operating your vehicle in 4L, the engine speed will be approximately three times (four times for Rubicon models) that of the 2H or 4H positions at a given road speed. Take care not to overspeed the engine.

Proper operation of four-wheel drive vehicles depends on tires of equal size, type, and circumference on each wheel. Any difference will adversely affect shifting and cause damage to the transfer case.

Because four-wheel drive provides improved traction, there is a tendency to exceed safe turning and stopping speeds. Do not go faster than road conditions permit.

WARNING!

You or others could be injured if you leave the vehicle unattended with the transfer case in the N (Neutral) position without first fully engaging the parking brake. The transfer case N (Neutral) position disengages both the front and rear driveshaft from the powertrain, and will allow the vehicle to move regardless of the transmission position. The parking brake should always be applied when the driver is not in the vehicle.

Shift Positions

For additional information on the appropriate use of each transfer case mode position, see the information below:

2H Position

This range is used for normal street and highway driving on hard-surfaced roads.

4H Position

This range locks the front and rear driveshafts together, forcing the front and rear wheels to rotate at the same speed. This range (4H)

provides additional traction for loose, slippery road surfaces and should not be used on dry pavement.

The “4WD Indicator Light” (located in the instrument cluster) will illuminate when the transfer case is shifted into the 4H position.

N (Neutral) Position

This range disengages the front and rear driveshafts from the powertrain. It is to be used for flat towing behind another vehicle. Refer to “Recreational Towing” in “Starting and Operating” for further information.

4L Position

This range locks the front and rear driveshafts together, forcing the front and rear wheels to rotate at the same speed. This range (4L) provides additional traction and maximum pulling power for loose, slippery road surfaces only. Do not exceed 25 mph (40 km/h).

The “4WD Indicator Light” (located in the instrument cluster) will illuminate when the transfer case is shifted into the 4L position.

NOTE:

When in 4WD, the “ESC Off Indicator Light” will display in the instrument cluster.

Shifting Procedure**2H to 4H or 4H to 2H**

Shifting between 2H and 4H can be made with the vehicle stopped or in motion. With the vehicle in motion, the transfer case will engage/disengage faster if you momentarily release the accelerator pedal after completing the shift. Apply a constant force when shifting the transfer case lever.

4H to 4L or 4L to 4H

With the vehicle rolling at 2 to 3 mph (3 to 5 km/h), shift an automatic transmission into NEUTRAL (N), or press the clutch pedal on a manual transmission. While the vehicle is coasting at 2 to 3 mph (3 to 5 km/h), shift the transfer case lever firmly to the desired position. Do not pause with the transfer case in N (Neutral). Once the shift is completed, place the automatic transmission into DRIVE or release the clutch pedal on a manual transmission.

NOTE:

Shifting into or out of 4L is possible with the vehicle completely stopped; however, difficulty may occur due to the mating teeth not being properly aligned. Several attempts may be required for clutch teeth alignment and shift completion to occur. The preferred method is with the vehicle rolling at 2 to 3 mph (3 to 5 km/h). Avoid attempting to engage or disengage 4L with the vehicle moving faster than 2 to 3 mph (3 to 5 km/h).

WARNING!

Failure to engage a position completely can cause transfer case damage or loss of power and vehicle control. You could have a collision. Do not drive the vehicle unless the transfer case is fully engaged.

TRAC-LOK® REAR AXLE — IF EQUIPPED

The Trac-Lok® rear axle provides a constant driving force to both rear wheels and reduces wheel spin caused by the loss of traction at one driving wheel. If traction differs between the two

rear wheels, the differential automatically proportions the usable torque by providing more torque to the wheel that has traction.

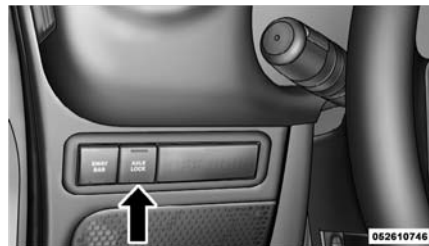
Trac-Lok® is especially helpful during slippery driving conditions. With both rear wheels on a slippery surface, a slight application of the accelerator will supply maximum traction.

WARNING!

On vehicles equipped with a limited-slip differential, never run the engine with one rear wheel off the ground. The vehicle may drive through the rear wheel remaining on the ground and cause you to lose control of your vehicle.

AXLE LOCK (TRU-LOK®) — RUBICON MODELS

The AXLE LOCK switch is located on the instrument panel (to the left of the steering column).



Axle Lock Switch

This feature will only activate when the following conditions are met:

- Key in ignition, vehicle in 4L (Low) range.
- Vehicle speed should be 10 mph (16 km/h) or less.

To activate the system, press the bottom of the AXLE LOCK switch once to lock the rear axle only (the "Rear Axle Lock Indicator Light" will illuminate), press the bottom of the switch again to lock the front axle (the "Front Axle Lock Indicator Light" will illuminate). When the rear axle is locked, pressing the switch again will lock or unlock the front axle.

NOTE:

The indicator lights will flash until the axles are fully locked or unlocked.

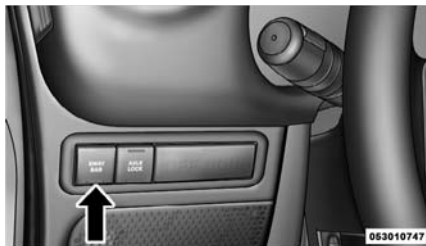
To unlock the axles, press the top of the AXLE LOCK switch.

Axle lock will disengage if the vehicle is taken out of 4L (Low) range, or the ignition switch is turned to the OFF position.

ELECTRONIC SWAY BAR DISCONNECT — IF EQUIPPED

Your vehicle may be equipped with an electronic disconnecting stabilizer/sway bar. This system allows greater front suspension travel in off-road situations.

This system is controlled by the SWAY BAR switch located on the instrument panel (to the left of the steering column).



Sway Bar Switch

Press the SWAY BAR switch to activate the system. Press the switch again to deactivate the system. The “Sway Bar Indicator Light” (located in the instrument cluster) will illuminate when the bar is disconnected. The “Sway Bar Indicator Light” will flash during activation transition, or when activation conditions are not met. The stabilizer/sway bar should remain in on-road mode during normal driving conditions.

WARNING!

Do not disconnect the stabilizer bar and drive on hard-surfaced roads or at speeds above 18 mph (29 km/h); you may lose control of the vehicle, which could result in serious injury. The front stabilizer bar enhances vehicle stability and is necessary for maintaining control of the vehicle. The system monitors vehicle speed and will attempt to reconnect the stabilizer bar at speeds over 18 mph (29 km/h). This is indicated by a flashing or solid “Sway Bar Indicator Light.” Once vehicle speed is reduced below 14 mph (22 km/h), the system will once again attempt to return to off-road mode.

To disconnect the stabilizer/sway bar, shift to either 4H or 4L and press the SWAY BAR switch to obtain the off-road position. Refer to “Four-Wheel Drive Operation” in “Starting and Operating” for further information. The “Sway Bar Indicator Light” will flash until the stabilizer/sway bar has been fully disconnected.

NOTE:

The stabilizer/sway bar may be torque locked due to left and right suspension height differences. This condition is due to driving surface differences or vehicle loading. In order for the stabilizer/sway bar to disconnect/reconnect, the right and left halves of the bar must be aligned. This alignment may require that the vehicle be driven onto level ground or rocked from side to side.

To return to on-road mode, press the SWAY BAR switch again.

WARNING!

If the stabilizer/sway bar will not return to on-road mode, vehicle stability is greatly reduced. Do not attempt to drive the vehicle over 18 mph (29 km/h). Driving faster than 18 mph (29 km/h) may cause loss of control of the vehicle, which could result in serious injury. Contact your local authorized dealer for assistance.

ON-ROAD DRIVING TIPS

Utility vehicles have higher ground clearance and a narrower track to make them capable of performing in a wide variety of off-road applications. Specific design characteristics give them a higher center of gravity than ordinary cars.

An advantage of the higher ground clearance is a better view of the road, allowing you to anticipate problems. They are not designed for cornering at the same speeds as conventional two-wheel drive vehicles any more than low-slung sports cars are designed to perform satisfactorily in off-road conditions. If at all possible, avoid sharp turns or abrupt maneuvers. As with other vehicles of this type, failure to operate this vehicle correctly may result in loss of control or vehicle rollover.

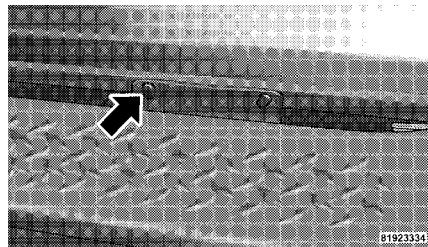
OFF-ROAD DRIVING TIPS

Side Step Removal – If Equipped

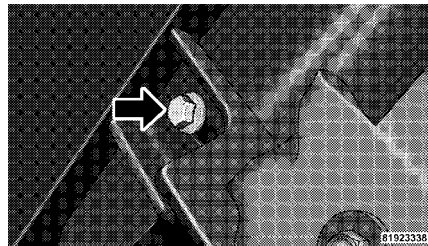
NOTE:

Prior to off-road usage, the side steps should be removed to prevent damage.

1. Remove the two nuts from the bodyside.



2. Remove one bolt from the underside of the vehicle.



3. Remove the side step assembly.

The Basics Of Off-Road Driving

You will encounter many types of terrain driving off-road. You should be familiar with the terrain and area before proceeding. There are many types of surface conditions: hard-packed dirt, gravel, rocks, grass, sand, mud, snow and ice. Every surface has a different effect on your vehicle's steering, handling and traction. Controlling your vehicle is one of the keys to successful off-road driving, so always keep a firm grip on the steering wheel and maintain a good driving posture. Avoid sudden accelerations, turns or braking. In most cases, there are no road signs, posted speed limits or signal lights. Therefore, you will need to use your own good judgment on what is safe and what is not. When on a trail, you should always be looking ahead for surface obstacles and changes in terrain. The key is to plan your future driving route while remembering what you are currently driving over.

CAUTION!

Never park your vehicle over dry grass or other combustible materials. The heat from your vehicle exhaust system could cause a fire.

WARNING!

Always wear your seat belt and firmly tie down cargo. Unsecured cargo can become projectiles in an off-road situation.

When To Use 4L (Low) Range

When off-road driving, shift into 4L (Low) for additional traction and control on slippery or difficult terrain, ascending or descending steep hills, and to increase low speed pulling power. This range should be limited to extreme situations such as deep snow, mud, steep inclines, or sand where additional low speed pulling power is needed. Vehicle speeds in excess of 25 mph (40 km/h) should be avoided when in 4L (Low) range.

Simultaneous Brake And Throttle Operation

Many off-road driving conditions require the simultaneous use of the brake and throttle (two-footed driving). When climbing rocks, logs, or other stepped objects, using light brake pressure with light throttle will keep the vehicle from jerking or lurching. This technique is also used when you need to stop and restart a vehicle on a steep incline.

Driving In Snow, Mud And Sand

Snow

In heavy snow or for additional control and traction at slower speeds, shift the transmission into a low gear and the transfer case into 4L (Low) if necessary. Do not shift to a lower gear than necessary to maintain headway. Overrevving the engine can spin the wheels and traction will be lost. If you start to slow to a stop, try turning your steering wheel no more than a 1/4 turn quickly back and forth, while still applying throttle. This will allow the tires to get a fresh "bite" and help maintain your momentum.

CAUTION!

On icy or slippery roads, do not downshift at high engine RPM or vehicle speeds, because engine braking may cause skidding and loss of control.

Mud

Deep mud creates a great deal of suction around the tires and is very difficult to get through. You should use second gear (manual transmission), or DRIVE (automatic transmission), with the transfer case in the 4L (Low) position to maintain your momentum. If you start to slow to a stop, try turning your steering wheel no more than a 1/4 turn quickly back and forth for additional traction. Mud holes pose an increased threat of vehicle damage and getting stuck. They are normally full of debris from previous vehicles getting stuck. As a good practice before entering any mud hole, get out and determine how deep it is, if there are any hidden obstacles and if the vehicle can be safely recovered if stuck.

Sand

Soft sand is very difficult to travel through with full tire pressure. When crossing soft, sandy spots in a trail, maintain your vehicle's momentum and do not stop. The key to driving in soft sand is using the appropriate tire pressure, accelerating slowly, avoiding abrupt maneuvers and maintaining the vehicle's momentum. If you are going to be driving on large soft sandy areas or dunes, reduce your tire pressure to a minimum of 15 psi (103 kPa) to allow for a greater tire surface area. Reduced tire pressure will drastically improve your traction and handling while driving on the soft sand, but you must return the tires to normal air pressure before driving on pavement or other hard surfaces. Be sure you have a way to reinflate the tires prior to reducing the pressure.

CAUTION!

Reduced tire pressures may cause tire unseating and total loss of air pressure. To reduce the risk of tire unseating, while at a reduced tire pressure, reduce your speed and avoid sharp turns or abrupt maneuvers.

Crossing Obstacles (Rocks And Other High Points)

While driving off-road, you will encounter many types of terrain. These varying types of terrain bring different types of obstacles. Before proceeding, review the path ahead to determine the correct approach and your ability to safely recover the vehicle if something goes wrong. Keeping a firm grip on the steering wheel, bring the vehicle to a complete stop and then inch the vehicle forward until it makes contact with the object. Apply the throttle lightly while holding a light brake pressure and ease the vehicle up and over the object.

WARNING!

Crossing obstacles can cause abrupt steering system loading which could cause you to lose control of your vehicle.

Using A Spotter

There are many times where it is hard to see the obstacle or determine the correct path. Determining the correct path can be extremely difficult when you are confronting many obstacles. In these cases, have someone guide you over,

through, or around the obstacle. Have the person stand a safe distance in front of you where they can see the obstacle, watch your tires and undercarriage, and guide you through.

Crossing Large Rocks

When approaching large rocks, choose a path which ensures you drive over the largest of them with your tires. This will lift your undercarriage over the obstacle. The tread of the tire is tougher and thicker than the side wall and is designed to take the abuse. Always look ahead and make every effort to cross the large rocks with your tires.

CAUTION!

- Never attempt to straddle a rock that is large enough to strike your axles or undercarriage.
- Never attempt to drive over a rock which is large enough to contact the door sills.

Crossing A Ravine, Gully, Ditch, Washout Or Rut

When crossing a ravine, gully, ditch, washout or a large rut, the angled approach is the key to maintaining your vehicle's mobility. Approach these obstacles at a 45-degree angle and let each tire go through the obstacle independently. You need to use caution when crossing large obstacles with steep sides. Do not attempt to cross any large obstacle with steep sides at an angle great enough to put the vehicle at risk of a rollover. If you get caught in a rut, dig a small trench to the right or left at a 45-degree angle ahead of the front tires. Use the removed dirt to fill the rut ahead of the turnout you just created. You should now be able to drive out following the trench you just created at a 45-degree angle.

WARNING!

There is an increased risk of rollover when crossing an obstacle, at any angle, with steep sides.

Crossing Logs

To cross a log, approach it at a slight angle (approximately 10 to 15 degrees). This allows one front tire to be on top of the log while the other just starts to climb the log. While climbing the log, modulate your brake and accelerator to avoid spinning the log out from under your tires. Then ease the vehicle off the log using your brakes.

CAUTION!

Do not attempt to cross a log with a greater diameter than the running ground clearance or the vehicle will become high-centered.

Getting High-Centered

If you get hung up or high-centered on an object, get out of the vehicle and try to determine what the vehicle is hung up on, where it is contacting the underbody and what is the best direction to recover the vehicle. Depending on what you are in contact with, jack the vehicle up and place a few rocks under the tires so the weight is off of the high point when you let the vehicle down. You can also try rocking the vehicle or winching the vehicle off the object.

CAUTION!

Winching or rocking the vehicle off hard objects increases the risk of underbody damage.

Hill Climbing

Hill climbing requires good judgment and a good understanding of your abilities and your vehicle's limitations. Hills can cause serious problems. Some are just too steep to climb and should not be attempted. You should always feel confident with the vehicle and your abilities. You should always climb hills straight up and down. Never attempt to climb a hill on an angle.

Before Climbing A Steep Hill

As you approach a hill, consider its grade or steepness. Determine if it is too steep. Look to see what the traction is on the hill side trail. Is the trail straight up and down? What is on top and the other side? Are there ruts, rocks, branches or other obstacles on the path? Can you safely recover the vehicle if something goes wrong? If everything looks good and you feel confident, shift the transmission into a

lower gear with 4L (Low) engaged, and proceed with caution, maintaining your momentum as you climb the hill.

Driving Up Hill

Once you have determined your ability to proceed and have shifted into the appropriate gear, line your vehicle up for the straightest possible run. Accelerate with an easy constant throttle and apply more power as you start up the hill. Do not race forward into a steep grade; the abrupt change of grade could cause you to lose control. If the front end begins to bounce, ease off the throttle slightly to bring all four tires back on the ground. As you approach the crest of the hill, ease off the throttle and slowly proceed over the top. If the wheels start to slip as you approach the crest of a hill, ease off the accelerator and maintain headway by turning the steering wheel no more than a 1/4 turn quickly back and forth. This will provide a fresh "bite" into the surface and will usually provide enough traction to complete the climb. If you do not make it to the top, place the vehicle in REVERSE and back straight down the grade using engine resistance along with the vehicle brakes.

WARNING!

Never attempt to climb a hill at an angle or turn around on a steep grade. Driving across an incline increases the risk of a rollover, which may result in severe injury.

Driving Downhill

Before driving down a steep hill, you need to determine if it is too steep for a safe descent. What is the surface traction? Is the grade too steep to maintain a slow, controlled descent? Are there obstacles? Is it a straight descent? Is there plenty of distance at the base of the hill to regain control if the vehicle descends too fast? If you feel confident in your ability to proceed, then make sure you are in 4L (Low) and proceed with caution. Allow engine braking to control the descent and apply your brakes, if necessary, but do not allow the tires to lock.

WARNING!

Do not descend a steep grade in NEUTRAL. Use vehicle brakes in conjunction with engine braking. Descending a grade too fast could cause you to lose control and be seriously injured.

Driving Across An Incline

If at all possible, avoid driving across an incline. If it is necessary, know your vehicle's abilities. Driving across an incline places more weight on the downhill wheels, which increases the possibilities of a downhill slide or rollover. Make sure the surface has good traction with firm and stable soils. If possible, transverse the incline at an angle heading slightly up or down.

WARNING!

Driving across an incline increases the risk of a rollover, which may result in severe injury.

If You Stall Or Begin To Lose Headway

If you stall or begin to lose headway while climbing a steep hill, allow your vehicle to come to a stop and immediately apply the brake.

Restart the engine and shift into REVERSE. Back slowly down the hill allowing engine braking to control the descent and apply your brakes, if necessary, but do not allow the tires to lock.

WARNING!

If the engine stalls or you lose headway or cannot make it to the top of a steep hill or grade, never attempt to turn around. To do so may result in tipping and rolling the vehicle, which may result in severe injury. Always back carefully straight down a hill in REVERSE gear. Never back down a hill in NEUTRAL using only the vehicle brakes. Never drive diagonally across a hill; always drive straight up or down.

Driving Through Water

Extreme care should be taken crossing any type of water. Water crossings should be avoided, if possible, and only be attempted when necessary in a safe, responsible manner. You should only drive through areas which are designated and approved. You should tread

lightly and avoid damage to the environment. You should know your vehicle's abilities and be able to recover it if something goes wrong. You should never stop or shut a vehicle off when crossing deep water unless you ingested water into the engine air intake. If the engine stalls, do not attempt to restart it. Determine if it has ingested water first. The key to any crossing is low and slow. Shift into first gear (manual transmission), or DRIVE (automatic transmission), with the transfer case in the 4L (Low) position and proceed very slowly with a constant slow speed {3 to 5 mph (5 to 8 km/h) maximum} and light throttle. Keep the vehicle moving; do not try to accelerate through the crossing. After crossing any water higher than the bottom of the axle differentials, you should inspect all of the vehicle fluids for signs of water ingestion.

CAUTION!

- Water ingestion into the axles, transmission, transfer case, engine or vehicle interior can occur if you drive too fast or through too deep of water. Water can cause permanent damage to engine, drive-line or other vehicle components, and your brakes will be less effective once wet and/or muddy.
- This vehicle is capable of crossing through water at a depth of 30 inches (76 cm) at speeds no greater than 5 mph (8 km/h). Water ingestion can occur causing damage to your vehicle.

Before You Cross Any Type Of Water

As you approach any type of water, you need to determine if you can cross it safely and responsibly. If necessary, get out and walk through the water or probe it with a stick. You need to be sure of its depth, approach angle, current and bottom condition. Be careful of murky or muddy waters; check for hidden obstacles. Make sure you will not be intruding on any wildlife, and you can recover the vehicle if necessary. The key to

a safe crossing is the water depth, current and bottom conditions. On soft bottoms, the vehicle will sink in, effectively increasing the water level on the vehicle. Be sure to consider this when determining the depth and the ability to safely cross.

Crossing Puddles, Pools, Flooded Areas Or Other Standing Water

Puddles, pools, flooded or other standing water areas normally contain murky or muddy waters. These water types normally contain hidden obstacles and make it difficult to determine an accurate water depth, approach angle, and bottom condition. Murky or muddy water holes are where you want to hook up tow straps prior to entering. This makes for a faster, cleaner and easier vehicle recovery. If you are able to determine you can safely cross, then proceed using the low and slow method.

CAUTION!

Muddy waters can reduce the cooling system effectiveness by depositing debris onto the radiator.

Crossing Ditches, Streams, Shallow Rivers Or Other Flowing Water

Flowing water can be extremely dangerous. Never attempt to cross a fast running stream or river even in shallow water. Fast moving water can easily push your vehicle downstream, sweeping it out of control. Even in very shallow water, a high current can still wash the dirt out from around your tires putting you and your vehicle in jeopardy. There is still a high risk of personal injury and vehicle damage with slower water currents in depths greater than the vehicle's running ground clearance. You should never attempt to cross flowing water which is deeper than the vehicle's running ground clearance. Even the slowest current can push the heaviest vehicle downstream and out of control if the water is deep enough to push on the large surface area of the vehicle's body. Before you proceed, determine the speed of the current, the water's depth, approach angle, bottom condition and if there are any obstacles. Then cross at an angle heading slightly upstream using the low and slow technique.

WARNING!

Never drive through fast moving deep water. It can push your vehicle downstream, sweeping it out of control. This could put you and your passengers at risk of injury or drowning.

After Driving Off-Road

Off-road operation puts more stress on your vehicle than does most on-road driving. After going off-road, it is always a good idea to check for damage. That way you can get any problems taken care of right away and have your vehicle ready when you need it.

- Completely inspect the underbody of your vehicle. Check tires, body structure, steering, suspension, and exhaust system for damage.
- Inspect the radiator for mud and debris and clean as required.
- Check threaded fasteners for looseness, particularly on the chassis, drivetrain components, steering, and suspension. Retighten them, if required, and torque to the values specified in the Service Manual.

- Check for accumulations of plants or brush. These things could be a fire hazard. They might hide damage to fuel lines, brake hoses, axle pinion seals, and propeller shafts.
- After extended operation in mud, sand, water, or similar dirty conditions, have the radiator, fan, brake rotors, wheels, brake linings, and axle yokes inspected and cleaned as soon as possible.

WARNING!

Abrasive material in any part of the brakes may cause excessive wear or unpredictable braking. You might not have full braking power when you need it to prevent a collision. If you have been operating your vehicle in dirty conditions, get your brakes checked and cleaned as necessary.

- If you experience unusual vibration after driving in mud, slush or similar conditions, check the wheels for impacted material. Im-

acted material can cause a wheel imbalance and freeing the wheels of it will correct the situation.

POWER STEERING

The standard power steering system will give you good vehicle response and increased ease of maneuverability in tight spaces. The system will provide mechanical steering capability if power assist is lost.

If for some reason the power assist is interrupted, it will still be possible to steer your vehicle. Under these conditions, you will observe a substantial increase in steering effort, especially at very low vehicle speeds and during parking maneuvers.

NOTE:

- **Increased noise levels at the end of the steering wheel travel are considered normal and do not indicate that there is a problem with the power steering system.**
- **Upon initial start-up in cold weather, the power steering pump may make noise for a short amount of time. This is due to the cold, thick fluid in the steering system.**

This noise should be considered normal, and it does not in any way damage the steering system.

WARNING!

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

CAUTION!

Prolonged operation of the steering system at the end of the steering wheel travel will increase the steering fluid temperature and it should be avoided when possible. Damage to the power steering pump may occur.

Power Steering Fluid Check

Checking the power steering fluid level at a defined service interval is not required. The fluid should only be checked if a leak is suspected, abnormal noises are apparent, and/or the system is not functioning as anticipated. Coordinate inspection efforts through an authorized dealer.

CAUTION!

Do not use chemical flushes in your power steering system as the chemicals can damage your power steering components. Such damage is not covered by the New Vehicle Limited Warranty.

WARNING!

Fluid level should be checked on a level surface and with the engine off to prevent injury from moving parts and to ensure accurate fluid level reading. Do not overfill. Use only manufacturer's recommended power steering fluid.

If necessary, add fluid to restore to the proper indicated level. With a clean cloth, wipe any spilled fluid from all surfaces. Refer to "Fluids, Lubricants, and Genuine Parts" in "Maintaining Your Vehicle" for further information.

PARKING BRAKE

Before leaving the vehicle, make sure that the parking brake is fully applied. Also, be certain

to leave an automatic transmission in PARK, or manual transmission in REVERSE or first gear.

The parking brake lever is located in the center console. To apply the parking brake, pull the lever up as firmly as possible. To release the parking brake, pull the lever up slightly, press the center button, then lower the lever completely.



Parking Brake

When the parking brake is applied with the ignition switch ON, the "Brake Warning Light" in the instrument cluster will illuminate.

NOTE:

- When the parking brake is applied and the automatic transmission is placed in gear, the “Brake Warning Light” will flash. If vehicle speed is detected, a chime will sound to alert the driver. Fully release the parking brake before attempting to move the vehicle.
- This light only shows that the parking brake is applied. It does not show the degree of brake application.

When parking on a hill, it is important to turn the front wheels toward the curb on a downhill grade and away from the curb on an uphill grade. For vehicles equipped with an automatic transmission, apply the parking brake before placing the shift lever in PARK, otherwise the load on the transmission locking mechanism may make it difficult to move the shift lever out of PARK. The parking brake should always be applied whenever the driver is not in the vehicle.

WARNING!

- Never use the PARK position on an automatic transmission as a substitute for the parking brake. Always apply the parking brake fully when parked to guard against vehicle movement and possible injury or damage.
- Never leave children alone in a vehicle. Leaving unattended children in a vehicle is dangerous for a number of reasons. A child or others could be seriously or fatally injured.
- Do not leave the key in the ignition. A child could operate power windows, other controls, or move the vehicle.
- Be sure the parking brake is fully disengaged before driving; failure to do so can lead to brake failure and a collision.

(Continued)

WARNING! (Continued)

- Always fully apply the parking brake when leaving your vehicle or it may roll and cause damage or injury. Also, be certain to leave an automatic transmission in PARK, a manual transmission in REVERSE or first gear. Failure to do so may cause the vehicle to roll and cause damage or injury.

CAUTION!

If the “Brake Warning Light” remains on with the parking brake released, a brake system malfunction is indicated. Have the brake system serviced by an authorized dealer immediately.

ANTI-LOCK BRAKE SYSTEM

The Anti-Lock Brake System (ABS) is designed to aid the driver in maintaining vehicle control under adverse braking conditions. The system operates with a separate computer to modulate hydraulic pressure to prevent wheel lock-up and help avoid skidding on slippery surfaces.

All vehicle wheels and tires must be the same size and type, and tires must be properly inflated to produce accurate signals for the computer.

WARNING!

Significant over or under-inflation of tires, or mixing sizes of tires or wheels on the vehicle can lead to loss of braking effectiveness.

The Anti-Lock Brake System conducts a low speed self-test at about 12 mph (20 km/h). If for any reason your foot is on the brake when the vehicle reaches 12 mph (20 km/h), this check will be delayed until 25 mph (40 km/h).

The Anti-Lock Brake System pump motor runs during the self-test, and during an ABS stop, to provide the regulated hydraulic pressure. The motor pump makes a low humming noise during operation; this is normal.

WARNING!

- Pumping of the Anti-Lock Brakes will diminish their effectiveness and may lead to a collision. Pumping makes the stopping distance longer. Just press firmly on your brake pedal when you need to slow down or stop.
- The Anti-Lock Brake System (ABS) cannot prevent the natural laws of physics from acting on the vehicle, nor can they increase braking or steering efficiency beyond that afforded by the condition of the vehicle brakes and tires or the traction afforded.
- The ABS cannot prevent collisions, including those resulting from excessive speed in turns, following another vehicle too closely, or hydroplaning.
- The capabilities of an ABS-equipped vehicle must never be exploited in a reckless or dangerous manner which could jeopardize the user's safety or the safety of others.

CAUTION!

The Anti-Lock Brake System is subject to possible detrimental effects of electronic interference caused by improperly installed after-market radios or telephones.

NOTE:

During severe braking conditions, a pulsing sensation may occur and a clicking noise will be heard. This is normal, indicating that the Anti-Lock Brake System is functioning.

ELECTRONIC BRAKE CONTROL SYSTEM

Your vehicle is equipped with an advanced electronic brake control system that includes Anti-Lock Brake System (ABS), Traction Control System (TCS), Brake Assist System (BAS), Hill Start Assist (HSA), Electronic Roll Mitigation (ERM), Electronic Stability Control (ESC), Trailer Sway Control (TSC), and Hill Descent Control (HDC). All of these systems work together to enhance vehicle stability and control in various driving conditions, and are commonly referred to as ESC.

WARNING!

The Anti-Lock Brake System (ABS) cannot prevent the natural laws of physics from acting on the vehicle, nor can they increase the traction afforded by prevailing road conditions. The ABS cannot prevent accidents, including those resulting from excessive speed in turns, driving on very slippery surfaces, or hydroplaning. The capabilities of an ABS-equipped vehicle must never be exploited in a reckless or dangerous manner which could jeopardize the user's safety or the safety of others.

Traction Control System (TCS)

This system monitors the amount of wheel spin of each of the driven wheels. If wheel spin is detected, brake pressure is applied to the slipping wheel(s) to provide enhanced acceleration and stability. A feature of the TCS system functions similar to a limited slip differential and controls the wheel spin across a driven axle. If one wheel on a driven axle is spinning faster than the other, the system will apply the

brake of the spinning wheel. This will allow more engine torque to be applied to the wheel that is not spinning. This feature remains active even if TCS and ESC are in either the "Partial Off" or "Full Off" modes. Refer to "Electronic Stability Control (ESC)" in this section for further information.

Brake Assist System (BAS)

The BAS is designed to optimize the vehicle's braking capability during emergency braking maneuvers. The system detects an emergency braking situation by sensing the rate and amount of brake application and then applies optimum pressure to the brakes. This can help reduce braking distances. The BAS complements the anti-lock brake system (ABS). Applying the brakes very quickly results in the best BAS assistance. To receive the benefit of the system, you must apply continuous braking pressure during the stopping sequence. Do not reduce brake pedal pressure unless braking is no longer desired. Once the brake pedal is released, the BAS is deactivated.

WARNING!

The Brake Assist System (BAS) cannot prevent the natural laws of physics from acting on the vehicle, nor can it increase the traction afforded by prevailing road conditions. The BAS cannot prevent accidents, including those resulting from excessive speed in turns, driving on very slippery surfaces, or hydroplaning. The capabilities of a BAS-equipped vehicle must never be exploited in a reckless or dangerous manner which could jeopardize the user's safety or the safety of others.

Hill Start Assist (HSA)

The HSA system is designed to assist the driver when starting a vehicle from a stop on a hill. HSA will maintain the level of brake pressure the driver applied for a short period of time after the driver takes their foot off of the brake pedal. If the driver does not apply the throttle during this short period of time, the system will release brake pressure and the vehicle will roll down the hill. The system will release brake pressure

in proportion to amount of throttle applied as the vehicle starts to move in the intended direction of travel.

WARNING!

If the clutch pedal (manual transmission only) remains pressed during the application of the throttle, the HSA will disengage allowing the vehicle to roll down the incline. This could cause a collision with another vehicle or object. To avoid this, do not apply throttle while pressing the clutch pedal until you are ready to release the clutch. Always remember the driver is responsible for braking the vehicle.

HSA Activation Criteria

The following criteria must be met in order for HSA to activate:

- Vehicle must be stopped
- Vehicle must be on an 8% or greater incline (3% for manual transmission equipped vehicles)

- Gear selection matches vehicle uphill direction (i.e., vehicle facing uphill is in forward gear; vehicle backing uphill is in REVERSE gear).

WARNING!

There may be situations on minor hills (i.e., less than 8%), with a loaded vehicle, or while pulling a trailer where the system will not activate and slight rolling may occur, which could cause a collision with another vehicle or object. Always remember the driver is responsible for braking the vehicle.

The system will only work if the intended direction of the vehicle and vehicle gear match. For example, if the intended direction is forward up a hill and the vehicle is in DRIVE (automatic transmission equipped vehicle), and the activation criteria are met, HSA will activate.

HSA On Automatic Transmission Vehicles

The system will work in REVERSE, and all forward gears on vehicles equipped with an automatic transmission. The system will not activate if the vehicle is placed in NEUTRAL.

HSA On Manual Transmission Vehicles

The system will work in REVERSE, forward gears, and NEUTRAL on manual transmission equipped vehicles. The system does not recognize NEUTRAL on manual vehicles, thus it will hold the vehicle on an incline for a short period while in NEUTRAL, regardless of clutch position. To prevent this, do not attempt to roll down a hill simply by putting the transmission in NEUTRAL and letting gravity act on the vehicle, as the HSA will prevent the vehicle from rolling. Instead, use the appropriate gear for moving in the desired direction.

Towing With HSA

HSA will provide assistance when starting on a grade when pulling a trailer.

WARNING!

- If you use a trailer brake controller with your trailer, your trailer brakes may be activated and deactivated with the brake switch. If so, when the brake pedal is released there may not be enough brake pressure to hold the vehicle and trailer on a hill and this could cause a collision with another vehicle or object behind you. In order to avoid rolling down the hill while resuming acceleration, manually activate the trailer brake prior to releasing the brake pedal. Always remember the driver is responsible for braking the vehicle.
- HSA is not a parking brake. If you stop the vehicle on a hill without putting the transmission in PARK and using the parking brake, it will roll down the hill and could cause a collision with another vehicle or object. Always remember to use the parking brake while parking on a hill, and that the driver is responsible for braking the vehicle.

NOTE:

The HSA system may also be turned on and off if the vehicle is equipped with the Electronic Vehicle Information Center (EVIC). Refer to Electronic Vehicle Information Center (EVIC) in “Understanding Your Instrument Panel” for further information.

HSA Off

If you wish to turn off the HSA system, follow this procedure:

1. Start with the engine off and vehicle in PARK (automatic transmission) or NEUTRAL with clutch out (manual transmission) with wheels straight. Apply parking brake on manual transmission vehicle.
2. Start the engine.
3. With the engine running, the brake applied, and the clutch out, rotate the steering wheel 180° counterclockwise from center.
4. Press the ESC OFF switch four times within twenty seconds.
5. Rotate the steering wheel 360° clockwise (180° clockwise from center).

6. Cycle ignition switch OFF then ON.

7. If the sequence was completed properly, the “ESC Activation/Malfunction Indicator Light” will blink several times to confirm HSA is off.

Steps 1-7 must be completed within 90 seconds to turn off HSA. Repeat steps 1-7 to re-enable HSA functionality.

Electronic Roll Mitigation (ERM)

This system anticipates the potential for wheel lift by monitoring the driver's steering wheel input and the speed of the vehicle. When ERM determines that the rate of change of the steering wheel angle and vehicle's speed are sufficient to potentially cause wheel lift, it applies the appropriate brake and may reduce engine power to lessen the chance that wheel lift will occur. ERM will only intervene during very severe or evasive driving maneuvers.

Electronic Roll Mitigation (ERM) can only reduce the chance of wheel lift occurring during severe or evasive driving maneuvers. It cannot prevent wheel lift due to other factors such as road conditions, leaving the roadway or striking objects or other vehicles.

NOTE:

Anytime the ESC system is in the “Full Off” mode, ERM is disabled. Refer to Electronic Stability Control (ESC) for a complete explanation of the available ESC modes.

WARNING!

Many factors, such as vehicle loading, road conditions and driving conditions, influence the chance that wheel lift or rollover may occur. Electronic Roll Mitigation (ERM) cannot prevent all wheel lift or rollovers, especially those that involve leaving the roadway or striking objects or other vehicles. The capabilities of an ERM-equipped vehicle must never be exploited in a reckless or dangerous manner which could jeopardize the user's safety or the safety of others.

Electronic Stability Control (ESC)

This system enhances directional control and stability of the vehicle under various driving conditions. The ESC corrects for over/under steering of the vehicle by applying the brake of

the appropriate wheel to assist in counteracting the over/under steer condition. Engine power may also be reduced to help the vehicle maintain the desired path.

ESC uses sensors in the vehicle to determine the vehicle path intended by the driver and compares it to the actual path of the vehicle. When the actual path does not match the intended path, ESC applies the brake of the appropriate wheel to assist in counteracting the oversteer or understeer condition.

- Oversteer - when the vehicle is turning more than appropriate for the steering wheel position.
- Understeer - when the vehicle is turning less than appropriate for the steering wheel position.

The “ESC Activation/Malfunction Indicator Light” (located in the instrument cluster), starts to flash as soon as the tires lose traction and the ESC system becomes active. The “ESC Activation/Malfunction Indicator Light” also flashes when TCS is active. If the “ESC Activation/Malfunction Indicator Light” begins to flash during acceleration, ease up on the

accelerator and apply as little throttle as possible. Be sure to adapt your speed and driving to the prevailing road conditions.

WARNING!

The Electronic Stability Control (ESC) cannot prevent the natural laws of physics from acting on the vehicle, nor can it increase the traction afforded by prevailing road conditions. The ESC cannot prevent accidents, including those resulting from excessive speed in turns, driving on very slippery surfaces, or hydroplaning. The capabilities of an ESC-equipped vehicle must never be exploited in a reckless or dangerous manner which could jeopardize the user's safety or the safety of others.

The ESC system has three available operating modes in 4H range. The system has one operating mode in 4L range. Two-wheel drive vehicles and four-wheel drive vehicles in 2H range have two operating modes.

4H Range (4WD Models) or 2WD Models

On

This is the normal operating mode for ESC in 4H and 2WD vehicles.

Partial Off

This mode is entered by momentarily pressing the ESC OFF switch.



ESC OFF Switch

When in "Partial Off" mode, the TCS portion of ESC has been disabled and the "ESC Activation/Malfunction Indicator Light" will be illuminated.

All other stability features of ESC function normally. This mode is intended to be used if the vehicle is in deep snow, sand, or gravel conditions and more wheel spin than ESC would normally allow is required to gain traction. To turn ESC on again, momentarily press the ESC OFF switch. This will restore the normal "ESC On" mode of operation.

NOTE:

To improve the vehicle's traction when driving with snow chains, or starting off in deep snow, sand, or gravel, it may be desirable to switch to the "Partial Off" mode by pressing the ESC OFF switch. Once the situation requiring ESC to be switched to the "Partial Off" mode is overcome, turn ESC back on by momentarily pressing the ESC OFF switch. This may be done while the vehicle is in motion.

WARNING!

With the ESC switched off, the enhanced vehicle stability offered by ESC and ERM are unavailable. In an emergency evasive maneuver, the ESC and ERM systems will not engage to assist in maintaining stability. The "Full Off" ESC mode is intended for off-road use only.

4L Range (4WD Models)

ESC Off

This is the normal operating mode for ESC in 4L range. Whenever the vehicle is started in 4L range, or the transfer case (if equipped) is shifted from 4H range or NEUTRAL to 4L range, the ESC system will be in this mode. In 4L range, ESC and TCS, except for the "limited slip" feature described in the TCS section, are turned off until the vehicle reaches a speed of 40 mph (64 km/h). At 40 mph (64 km/h), the normal ESC stability function returns but TCS remains off. When the vehicle speed drops below 35 mph (56 km/h), the ESC system shuts off. The ESC is off at low vehicle speeds in 4L range so that it will not interfere with off-road

driving, but the ESC function returns to provide the stability feature at speeds above 40 mph (64 km/h). The “ESC Activation/Malfunction Indicator Light” will always be illuminated in 4L range when ESC is off.

NOTE:

The “ESC OFF” message will display and the audible chime will sound when the shift lever is placed in the PARK position from any position other than PARK, and then moved out of the PARK position. This will occur even if the message was previously cleared.

WARNING!

With the ESC switched off, the enhanced vehicle stability offered by ESC and ERM are unavailable. In an emergency evasive maneuver, the ESC and ERM systems will not engage to assist in maintaining stability. The “Full Off” mode is intended for off-road use only.

Disabling ESC For Modified Vehicles (4WD Models Only)

Vehicles modified with larger tires and/or suspension lifts may experience early ESC activations as compared to a non-modified production vehicle depending on lift size, tire size, suspension changes and/or driving habits. If early ESC activations are experienced while driving a modified vehicle, the additional ability to permanently turn off ESC is available. A steering wheel/ESC button maneuver must be performed to permanently disable ESC and defeat the functionality of the ESC switch. Repeating the procedure will return the system to normal ESC operation and restore ESC switch functionality allowing ESC “Partial” or “Off” modes.

WARNING!

With ESC in the permanent disable mode, enhanced vehicle stability offered by the ESC and ERM systems is unavailable. In an emergency evasive maneuver, the ESC and ERM systems will not engage to assist in maintaining stability. This disabled mode is intended for off-highway or off-road use only. Vehicle modifications requiring the owner to configure the vehicle in the ESC disabled mode, will seriously affect the vehicle’s roadworthiness and safety and may lead to loss of control and/or accident resulting in possible serious or fatal injuries.

The following procedure will disable (or re-enable) ESC functionality in the vehicle:

1. Shift the transfer case into the 4H range position.
2. Turn the steering wheel until it is centered and the wheels are pointed straight ahead.
3. Cycle the ignition key OFF to ON.

4. Wait approximately five seconds for the system bulb check.
5. Turn and hold the steering wheel one-half turn to the right (clockwise).
6. Press and hold the ESC OFF button for seven seconds.
7. Turn the steering wheel back to center, and turn and hold an additional one-half turn to the left (counterclockwise).
8. Press and hold the ESC OFF button for seven seconds.
9. Turn the steering wheel back to center.
10. Press and hold the ESC OFF button for seven seconds.
11. Cycle the ignition key to OFF.

After performing the ESC disable procedure correctly, "ESC OFF" will be displayed in the odometer for approximately 12 seconds each time the ignition is moved to ON. Repeating the ESC disable procedure will re-enable normal ESC operation.

ESC Activation/Malfunction Indicator Light and ESC OFF Indicator Light



The "ESC Activation/Malfunction Indicator Light" in the instrument cluster will come on when the ignition switch is turned to the ON position. It should go out with the engine running. If the "ESC Activation/Malfunction Indicator Light" comes on continuously with the engine running, a malfunction has been detected in the ESC system. If this light remains on after several ignition cycles, and the vehicle has been driven several miles (kilometers) at speeds greater than 30 mph (48 km/h), see your authorized dealer as soon as possible to have the problem diagnosed and corrected.

The "ESC Activation/Malfunction Indicator Light" (located in the instrument cluster) starts to flash as soon as the tires lose traction and the ESC system becomes active. The "ESC Activation/Malfunction Indicator Light" also flashes when TCS is active. If the "ESC Activation/Malfunction Indicator Light" begins to flash during acceleration, ease up on the

accelerator and apply as little throttle as possible. Be sure to adapt your speed and driving to the prevailing road conditions.

NOTE:

- The "ESC Activation/Malfunction Indicator Light" and the "ESC OFF Indicator Light" come on momentarily each time the ignition switch is turned ON.
- Each time the ignition is turned ON, the ESC system will be ON even if it was turned off previously.
- The ESC system will make buzzing or clicking sounds when it is active. This is normal; the sounds will stop when ESC becomes inactive following the maneuver that caused the ESC activation.



The "ESC OFF Indicator Light" indicates the Electronic Stability Control (ESC) is off.

Trailer Sway Control (TSC)

TSC uses sensors in the vehicle to recognize an excessively swaying trailer and will take the

appropriate actions to attempt to stop the sway. The system may reduce engine power and apply the brake of the appropriate wheel(s) to counteract the sway of the trailer. TSC will become active automatically once an excessively swaying trailer is recognized. No driver action is required. Note that TSC cannot stop all trailers from swaying. Always use caution when towing a trailer and follow the tongue weight recommendations. Refer to “Trailer Towing” in “Starting and Operating” for further information. When TSC is functioning, the “ESC Activation/Malfunction Indicator Light” will flash, the engine power may be reduced and you may feel the brakes being applied to individual wheels to attempt to stop the trailer from swaying. TSC is disabled when the ESP system is in the “Partial Off” or “Full Off” modes.

WARNING!

If TSC activates while driving, slow the vehicle down, stop at the nearest safe location, and adjust the trailer load to eliminate trailer sway.

Hill Descent Control (HDC) – If Equipped

HDC is only intended for low speed off-road driving. HDC maintains vehicle speed while descending hills in off-road driving conditions by applying the brakes when necessary.



The symbol indicates the status of the Hill Descent Control (HDC) feature. The lamp will be on solid when HDC is armed. HDC can only be armed when the transfer case is in the “4WD LOW” position and the vehicle speed is less than 30 mph (48 km/h). If these conditions are not met while attempting to use the HDC feature, the HDC indicator light will flash on/off.

When enabled, HDC senses the terrain and activates when the vehicle is descending a hill. HDC speed may be adjusted by the driver to suit the driving conditions. The speed corresponds to the transmission gear selected.

Gear	Approximate HDC Set Speed
1st	1 mph (1.5 km/h)
2nd	2.5 mph (4 km/h)
3rd	4 mph (6.5 km/h)
4th	5.5 mph (9 km/h)
DRIVE	7.5 mph (12 km/h)
REVERSE	1 mph (1.5 km/h)

However, the driver can override HDC operation by applying the brake to slow the vehicle down below the HDC control speed. If more speed is desired during HDC control, the accelerator pedal will increase vehicle speed in the usual manner. When either the brake or the accelerator is released, HDC will control the vehicle at the original set speed.

Enabling HDC

1. Shift the transfer case into 4WD LOW range. Refer to “Four-Wheel Drive Operation” in “Starting and Operating” for further information.
2. Press the “Hill Descent” button. The “Hill Descent Control Indicator Light” in the instrument cluster will turn on solid.

NOTE:

If the transfer case is not in 4WD LOW range, the “Hill Descent Control Indicator Light” will flash for five seconds and HDC will not be enabled.

Disabling HDC

1. Press the “Hill Descent” button or shift the transfer case out of 4WD LOW range. The “Hill Descent Control Indicator” light in the instrument cluster will turn off.

TIRES — GENERAL INFORMATION**Tire Pressure**

Proper tire inflation pressure is essential to the safe and satisfactory operation of your vehicle. Three primary areas are affected by improper tire pressure:

Safety**WARNING!**

- Under-inflation increases tire flexing and can result in over-heating and tire failure.
- Over-inflation reduces a tire’s ability to cushion shock. Objects on the road and chuck holes can cause damage that results in tire failure.
- Unequal tire pressures can cause steering problems. You could lose control of your vehicle.
- Over-inflated or under-inflated tires can affect vehicle handling and can fail suddenly, resulting in loss of vehicle control.
- Unequal tire pressures from one side of the vehicle to the other can cause the vehicle to drift to the right or left.

Economy

Improper inflation pressures can cause uneven wear patterns to develop across the tire tread. These abnormal wear patterns will reduce tread life resulting in a need for earlier tire

replacement. Under-inflation also increases tire rolling resistance and results in higher fuel consumption.

Ride Comfort and Vehicle Stability

Proper tire inflation contributes to a comfortable ride. Over-inflation produces a jarring and uncomfortable ride.

Tire Inflation Pressures

Tire pressure should be checked and adjusted as well as inspected for signs of tire wear or visible damage, at least once a month. Use a good quality pocket-type gauge to check tire pressure. Do not make a visual judgement when determining proper inflation. Radial tires may look properly inflated even when they are under-inflated.

CAUTION!

After inspecting or adjusting the tire pressure, always reinstall the valve stem cap. This will prevent moisture and dirt from entering the valve stem, which could damage the Tire Pressure Monitoring Sensor.

Inflation pressures specified on the placard are always “cold tire inflation pressure.” Cold tire inflation pressure is defined as the tire pressure after the vehicle has not been driven for at least three hours, or driven less than 1 mile (1.6 km) after a three-hour period. The cold tire inflation pressure must not exceed the maximum inflation pressure molded into the tire side wall.

Check tire pressures more often if subject to a wide range of outdoor temperatures, as tire pressures vary with temperature changes.

Tire pressures change by approximately 1 psi (7 kPa) per 12° F (7° C) of air temperature change. Keep this in mind when checking tire pressure inside a garage, especially in the Winter.

Example: If garage temperature = 68° F (20° C) and the outside temperature = 32° F (0° C) then the cold tire inflation pressure should be increased by 3 psi (21 kPa), which equals 1 psi (7 kPa) for every 12° F (7° C) for this outside temperature condition.

Tire pressure may increase from 2 to 6 psi (13 to 40 kPa) during operation. DO NOT reduce this normal pressure buildup or your tire pressure will be too low.

Tire Pressures For High-Speed Operation

The manufacturer advocates driving at safe speeds within posted speed limits. Where speed limits or conditions are such that the vehicle can be driven at high speeds, maintaining correct tire inflation pressure is very important. Increased tire pressure and reduced vehicle loading may be required for high-speed vehicle operation. Refer to original equipment or an authorized tire dealer for recommended safe operating speeds, loading and cold tire inflation pressures.

WARNING!

High speed driving with your vehicle under load is dangerous. The added strain on your tires could cause them to fail. You could have a serious accident. Do not drive a vehicle loaded to maximum capacity at continuous speeds above 75 mph (120 km/h).

Radial-Ply Tires

WARNING!

Combining radial ply tires with other types of tires on your vehicle will cause your vehicle to handle poorly. The instability could cause an accident. Always use radial tires in sets of four. Never combine them with other types of tires.

Cuts and punctures in radial tires are repairable only in the tread area because of sidewall flexing. Consult your authorized dealer for radial tire repairs.

Tire Spinning

When stuck in mud, sand, snow, or ice conditions, do not spin your vehicle's wheels above 30 mph (48 km/h).

WARNING!

Fast spinning tires can be dangerous. Forces generated by excessive wheel speeds may cause tire damage or failure. A tire could explode and injure someone. Do not spin your vehicle's wheels faster than 30 mph (48 km/h) when you are stuck, and do not let anyone near a spinning wheel no matter what the speed.

Tread Wear Indicators

Tread wear indicators are in the original equipment tires to help you in determining when your tires should be replaced.



1 — Worn Tire

2 — New Tire

These indicators are molded into the bottom of the tread grooves. They will appear as bands when the tread depth becomes 1/16 in (2 mm). When the tread is worn to the tread wear indicators, the tire should be replaced.

Life Of Tire

The service life of a tire is dependent upon varying factors including but not limited to:

- Driving style
- Tire pressure
- Distance driven

WARNING!

Tires and the spare tire should be replaced after six years, regardless of the remaining tread. Failure to follow this warning can result in sudden tire failure. You could lose control and have an accident resulting in serious injury or death.

Keep unmounted tires in a cool, dry place with as little exposure to light as possible. Protect tires from contact with oil, grease and gasoline.

Replacement Tires

The tires on your new vehicle provide a balance of many characteristics. They should be inspected regularly for wear and correct cold tire inflation pressure. The manufacturer strongly recommends that you use tires equivalent to the originals in size, quality and performance when replacement is needed (see the paragraph on tread wear indicators). Refer to the Tire and Loading Information placard for the size designation of your tire. The service description and load identification will be found on the original equipment tire. Failure to use equivalent replacement tires may adversely

affect the safety, handling, and ride of your vehicle. We recommend that you refer to your original equipment or contact an authorized tire dealer with any questions you may have on tire specifications or capability.

WARNING!

- Do not use a tire, wheel size or rating other than that specified for your vehicle. Some combinations of unapproved tires and wheels may change suspension dimensions and performance characteristics, resulting in changes to steering, handling, and braking of your vehicle. This can cause unpredictable handling and stress to steering and suspension components. You could lose control and have an accident resulting in serious injury or death. Use only the tire and wheel sizes with load ratings approved for your vehicle.

(Continued)

WARNING! (Continued)

- Never use a tire with a smaller load index or capacity, other than what was originally equipped on your vehicle. Using a tire with a smaller load index could result in tire overloading and failure. You could lose control and have an accident.
- Failure to equip your vehicle with tires having adequate speed capability can result in sudden tire failure and loss of vehicle control.

CAUTION!

Replacing original tires with tires of a different size may result in false speedometer and odometer readings.

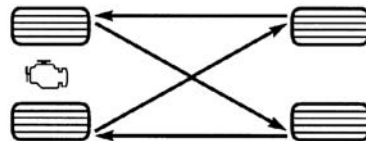
TIRE ROTATION RECOMMENDATIONS

Tires on the front and rear axles of vehicles operate at different loads and perform different steering, handling, and braking functions. For these reasons, they wear at unequal rates.

These effects can be reduced by timely rotation of tires. The benefits of rotation are especially worthwhile with aggressive tread designs such as those on On/Off Road type tires. Rotation will increase tread life, help to maintain mud, snow, and wet traction levels, and contribute to a smooth, quiet ride.

Refer to the “Maintenance Schedule” for the proper maintenance intervals. More frequent rotation is permissible if desired. The reasons for any rapid or unusual wear should be corrected prior to rotation being performed.

The suggested rotation method is the “forward-cross” shown in the following diagram.



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Tire Rotation

TIRE PRESSURE MONITOR SYSTEM (TPMS)

The Tire Pressure Monitoring System (TPMS) will warn the driver of a low tire pressure based on the vehicle recommended cold placard pressure.

The tire pressure will vary with temperature by about 1 psi (6.9 kPa) for every 12°F (6.5°C). This means that when the outside temperature decreases, the tire pressure will decrease. Tire pressure should always be set based on cold inflation tire pressure. This is defined as the tire pressure after a vehicle has not been driven for more than three hours, or driven less than 1 mile (1.6 km) after a three-hour period. **Refer to “Tires – General Information” in “Starting and Operating” for information on how to properly inflate the vehicle’s tires.** The tire pressure will also increase as the vehicle is driven; this is normal and there should be no adjustment for this increased pressure.

The TPMS will warn the driver of a low tire pressure if the tire pressure falls below the low pressure warning threshold for any reason,

including low temperature effects, or natural pressure loss through the tire.

The TPMS will continue to warn the driver of low tire pressure as long as the condition exists, and will not turn off until the tire pressure is at or above recommended cold placard pressure. Once the “Tire Pressure Monitoring Telltale Light” has been illuminated, the tire pressure must be increased to the recommended cold placard pressure in order for the “Tire Pressure Monitoring Telltale Light” to be turned OFF. The system will automatically update and the “Tire Pressure Monitoring Telltale Light” will extinguish once the updated tire pressures have been received. The vehicle may need to be driven for up to 20 minutes above 15 mph (24 km/h) to receive this information.

For example, your vehicle may have a recommended cold (parked for more than three hours) air pressure of 35 psi (241 kPa). If the ambient temperature is 68°F (20°C) and the measured tire pressure is 30 psi (207 kPa), a temperature drop to 20°F (-7°C) will decrease the tire pressure to approximately 26 psi (179 kPa). This tire pressure is sufficiently low enough to turn ON the “Tire Pressure Monitor-

ing Telltale Light.” Driving the vehicle may cause the tire pressure to rise to approximately 30 psi (207 kPa), but the “Tire Pressure Monitoring Telltale Light” will still be ON. In this situation, the “Tire Pressure Monitoring Telltale Light” will turn OFF only after the tires have been inflated to the vehicle’s recommended cold placard pressure value.

CAUTION!

- The TPMS has been optimized for the original equipment tires and wheels. The TPMS pressures have been established for the tire size equipped on your vehicle. Undesirable system operation or sensor damage may result when using replacement equipment that is not of the same size, type, and/or style. Aftermarket wheels can cause sensor damage. Do not use aftermarket tire sealants or balance beads if your vehicle is equipped with a TPMS, as damage to the sensors may result.

(Continued)

CAUTION! (Continued)

- After inspecting or adjusting the tire pressure, always reinstall the valve stem cap. This will prevent moisture and dirt from entering the valve stem, which could damage the Tire Pressure Monitoring Sensor.

NOTE:

- **The TPMS is not intended to replace normal tire care and maintenance, nor to provide warning of a tire failure or condition.**
- **The TPMS should not be used as a tire pressure gauge while adjusting your tire pressure.**
- **Driving on a significantly under-inflated tire causes the tire to overheat and can lead to tire failure. Under-inflation also reduces fuel efficiency and tire tread life, and may affect the vehicle's handling and stopping ability.**
- **The TPMS is not a substitute for proper tire maintenance, and it is the driver's responsibility to maintain correct tire pressure, even if under-inflation has not**

reached the level to trigger illumination of the "Tire Pressure Monitoring Telltale Light."

- **Seasonal temperature changes will affect tire pressure, and the TPMS will monitor the actual tire pressure in the tire.**

Base System

The Tire Pressure Monitor System (TPMS) uses wireless technology with wheel rim mounted electronic sensors to monitor tire pressure levels. Sensors, mounted to each wheel as part of the valve stem, transmit tire pressure readings to the Receiver Module.

NOTE:

It is particularly important for you to check the tire pressure in all of your tires regularly and to maintain the proper pressure.

The Tire Pressure Monitor System (TPMS) consists of the following components:

- Receiver Module
- Four Tire Pressure Monitoring Sensors
- Tire Pressure Monitoring Telltale Light

A tire pressure monitoring sensor is located in the spare wheel if the vehicle is equipped with a matching full size spare wheel and tire assembly. The matching full size spare tire can be used in place of any of the four road tires. A low spare tire will not cause the "Tire Pressure Monitoring Telltale Light" to illuminate or the chime to sound.



The "Tire Pressure Monitoring Telltale Light" will illuminate in the instrument cluster, a "LOW TIRE" message will be displayed for a minimum of five seconds and an audible chime will be activated when one or more of the four active road tire pressures are low. Should this occur, you should stop as soon as possible, check the inflation pressure of each tire on your vehicle, and inflate each tire to the vehicle's recommended cold placard pressure value. The system will automatically update and the "Tire Pressure Monitoring Telltale Light" and "LOW TIRE" message will extinguish once the updated tire pressures have been received. The vehicle may need to be driven for up to 20 minutes above 15 mph (24 km/h) to receive this information.

The “Tire Pressure Monitoring Telltale Light” will flash on and off for 75 seconds, and will remain on solid when a system fault is detected. The system fault will also sound a chime. If the ignition key is cycled, this sequence will repeat, providing the system fault still exists. A system fault can occur by any of the following scenarios:

1. Jamming due to electronic devices or driving next to facilities emitting the same Radio Frequencies as the TPM sensors.
2. Installing some form of aftermarket window tinting that affects radio wave signals.
3. Lots of snow or ice around the wheels or wheel housings.
4. Using tire chains on the vehicle.
5. Using wheels/tires not equipped with TPM sensors.

NOTE:

- If your vehicle is equipped with a matching full size spare wheel and tire assem-

bly, it has a tire pressure monitoring sensor, and can be monitored by the Tire Pressure Monitoring System (TPMS). In the event that the matching full size spare tire is swapped with a low pressure road tire, the next ignition key cycle will still show the “Tire Pressure Monitoring Telltale Light” to be ON, a “LOW TIRE” message displayed for a minimum of five seconds and a chime to sound. Driving the vehicle for up to 20 minutes above 15 mph (24 km/h) will turn OFF the “Tire Pressure Monitoring Telltale Light” and “LOW TIRE” message as long as none of the road tires are below the low pressure warning threshold.

- If your vehicle is not equipped with a matching full size spare wheel and tire assembly, it does not have a tire pressure monitoring sensor in the spare tire. The TPMS will not be able to monitor the tire pressure. If you install the spare tire in place of a road tire that has a pressure below the low-pressure warning limit,

upon the next ignition key cycle, a chime will sound and the “Tire Pressure Monitoring Telltale Light” and “LOW TIRE” message will turn ON. After driving the vehicle for up to 20 minutes above 15 mph (24 km/h), the “Tire Pressure Monitoring Telltale Light” will flash on and off for 75 seconds and then remain on solid. For each subsequent ignition key cycle, a chime will sound and the “Tire Pressure Monitoring Telltale Light” will flash on and off for 75 seconds and then remain on solid. Once you repair or replace the original road tire, and reinstall it on the vehicle in place of the spare tire, the TPMS will update automatically and the “Tire Pressure Monitoring Telltale Light” will turn OFF, as long as no tire pressure is below the low-pressure warning limit in any of the four active road tires. The vehicle may need to be driven for up to 20 minutes above 15 mph (24 km/h) in order for the TPMS to receive this information.

FUEL REQUIREMENTS — GASOLINE ENGINES

This engine is designed to meet all emissions regulations and provide excellent fuel economy and performance when using high quality unleaded gasoline with a minimum research octane rating of 91. The use of premium gasoline is not recommended, as it will not provide any benefit over regular gasoline in these engines.

Light spark knock at low engine speeds is not harmful to your engine. However, continued heavy spark knock at high speeds can cause damage, and immediate service is required. Poor quality gasoline can cause problems such as hard starting, stalling, and hesitations. If you experience these symptoms, try another brand of gasoline before considering service for the vehicle.

Over 40 auto manufacturer's worldwide have issued and endorsed consistent gasoline specifications (the Worldwide Fuel Charter, WWFC) which define fuel properties necessary to deliver enhanced emissions, performance, and durability for your vehicle. The manufac-

turer recommends the use of gasoline that meets the WWFC specifications if they are available.

Poor quality gasoline can cause problems such as hard starting, stalling and stumble. If you experience these problems, try another brand of gasoline before considering service for the vehicle.

Methanol

(Methyl or Wood Alcohol) is used in a variety of concentrations when blended with unleaded gasoline. You may find fuels containing 3% or more methanol along with other alcohols called cosolvents. Problems that result from using methanol/gasoline or E85 Ethanol blends are not the responsibility of the manufacturer. While MTBE is an oxygenate made from Methanol, it does not have the negative effects of Methanol.

CAUTION!

Do not use gasolines containing Methanol or E85 Ethanol. Use of these blends may result in starting and driveability problems and may damage critical fuel system components.

Ethanol

The manufacturer recommends that your vehicle be operated on fuel containing no more than 10% ethanol. Purchasing your fuel from a reputable supplier may reduce the risk of exceeding this 10% limit and/or of receiving fuel with abnormal properties. It should also be noted that an increase in fuel consumption should be expected when using ethanol-blended fuels, due to the lower energy content of ethanol.

Problems that result from using methanol/gasoline or E85 Ethanol blends are not the responsibility of the manufacturer. While MTBE is an oxygenate made from Methanol, it does not have the negative effects of Methanol.

CAUTION!

Use of fuel with ethanol content higher than 10% may result in engine malfunction, starting and operating difficulties and materials degradation. These adverse effects could result in permanent damage to your vehicle.

Clean Air Gasoline

Many gasolines are now being blended that contribute to cleaner air, especially in those areas where air pollution levels are high. These new blends provide a cleaner burning fuel and some are referred to as “reformulated gasoline.”

The manufacturer supports these efforts toward cleaner air. You can help by using these blends as they become available.

MMT in Gasoline

MMT is a manganese containing metallic additive that is blended into some gasoline to increase octane. Gasoline blended with MMT provides no performance advantage beyond gasoline of the same octane number without MMT. Gasoline blended with MMT reduces spark plug life and reduces emission system performance in some vehicles. The manufacturer recommends that gasoline without MMT be used in your vehicle. The MMT content of gasoline may not be indicated on the gasoline pump; therefore, you should ask your gasoline retailer whether or not his/her gasoline contains MMT.

Materials Added to Fuel

Besides using unleaded gasoline with the proper octane rating, gasolines that contain detergents, corrosion and stability additives are recommended. Using gasolines that have these additives will help improve fuel economy, reduce emissions, and maintain vehicle performance.

Indiscriminate use of fuel system cleaning agents should be avoided. Many of these materials intended for gum and varnish removal may contain active solvents or similar ingredients. These can harm fuel system gasket and diaphragm materials.

WARNING!

Carbon monoxide (CO) in exhaust gases is deadly. Follow the precautions below to prevent carbon monoxide poisoning:

(Continued)

WARNING! (Continued)

- Do not inhale exhaust gases. They contain carbon monoxide, a colorless and odorless gas which can kill. Never run the engine in a closed area, such as a garage, and never sit in a parked vehicle with the engine running for an extended period. If the vehicle is stopped in an open area with the engine running for more than a short period, adjust the ventilation system to force fresh, outside air into the vehicle.
- Guard against carbon monoxide with proper maintenance. Have the exhaust system inspected every time the vehicle is raised. Have any abnormal conditions repaired promptly. Until repaired, drive with all side windows fully open.
- Keep the swing gate closed when driving your vehicle to prevent carbon monoxide and other poisonous exhaust gases from entering the vehicle.

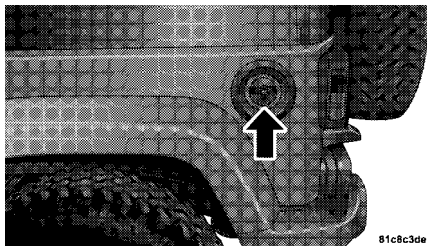
FUEL REQUIREMENTS — DIESEL ENGINES

Use Premium Quality Diesel fuels with a Cetane rating of 50 or higher, and meeting the EN590 standard are highly recommended. See your authorized dealer for further information regarding fuels available in your area.

ADDING FUEL

Locking Fuel Filler Cap (Gas Cap)

The locking gas cap is located on the driver's side of the vehicle. If the gas cap is lost or damaged, be sure the replacement cap is the correct one for this vehicle.



Fuel Filler Cap

1. Turn off engine.
2. Insert the ignition key into the fuel cap and turn the key one-quarter turn to the right, then rotate the fuel cap to the left to remove.
3. Rotate the ignition key back to the left to remove.
4. To replace the cap, insert it into the filler neck and tighten to the right until at least three clicks are heard.

CAUTION!

- Damage to the fuel system or emissions control system could result from using an improper fuel tank filler tube cap (gas cap).
- A poorly fitting gas cap could let impurities into the fuel system.
- A poorly fitting gas cap may cause the Malfunction Indicator Light (MIL) to turn on.
- To avoid fuel spillage and overfilling, do not “top off” the fuel tank after filling. When the fuel nozzle “clicks” or shuts off, the fuel tank is full.

WARNING!

- Remove the fuel tank filler tube cap (gas cap) slowly to prevent fuel spray from the filler neck, which may cause injury.
- The volatility of some gasolines may cause a buildup of pressure in the fuel tank that may increase while you drive. This pressure can result in a spray of gasoline and/or vapors when the cap is removed from a hot vehicle. Removing the cap slowly allows the pressure to vent and prevents fuel spray.
- Never have any smoking materials lit in or near the vehicle when the gas cap is removed or the tank is being filled.
- Never add fuel to the vehicle when the engine is running.
- A fire may result if gasoline is pumped into a portable container that is inside of a vehicle. You could be burned. Always place gas containers on the ground while filling.

NOTE:

- **Tighten the gas cap until you hear a “clicking” sound. This is an indication that the gas cap is tightened properly. The MIL in the instrument cluster may turn on if the gas cap is not secured properly. Make sure that the gas cap is tightened each time the vehicle is refueled.**
- **When the fuel nozzle “clicks” or shuts off, the fuel tank is full.**

Loose Fuel Filler Cap Message (gASCAP)

After fuel has been added, the vehicle diagnostic system can determine if the fuel filler cap is possibly loose, improperly installed, or damaged. If the system detects a malfunction, the “gASCAP” message will display in the odometer display. Tighten the gas cap until a “clicking” sound is heard. This is an indication that the gas cap is properly tightened. Press the odometer reset button to turn the message off. If the problem persists, the message will appear the next time the vehicle is started. This might indicate a damaged cap. If the problem is detected twice in a row, the system will turn on the Malfunction Indicator Light (MIL). Resolving the problem will turn the MIL light off.

TRAILER TOWING

In this section, you will find safety tips and information on limits to the type of towing you can reasonably do with your vehicle. Before towing a trailer, carefully review this information to tow your load as efficiently and safely as possible.

To maintain warranty coverage, follow the requirements and recommendations in this manual concerning vehicles used for trailer towing.

Common Towing Definitions

The following trailer towing related definitions will assist you in understanding the following information:

Gross Vehicle Weight Rating (GVWR)

The GVWR is the total allowable weight of your vehicle. This includes driver, passengers, cargo and tongue weight. The total load must be limited so that you do not exceed the GVWR.

Gross Trailer Weight (GTW)

The GTW is the weight of the trailer plus the weight of all cargo, consumables and equipment (permanent or temporary) loaded in or on the trailer in its “loaded and ready for operation” condition. The recommended way to measure GTW is to put your fully loaded trailer on a vehicle scale. The entire weight of the trailer must be supported by the scale.

Gross Combination Weight Rating (GCWR)

The GCWR is the total permissible weight of your vehicle and trailer when weighed in combination.

NOTE:

The GCWR rating includes a 150 lbs (68 kg) allowance for the presence of a driver.

Gross Axle Weight Rating (GAWR)

The GAWR is the maximum capacity of the front and rear axles. Distribute the load over the front and rear axles evenly. Make sure that you do not exceed either front or rear GAWR.

WARNING!

It is important that you do not exceed the maximum front or rear GAWR. A dangerous driving condition can result if either rating is exceeded. You could lose control of the vehicle and have an accident.

Tongue Weight (TW)

The tongue weight is the downward force exerted on the hitch ball by the trailer. In most cases, it should not be less than 7% or more than 10% of the trailer load. Tongue weight must not exceed the lesser of either the hitch certification rating, or the trailer tongue chassis rating. It should never be less than 4% of the trailer load, and not less than 55 lbs (25 kg). You must consider tongue load as part of the load on your vehicle and its GAWR.

WARNING!

An improperly adjusted hitch system may reduce handling, stability and braking performance and could result in an accident. Consult with your hitch and trailer manufacturer or a reputable trailer/caravan dealer for additional information.

Frontal Area

The frontal area is the maximum height multiplied by the maximum width of the front of a trailer.

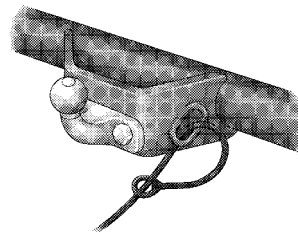
Breakaway Cable Attachment

European braking regulations for braked trailers up to 7,700 lbs (3 500 kg) require trailers to be fitted with either a secondary coupling or breakaway cable.

The recommended location for attaching the normal trailer's breakaway cable is in the stamped slot located on the sidewall of the hitch receiver.

With Attachment Point

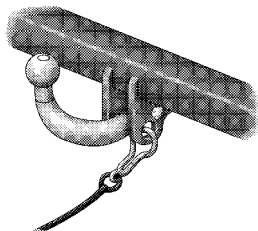
- For detachable tow bar, pass the cable through the attachment point and clip it back onto itself.



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Detachable Ball Clip Loop Method

- For fixed ball tow bar, attach the clip directly to the designated point. This alternative must be specifically permitted by the trailer manufacturer since the clip may not be sufficiently strong for use in this way.

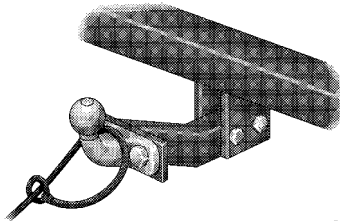


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Fixed Ball Clip Loop Method

Without Attachment Points

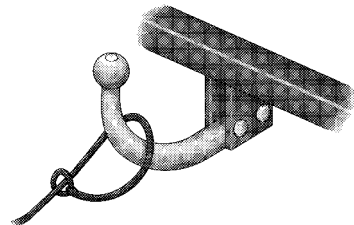
- For detachable ball tow bar, you must follow the recommended manufacturer or supplier procedure.



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Detachable Ball Neck Loop Method

- For fixed ball tow bar, loop the cable around the neck of the tow ball. If you fit the cable like this, use a single loop only.



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Fixed Ball Neck Loop Method

Trailer Towing Weights (Maximum Trailer Weight Ratings)

The following chart provides the maximum trailer weight ratings towable for your given drivetrain.

Engine/Transmission	Model	Max. GTW (Gross Trailer Wt.)	Max. Tongue Wt. (See Note)
All	Two-Door	4,409 lbs (2 000 kg)	220 lbs (100 kg)
All	Four-Door	7,716 lbs (3 500 kg)	308 lbs (140 kg)
Maximum trailer towing speed is limited to 62 mph (100 km/h) unless local laws require a lower speed.			

NOTE:

The trailer tongue weight must be considered as part of the combined weight of occupants and cargo, and should never exceed the weight referenced on the Tire and Loading Information placard. Refer to “Tires – General Information” in “Starting and Operating” for further information.

Trailer And Tongue Weight

Loads balanced over the wheels or heavier in the rear can cause the trailer to sway severely side to side which will cause loss of control of the vehicle and trailer. Failure to load trailers heavier in front is the cause of many trailer accidents.

Never exceed the maximum tongue weight stamped on your trailer hitch.

Consider the following items when computing the weight on the rear axle of the vehicle:

- The tongue weight of the trailer.
- The weight of any other type of cargo or equipment put in or on your vehicle.
- The weight of the driver and all passengers.

NOTE:

Remember that everything put into or on the trailer adds to the load on your vehicle. Also, additional factory-installed options, or dealer-installed options, must be considered as part of the total load on your vehicle. Refer to the Tire and Loading Information placard, located on the drivers door pillar, for the maximum combined weight of occupants and cargo for your vehicle.

Towing Requirements

To promote proper break-in of your new vehicle drivetrain components, the following guidelines are recommended:

CAUTION!

- Do not tow a trailer at all during the first 500 miles (805 km) the new vehicle is driven. The engine, axle or other parts could be damaged.
- Then, during the first 500 miles (805 km) that a trailer is towed, do not drive over 50 mph (80 km/h) and do not make starts at full throttle. This helps the engine and other parts of the vehicle wear in at the heavier loads.

WARNING!

Improper towing can lead to an injury accident. Follow these guidelines to make your trailer towing as safe as possible:

- Make certain that the load is secured in the trailer and will not shift during travel. When trailering cargo that is not fully secured, dynamic load shifts can occur that may be difficult for the driver to control. You could lose control of your vehicle and have an accident.
- All trailer hitches should be professionally installed on your vehicle.
- When hauling cargo or towing a trailer, do not overload your vehicle or trailer. Overloading can cause a loss of control, poor performance or damage to the brakes, axle, engine, transmission, steering, suspension, chassis structure or tires.

(Continued)

WARNING! (Continued)

- Safety chains must always be used between your vehicle and trailer. Always connect the chains to the frame or hook retainers of the vehicle hitch. Cross the chains under the trailer tongue and allow enough slack for turning corners.
- Vehicles with trailers should not be parked on a grade. When parking, apply the parking brake on the tow vehicle. Put the tow vehicle automatic transmission in PARK. Always, block or "chock" the trailer wheels.
- GCWR must not be exceeded.
- **Total weight must be distributed between the tow vehicle and the trailer such that the following four ratings are not exceeded:**
 1. GVWR
 2. GTW
 3. GAWR
 4. Tongue weight rating for the trailer hitch utilized.

Towing Requirements – Tires

- Do not attempt to tow a trailer while using a compact spare tire.
- Proper tire inflation pressures are essential for the safe and satisfactory operation of your vehicle. Refer to "Tires – General Information" in "Starting and Operating" for proper tire inflation procedures.
- Check the trailer tires for proper tire inflation pressures before trailer usage.
- Check for signs of tire wear or visible tire damage before towing a trailer. Refer to "Tires – General Information" in "Starting and Operating" for the proper inspection procedure.
- When replacing tires, refer to "Tires – General Information" in "Starting and Operating" for proper tire replacement procedures. Replacing tires with a higher load carrying capacity will not increase the vehicle's GVWR and GAWR limits.

Towing Requirements – Trailer Brakes

- Do **not** interconnect the hydraulic brake system or vacuum system of your vehicle with that of the trailer. This could cause inadequate braking and possible personal injury.
- When towing a trailer equipped with a hydraulic surge actuated brake system, an electronic brake controller is not required.
- Trailer brakes are recommended for trailers over 1,000 lbs (450 kg) and required for trailers in excess of 1,653 lbs (750 kg).

CAUTION!

If the trailer weighs more than 1,000 lbs (450 kg) loaded, it should have its own brakes and they should be of adequate capacity. Failure to do this could lead to accelerated brake lining wear, higher brake pedal effort, and longer stopping distances.

WARNING!

- Do not connect trailer brakes to your vehicle's hydraulic brake lines. It can overload your brake system and cause it to fail. You might not have brakes when you need them and could have an accident.
- Towing any trailer will increase your stopping distance. When towing, you should allow for additional space between your vehicle and the vehicle in front of you. Failure to do so could result in an accident.

Towing Tips

Before setting out on a trip, practice turning, stopping and backing the trailer in an area away from heavy traffic.

Manual Transmission – If Equipped

If using a manual transmission vehicle for trailer towing, all starts must be in FIRST gear to avoid excessive clutch slippage.

Automatic Transmission – If Equipped

The DRIVE range can be selected when towing. However, if frequent shifting occurs while in this range, the “O/D OFF” mode should be selected.

NOTE:

Using the “O/D OFF” mode while operating the vehicle under heavy operating conditions will improve performance and extend transmission life by reducing excessive shifting and heat build up. This action will also provide better engine braking.

The automatic transmission fluid and filter should be changed if you REGULARLY tow a trailer for more than 45 minutes of continuous operation. Refer to “Maintenance Schedule” for transmission fluid change intervals.

NOTE:

Check the automatic transmission fluid level before towing.

O/D Off – If Equipped

To reduce the potential for automatic transmission overheating, select “O/D OFF” when driving in hilly areas or shift the transmission to

DRIVE position 2 on more severe grades. Refer to “Automatic Transmission” in “Starting and Operating” for further information.

Electronic Speed Control – If Equipped

- Do not use in hilly terrain or with heavy loads.
- When using the speed control, if you experience speed drops greater than 10 mph (16 km/h), disengage until you can get back to cruising speed.
- Use speed control in flat terrain and with light loads to maximize fuel efficiency.

Cooling System

To reduce potential for engine and transmission overheating, take the following actions:

– City Driving

When stopped for short periods of time, shift the transmission into NEUTRAL and increase engine idle speed.

– Highway Driving

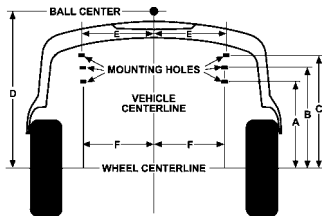
Reduce speed.

– Air Conditioning

Turn off temporarily.

Trailer Hitch Attaching Points

Your vehicle will require extra equipment to tow a trailer safely and efficiently. The trailer tow hitch must be attached to your vehicle using the provided attaching points on the vehicle's frame. Refer to the following chart to determine the accurate attaching points. Other equipment, such as trailer sway controls and braking equipment, trailer equalizing (leveling) equipment and low profile mirrors, may also be required or strongly recommended.



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Trailer Tow Hitch Attaching Points And Overhang Dimensions	
A	N/A
B	N/A
C	N/A
D (maximum overhang)	2.47 ft. (754 mm)
E	3.39 ft. (1032 mm)
F	0.16 ft. (50 mm)
G	0.46 ft. (140 mm)

RECREATIONAL TOWING (BEHIND MOTORHOME, ETC.)

Towing This Vehicle Behind Another Vehicle

Towing Condition	Wheels OFF the Ground	Four-Wheel Drive Models
Flat Tow	NONE	See Instructions <ul style="list-style-type: none">• Automatic transmission in PARK• Manual transmission in gear (NOT in NEUTRAL (N))• Transfer case in NEUTRAL (N)• Tow in forward direction
Dolly Tow	Front	NOT ALLOWED
	Rear	NOT ALLOWED
On Trailer	ALL	OK

Recreational Towing – Four-Wheel Drive Models

NOTE:

The transfer case must be shifted into N (Neutral), automatic transmission must be shifted into PARK, and manual transmission must be placed in gear (NOT in NEUTRAL) for recreational towing.

CAUTION!

- Front or rear wheel lifts should not be used. Internal damage to the transmission or transfer case will occur if a front or rear wheel lift is used when recreational towing.
- Tow only in the forward direction. Towing this vehicle backwards can cause severe damage to the transfer case.

(Continued)

CAUTION! (Continued)

- Automatic transmissions must be placed in the PARK position for recreational towing.
- Manual transmissions must be placed in gear (not in Neutral) for recreational towing.

(Continued)

CAUTION! (Continued)

- Before recreational towing, perform the procedure outlined under “Shifting Into NEUTRAL” to be certain that the transfer case is fully in NEUTRAL. Otherwise, internal damage will result.
- Towing this vehicle in violation of the above requirements can cause severe transmission and/or transfer case damage. Damage from improper towing is not covered under the New Vehicle Limited Warranty.
- Do not use a bumper-mounted clamp-on tow bar on your vehicle. The bumper face bar will be damaged.

Shifting Into Neutral (N)

Use the following procedure to prepare your vehicle for recreational towing.

WARNING!

You or others could be injured if you leave the vehicle unattended with the transfer case in the N (Neutral) position without first fully engaging the parking brake. The transfer case N (Neutral) position disengages both the front and rear driveshafts from the powertrain and will allow the vehicle to move, even if the transmission is in PARK. The parking brake should always be applied when the driver is not in the vehicle.

CAUTION!

It is necessary to follow these steps to be certain that the transfer case is fully in N (Neutral) before recreational towing to prevent damage to internal parts.

1. Bring the vehicle to a complete stop.
2. Turn OFF the engine.
3. Press and hold the brake pedal.

4. Shift the automatic transmission into NEUTRAL or depress the clutch pedal on a manual transmission.

5. Shift the transfer case lever into N (Neutral).

6. Start the engine.

7. Shift the transmission into REVERSE.

8. Release the brake pedal (and clutch pedal on manual transmissions) for five seconds and ensure that there is no vehicle movement.

9. Repeat steps 7 and 8 with automatic transmission in DRIVE or manual transmission in first gear.

10. Turn OFF the engine and leave the ignition switch in the unlocked OFF position.

11. Firmly apply the parking brake.

12. Shift the transmission into PARK or place manual transmission in gear (NOT in Neutral).

CAUTION!

Damage to the transmission may occur if the transmission is shifted into PARK with the transfer case in N (Neutral) and the engine running. With the transfer case in N (Neutral) ensure that the engine is OFF prior to shifting the transmission into PARK.

13. Attach the vehicle to the tow vehicle using a suitable tow bar.

14. Release the parking brake.

15. Disconnect the negative battery cable, and secure it away from the negative battery post.

Shifting Out of Neutral (N)

Use the following procedure to prepare your vehicle for normal usage.

1. Bring the vehicle to a complete stop, leaving it connected to the tow vehicle.

2. Firmly apply the parking brake.

3. Reconnect the negative battery cable.

4. Turn the ignition key/fob to the LOCK/OFF position (if it has been moved or the engine has been started).

5. Turn the ignition key/fob to the ON/RUN position, but do not start the engine.

6. Press and hold the brake pedal.

7. Shift the transmission into NEUTRAL.

8. Shift the transfer case lever to the desired position.

NOTE:

When shifting out of transfer case N (Neutral), turning the engine OFF may be required to avoid gear clash.

9. Shift the automatic transmission into PARK, or place manual transmission in Neutral.

10. Release the brake pedal.

11. Disconnect vehicle from the tow vehicle.

12. Start the engine.

13. Press and hold the brake pedal.

14. Release the parking brake.

15. Shift the transmission into gear, release the brake pedal (and clutch pedal on manual transmissions), and check that the vehicle operates normally.

WHAT TO DO IN EMERGENCIES

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HAZARD WARNING FLASHER

The Hazard Warning flasher switch is located on the instrument panel below the climate controls.



Press the switch to turn on the Hazard Warning flasher. When the switch is activated, all directional turn signals will flash on and off to warn oncoming traffic of an emergency. Press the switch a second time to turn off the Hazard Warning flasher.

This is an emergency warning system and it should not be used when the vehicle is in motion. Use it when your vehicle is disabled and it is creating a safety hazard for other motorists.

When you must leave the vehicle to seek assistance, the Hazard Warning flasher will continue to operate even though the ignition is placed in the OFF position.

NOTE:

With extended use the Hazard Warning flasher may wear down your battery.

IF YOUR ENGINE OVERHEATS

In any of the following situations, you can reduce the potential for overheating by taking the appropriate action.

- On the highways — slow down.
- In city traffic — while stopped, shift transmission into NEUTRAL, but do not increase engine idle speed.

CAUTION!

Driving with a hot cooling system could damage your vehicle. If the temperature gauge reads HOT (H), pull over and stop the vehicle. Idle the vehicle with the air conditioner turned off until the pointer drops back into the normal range. If the pointer remains on HOT (H), and you hear continuous chimes, turn the engine off immediately, and call for service.

NOTE:

There are steps that you can take to slow down an impending overheat condition:

- If your air conditioner (A/C) is on, turn it off. The A/C system adds heat to the engine cooling system and turning the A/C off can help remove this heat.
- You can also turn the temperature control to maximum heat, the mode control to floor and the blower control to high. This allows the heater core to act as a supplement to the radiator and aids in removing heat from the engine cooling system.

WARNING!

You or others can be badly burned by hot engine coolant (antifreeze) or steam from your radiator. If you see or hear steam coming from under the hood, do not open the hood until the radiator has had time to cool. Never try to open a cooling system pressure cap when the radiator or coolant bottle is hot.

JACKING AND TIRE CHANGING

WARNING!

- Do not attempt to change a tire on the side of the vehicle close to moving traffic, pull far enough off the road to avoid the danger of being hit when operating the jack or changing the wheel.
- Being under a jacked-up vehicle is dangerous. The vehicle could slip off the jack and fall on you. You could be crushed. Never put any part of your body under a vehicle that is on a jack.
- Never start or run the engine while the vehicle is on a jack. If you need to get under a raised vehicle, take it to a service center where it can be raised on a lift.
- The jack is designed to use as a tool for changing tires only. The jack should not be used to lift the vehicle for service purposes. The vehicle should be jacked on a firm level surface only. Avoid ice or slippery areas.

Jack Location

The jack and lug wrench are located in the rear storage compartment.



Jack Storage

Spare Tire Stowage

To remove the spare tire from the carrier, remove the tire cover, if equipped, and remove the lug nuts with the lug wrench turning them counterclockwise.

NOTE:

If you have added aftermarket accessories to the spare tire mounted carrier, it cannot exceed a gross weight of 50 lbs (23 kg) including the weight of the spare tire.

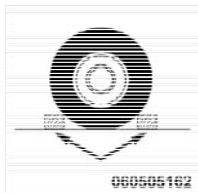
Preparations For Jacking

1. Park on a firm, level surface. Avoid ice or slippery areas.

WARNING!

Do not attempt to change a tire on the side of the vehicle close to moving traffic, pull far enough off the road to avoid being hit when operating the jack or changing the wheel.

2. Turn on the Hazard Warning flasher.
3. Set the parking brake.
4. Shift the automatic transmission into PARK, or a manual transmission into REVERSE.
5. Turn the ignition to LOCK.



6. Block both the front and rear of the wheel diagonally opposite of the jacking position. For example, if changing the right front tire, block the left rear wheel.

NOTE:

Passengers should not remain in the vehicle when the vehicle is being jacked.

Jacking Instructions

WARNING!

Carefully follow these tire changing warnings to help prevent personal injury or damage to your vehicle:

- Always park on a firm, level surface as far from the edge of the roadway as possible before raising the vehicle.
- Turn on the Hazard Warning flasher.

(Continued)

WARNING! (Continued)

- Block the wheel diagonally opposite the wheel to be raised.
- Set the parking brake firmly and set an automatic transmission in PARK; a manual transmission in REVERSE.
- Never start or run the engine with the vehicle on a jack.
- Do not let anyone sit in the vehicle when it is on a jack.
- Do not get under the vehicle when it is on a jack.
- Only use the jack in the positions indicated and for lifting this vehicle during a tire change.
- If working on or near a roadway, be extremely careful of motor traffic.
- To assure that spare tires, flat or inflated, are securely stowed, spares must be stowed with the valve stem facing the ground.

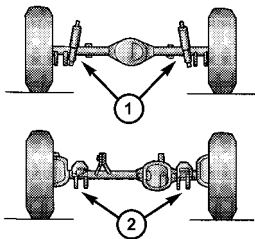


Jack Warning Label

CAUTION!

Do not attempt to raise the vehicle by jacking on locations other than those indicated in the Jacking Instructions for this vehicle.

1. Remove the spare tire, jack and tools from the stored location.
2. Loosen (but do not remove) the wheel lug nuts by turning them to the left one turn while the wheel is still on the ground.
3. Assemble the jack and jacking tools. Connect the jack handle driver to the extension, then to the lug wrench.
4. Operate the jack from the front or the rear of the vehicle. Place the jack under the axle tube, as shown. **Do not raise the vehicle until you are sure the jack is fully engaged.**



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Jacking Locations

- 1 — Rear Jacking Location 2 — Front Jacking Location

5. Raise the vehicle by turning the jack screw to the right. Raise the vehicle only until the tire just clears the surface and enough clearance is obtained to install the spare tire. Minimum tire lift provides maximum stability.

WARNING!

Raising the vehicle higher than necessary can make the vehicle less stable and cause a collision. It could slip off the jack and hurt someone near it. Raise the vehicle only enough to remove the tire.

6. Remove the lug nuts and wheel.
7. Position the spare wheel/tire on the vehicle and install the lug nuts with the cone-shaped end toward the wheel. Lightly tighten the lug nuts clockwise.

WARNING!

To avoid the risk of forcing the vehicle off the jack, do not tighten the wheel nuts fully until the vehicle has been lowered.

8. Lower the vehicle by turning the jack screw to the left, and remove the jack.
9. Finish tightening the lug nuts. Push down on the wrench while tightening for increased leverage. Alternate nuts until each nut has been

tightened twice. The correct wheel nut tightness is 95 ft lbs (130 N·m). If in doubt about the correct tightness, have them checked with a torque wrench by your authorized dealer or at a service station.

10. Remove the jack assembly and wheel blocks.
11. Secure the tire, jack, and tools in their proper locations.
12. Remove blocks from wheels.

WARNING!

A loose tire or jack, thrown forward in a collision or hard stop, could endanger the occupants of the vehicle. Always stow the jack parts and the spare tire in the places provided.

CAUTION!

Do not attempt to raise vehicle by jacking on locations other than those indicated in the Jacking Instructions for this vehicle.

JUMP-STARTING PROCEDURES

If your vehicle has a discharged battery it can be jump-started using a set of jumper cables and a battery in another vehicle or by using a portable battery booster pack. Jump-starting can be dangerous if done improperly so please follow the procedures in this section carefully.

NOTE:

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

CAUTION!

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

WARNING!

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

Preparations for Jump-Start

The battery in your vehicle is located in the right rear of the engine compartment, behind the Power Distribution Center.



Positive Battery Post

WARNING!

- Take care to avoid the radiator cooling fan whenever the hood is raised. It can start anytime the ignition switch is on. You can be injured by moving fan blades.

(Continued)

WARNING! (Continued)

- Remove any metal jewelry such as watch bands or bracelets that might make an inadvertent electrical contact. You could be seriously injured.
- Batteries contain sulfuric acid that can burn your skin or eyes and generate hydrogen gas which is flammable and explosive. Keep open flames or sparks away from the battery.

1. Set the parking brake, shift the automatic transmission into PARK and turn the ignition to LOCK.
2. Turn off the heater, radio, and all unnecessary electrical accessories.
3. If using another vehicle to jump-start the battery, park the vehicle within the jumper cables reach, set the parking brake and make sure the ignition is OFF.

WARNING!

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

Jump-Starting Procedure**WARNING!**

Failure to follow this procedure could result in personal injury or property damage due to battery explosion.

CAUTION!

Failure to follow these procedures could result in damage to the charging system of the booster vehicle or the discharged vehicle.

1. Connect the positive (+) end of the jumper cable to the positive (+) post of the discharged vehicle.
2. Connect the opposite end of the positive (+) jumper cable to the positive (+) post of the booster battery.

3. Connect the negative end (-) of the jumper cable to the negative (-) post of the booster battery.

4. Connect the opposite end of the negative (-) jumper cable to a good engine ground (exposed metal part of the discharged vehicle's engine) away from the battery and the fuel injection system.

WARNING!

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

5. Start the engine in the vehicle that has the booster battery, let the engine idle a few minutes, and then start the engine in the vehicle with the discharged battery.

Once the engine is started, remove the jumper cables in the reverse sequence:

6. Disconnect the negative (-) jumper cable from the engine ground of the vehicle with the discharged battery.

7. Disconnect the negative end (-) of the jumper cable from the negative (-) post of the booster battery.

8. Disconnect the opposite end of the positive (+) jumper cable from the positive (+) post of the booster battery.

9. Disconnect the positive (+) end of the jumper cable from the positive (+) post of the discharged vehicle.

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

CAUTION!

Accessories that can be plugged into the vehicle power outlets draw power from the vehicle's battery, even when not in use (i.e., cellular phones, etc.). Eventually, if plugged in long enough, the vehicle's battery will discharge sufficiently to degrade battery life and/or prevent the engine from starting.

TOW EYES

Your vehicle is equipped with tow eyes, which are mounted in the front and the rear.

CAUTION!

Tow eyes are for emergency use only, to rescue a vehicle stranded off road. Do not use tow eyes for tow truck hookup or highway towing. You could damage your vehicle. Tow straps are recommended when towing the vehicle; chains may cause vehicle damage.

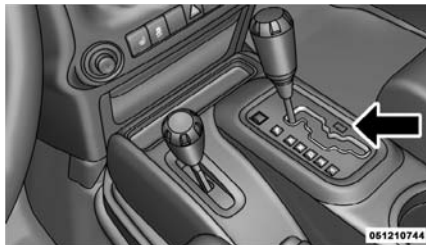
WARNING!

Stand clear of vehicles when pulling with tow eyes. Tow straps and chains may break, causing serious injury.

SHIFT LEVER OVERRIDE

If a malfunction occurs and the shift lever cannot be moved out of the PARK position, you can use the following procedure to temporarily move the shift lever:

1. Firmly set the parking brake.
2. Turn the ignition to the ON/RUN position without starting the engine.
3. Using a screwdriver or similar tool, carefully remove the shift lever override access cover, is located on the PRNDL bezel.
4. Press and maintain firm pressure on the brake pedal.
5. Using the screwdriver or similar tool, reach into the opening and press and hold the shift lever override.
6. Move the shift lever into NEUTRAL.
7. The vehicle may then be started in NEUTRAL.
8. Reinstall the shift lever override access cover.



Shift Lever Override Access Cover

TOWING A DISABLED VEHICLE

This section describes procedures for towing a disabled vehicle using a commercial wrecker service. If the transmission and drivetrain are operable, disabled vehicles may also be towed as described under "Recreational Towing" in the "Starting and Operating" section.

Towing Condition	Wheels OFF the Ground	4WD MODELS
Flat Tow	NONE	See instructions under "Recreational Towing" <ul style="list-style-type: none"> • Auto Trans in PARK • Manual Trans in gear (NOT in Neutral) • T/case in NEUTRAL • Tow in forward direction
Wheel Lift or Dolly Tow	Front	NO
	Rear	NO
Flat Bed	ALL	BEST METHOD

Proper towing or lifting equipment is required to prevent damage to your vehicle. Use only tow bars and other equipment designed for the purpose, following equipment manufacturer's instructions. Use of safety chains is mandatory. Attach a tow bar or other towing device to main structural members of the vehicle, not to bumpers or associated brackets. State and local laws applying to vehicles under tow must be observed.

If the vehicle's battery is discharged, see "Brake/Transmission Interlock Manual Override" under "Automatic Transmission" in the "Starting and Operating" section for instructions on shifting the automatic transmission out of the PARK position for towing

If you must use the accessories (wipers, defrosters, etc.) while being towed, the ignition must be in the ON/RUN position, not the ACC position.

CAUTION!

- Do not attempt to use sling type equipment when towing. When securing the vehicle to a flat bed truck, do not attach to front or rear suspension components. Damage to your vehicle may result from improper towing.
- If the vehicle being towed requires steering, the ignition switch must be in the ON/RUN or ACC position, not the LOCK position.

Towing Without The Ignition Key Fob

Special care must be taken when the vehicle is towed with the ignition in the LOCK position. The only approved method of towing without the ignition key is with a flatbed truck. Proper towing equipment is necessary to prevent damage to the vehicle.

Four-Wheel Drive Models

The manufacturer recommends towing with all wheels **OFF** the ground. Acceptable methods are to tow the vehicle on a flatbed or with one end of vehicle raised and the opposite end on a towing dolly

If flatbed equipment is not available, and the transfer case is operable, the vehicle may be towed (in the forward direction, with ALL wheels on the ground), **IF** the transfer case is in **NEUTRAL** and the transmission is in **PARK** (for automatic transmissions) or in gear (**NOT** in Neutral, for manual transmissions). Refer to "Recreational Towing" in "Starting and Operating" for detailed instructions

CAUTION!

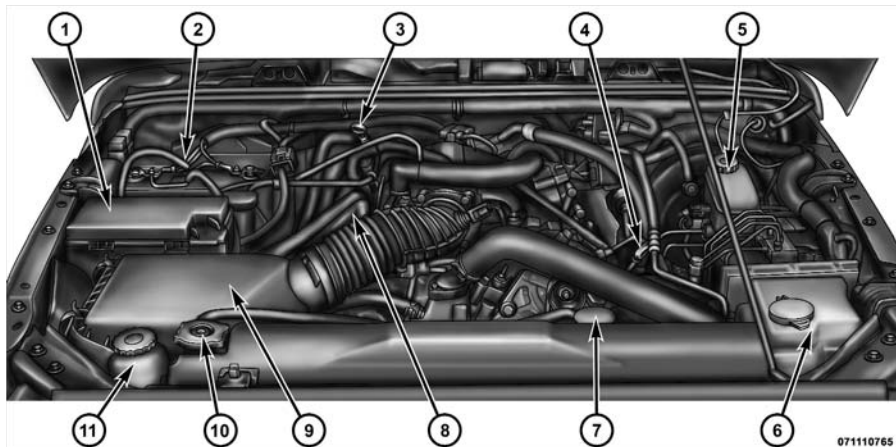
- Front or rear wheel lifts should not be used. Internal damage to the transmission or transfer case will occur if a front or rear wheel lift is used when towing.
- Failure to follow these towing methods could result in damage to the transmission and/or transfer case. Such damage is not covered by the New Vehicle Limited Warranty.

MAINTAINING YOUR VEHICLE

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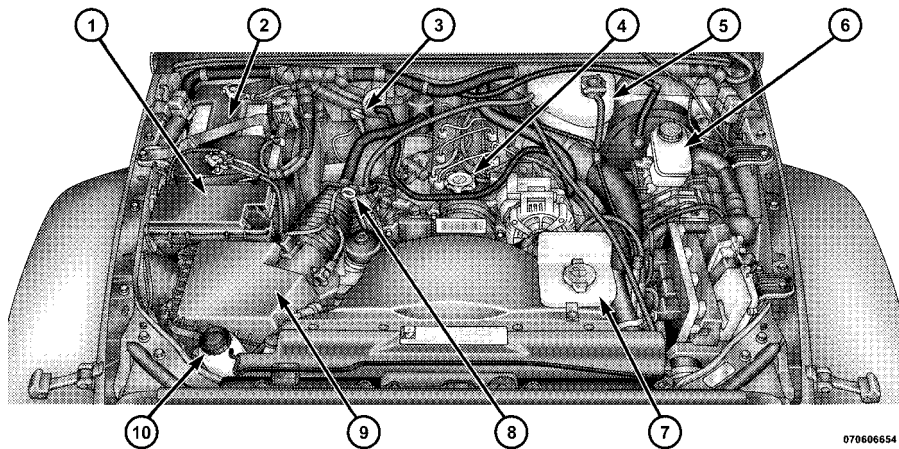
ENGINE COMPARTMENT — 3.8L



- 1 — Integrated Power Module
- 2 — Battery
- 3 — Automatic Transmission Dipstick
- 4 — Engine Oil Dipstick
- 5 — Brake Fluid Reservoir
- 6 — Washer Fluid Reservoir

- 7 — Engine Coolant Reservoir
- 8 — Engine Oil Fill
- 9 — Air Cleaner Filter
- 10 — Coolant Pressure Cap
- 11 — Power Steering Fluid Reservoir

ENGINE COMPARTMENT – 2.8L DIESEL



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- 1 — Integrated Power Module
- 2 — Battery
- 3 — Automatic Transmission Dipstick
- 4 — Engine Oil Fill
- 5 — Engine Coolant Reservoir

- 6 — Brake Fluid Reservoir
- 7 — Washer Fluid Reservoir
- 8 — Engine Oil Dipstick
- 9 — Air Cleaner Filter
- 10 — Power Steering Fluid Reservoir

ONBOARD DIAGNOSTIC SYSTEM — OBD II

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

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

CAUTION!

- Prolonged driving with the MIL on could cause further damage to the emission control system. It could also affect fuel economy and drivability. The vehicle must be serviced before any emissions tests can be performed.
- If the MIL is flashing while the engine is running, severe catalytic converter damage and power loss will soon occur. Immediate service is required.

Loose Fuel Filler Cap Message

After fuel is added, the vehicle diagnostic system can determine if the fuel filler cap is possibly loose, improperly installed, or damaged. A “gASCAP” message will be displayed in the odometer. Tighten the gas cap until a “clicking” sound is heard. This is an indication that the gas cap is properly tightened. Press the odometer reset button to turn the message off. If the problem persists, the message will appear the next time the vehicle is started. This might indicate a damaged cap. If the problem

is detected twice in a row, the system will turn on the MIL. Resolving the problem will turn the MIL off.

REPLACEMENT PARTS

Use of genuine MOPAR® parts for normal/scheduled maintenance and repairs is highly recommended to ensure the designed performance. Damage or failures caused by the use of non-MOPAR® parts for maintenance and repairs will not be covered by the manufacturer’s warranty.

MAINTENANCE PROCEDURES

The pages that follow contain the **required** maintenance services determined by the engineers who designed your vehicle.

Besides those maintenance items specified in the fixed maintenance schedule, there are other components which may require servicing or replacement in the future.

CAUTION!

- Failure to properly maintain your vehicle or perform repairs and service when necessary could result in more costly repairs, damage to other components or negatively impact vehicle performance. Immediately have potential malfunctions examined by an authorized dealership or qualified repair center.
- Your vehicle has been built with improved fluids that protect the performance and durability of your vehicle and also allow extended maintenance intervals. Do not use chemical flushes in these components as the chemicals can damage your engine, transmission, power steering or air conditioning. Such damage is not covered by the New Vehicle Limited Warranty. If a flush is needed because of component malfunction, use only the specified fluid for the flushing procedure.

Engine Oil – Gasoline Engine

Checking Oil Level

To assure proper lubrication of your vehicle's engine, the engine oil must be maintained at the correct level. The best time to check the engine oil level is about five minutes after a fully warmed up engine is shut off or before starting the engine after it has sat overnight.

Checking the oil while the vehicle is on level ground will improve the accuracy of the oil level readings. Always maintain the oil level within the SAFE zone on the dipstick. Adding one quart of oil when the reading is at the bottom of the SAFE zone will result in a reading at the top of the safe zone on these engines.

CAUTION!

Overfilling or underfilling the crankcase will cause aeration or loss of oil pressure. This could damage your engine.

Change Engine Oil

Refer to the "Maintenance Schedule" for the proper maintenance intervals.

NOTE:

Under no circumstances should oil change intervals exceed 7,500 miles (12 000 km) or six months whichever comes first.

Engine Oil Selection – Non ACEA Categories

For best performance and maximum protection under all types of operating conditions, the manufacturer only recommends engine oils that are API certified and meet the requirements of Chrysler Material Standard MS-6395.

American Petroleum Institute (API) Engine Oil Identification Symbol



This symbol means that the oil has been certified by the American Petroleum Institute (API). The manufacturer only recommends API Certified engine oils.

CAUTION!

Do not use chemical flushes in your engine oil as the chemicals can damage your engine. Such damage is not covered by the New Vehicle Limited Warranty.

Engine Oil Selection – ACEA Categories

For countries that use the ACEA European Oil Categories for Service Fill Oils, use engine oils that meet the requirements of ACEA C3, and that are approved to MB 229.31 or MB 229.51.

Engine Oil Viscosity – 3.8L Engine

SAE 5W-20 engine oil is recommended for all operating temperatures. This engine oil improves low temperature starting and vehicle fuel economy.

The engine oil filler cap also shows the recommended engine oil viscosity for your engine. For information on engine oil filler cap location, refer to “Engine Compartment” in “Maintaining Your Vehicle” for further information.

NOTE:

SAE 5W-30 engine oil approved to MB 229.31 or MB 229.51 may be used when SAE 5W-20 engine oil is not available.

Engine Oil – Diesel Engine**Checking Oil Level**

To assure proper engine lubrication, the engine oil must be maintained at the correct level. Check the oil level at regular intervals, such as every fuel stop.

For vehicles equipped with a Diesel Particulate Filter (DPF), it is acceptable to have an oil level up to 3/8 inch (10 mm) above the MAX line. Beyond 3/8 inch (10 mm) it is recommended to change the oil.

The best time to check the engine oil level is about five minutes after a fully warmed engine is shut off or before starting the engine after it has sat overnight.

Checking the oil while the vehicle is on level ground will improve the accuracy of the oil level readings. Maintain the oil level between the MIN and MAX markings on the dipstick. Adding

1 U.S. Quart (0.95 L) of oil when the reading is at the MIN mark will result in a MAX reading on these engines.

Engine Oil Selection – 2.8L Diesel Engine

Use only Diesel Engine Oils conforming to API (American Petroleum Institute) Quality CJ-4 or CI-4. For countries that use the ACEA European Oil Categories for Service Fill Oils, use engine oils that meet the requirements of ACEA C3.

Engine Oil Viscosity – 2.8L Diesel Engine

For vehicles equipped with a Diesel Particulate Filter (DPF), 5W-30 ESP fully synthetic, low ash oil that meets Chrysler Material Standard MS-11106 must be used.

For vehicles that are not equipped with a Diesel Particulate Filter (DPF), 0W-40 ESP fully synthetic oil that meets Chrysler Material Standard MS-10725 may be used.

Synthetic Engine Oils

You may use synthetic engine oils provided the recommended oil quality requirements are met, and the recommended maintenance intervals for oil and filter changes are followed.

Materials Added to Engine Oils

Do not add any supplemental materials, other than leak detection dyes, to the engine oil. Engine oil is an engineered product and its performance may be impaired by supplemental additives.

Disposing of Used Engine Oil and Oil Filters

Care should be taken in disposing of used engine oil and oil filters from your vehicle. Used oil and oil filters, indiscriminately discarded, can present a problem to the environment. Contact your authorized dealer, service station, or governmental agency for advice on how and where used oil and oil filters can be safely discarded in your area.

Engine Oil Filter

The engine oil filter should be replaced with a new filter at every engine oil change.

Engine Oil Filter Selection

All of the manufacturer's engines have a full-flow type disposable oil filter. Use a filter of this type for replacement. The quality of replacement filters varies considerably. Only high quality filters should be used to assure most effi-

cient service. MOPAR® engine oil filters are high quality oil filters and are recommended.

Engine Air Cleaner Filter

Refer to the "Maintenance Schedule" for the proper maintenance intervals.

WARNING!

The air cleaner can provide protection in the case of engine backfire. Do not remove the air cleaner unless it is necessary for repair or maintenance. Make sure that no one is near the engine compartment before starting the vehicle with the air cleaner removed. Failure to do so can result in serious personal injury.

Engine Air Cleaner Filter Selection

The quality of replacement engine air cleaner filters varies considerably. Only high quality filters should be used to assure most efficient service. MOPAR® engine air cleaner filters are a high quality filter and are recommended.

Maintenance-Free Battery

Your vehicle is equipped with a maintenance-free battery. You will never have to add water, nor is periodic maintenance required.

WARNING!

Battery posts, terminals, and related accessories contain lead and lead compounds. Always wash hands after handling the battery.

CAUTION!

It is essential when replacing the cables on the battery that the positive cable is attached to the positive post and the negative cable is attached to the negative post. Battery posts are marked (+) positive and negative (-) and are identified on the battery case. Also, if a "fast charger" is used while the battery is in the vehicle, disconnect both vehicle battery cables before connecting the charger to the battery. Do not use a "fast charger" to provide starting voltage.

Air Conditioner Maintenance

For best possible performance, your air conditioner should be checked and serviced by an authorized dealer at the start of each warm season. This service should include cleaning of the condenser fins and a performance test. Drive belt tension should also be checked at this time.

CAUTION!

Do not use chemical flushes in your air conditioning system as the chemicals can damage your air conditioning components. Such damage is not covered by the New Vehicle Limited Warranty.

WARNING!

- Use only refrigerants and compressor lubricants approved by the manufacturer for your air conditioning system. Some unapproved refrigerants are flammable and can explode, injuring you. Other unapproved refrigerants or lubricants can cause the system to fail, requiring costly repairs.
- The air conditioning system contains refrigerant under high pressure. To avoid risk of personal injury or damage to the system, adding refrigerant or any repair requiring lines to be disconnected should be done by an experienced repairman.

NOTE:

Use only manufacturer approved A/C System Sealers, Stop Leak Products, Seal Conditioners, Compressor Oil, and Refrigerants.

Refrigerant Recovery and Recycling

R-134a Air Conditioning Refrigerant is a hydrofluorocarbon (HFC) that is endorsed by the Environmental Protection Agency (EPA) and is an ozone-saving product. However, the manu-

facturer recommends that air conditioning service be performed by authorized dealers or other service facilities using recovery and recycling equipment.

Body Lubrication

Locks and all body pivot points, including such items as seat tracks, door hinge pivot points and rollers, liftgate, tailgate, sliding doors and hood hinges, should be lubricated periodically with a lithium-based grease, such as MOPAR® Spray White Lube or equivalent, to assure quiet, easy operation and to protect against rust and wear. Prior to the application of any lubricant, the parts concerned should be wiped clean to remove dust and grit; after lubricating, excess oil and grease should be removed. Particular attention should also be given to hood latching components to ensure proper function. When performing other underhood services, the hood latch, release mechanism and safety catch should be cleaned and lubricated.

The external lock cylinders should be lubricated twice a year, preferably in the Fall and Spring. Apply a small amount of a high quality

lubricant, such as MOPAR® Lock Cylinder Lubricant or equivalent, directly into the lock cylinder.

Windshield Wiper Blades

Clean the rubber edges of the wiper blades and the windshield periodically with a sponge or soft cloth and a mild non-abrasive cleaner. This will remove accumulations of salt or road film.

Operation of the wipers on dry glass for long periods may cause deterioration of the wiper blades. Always use washer fluid when using the wipers to remove salt or dirt from a dry windshield. Avoid using the wiper blades to remove frost or ice from the windshield. Keep the blade rubber out of contact with petroleum products such as engine oil, gasoline, etc.

NOTE:

Life expectancy of wiper blades varies depending on geographical area and frequency of use. Poor performance of blades may be present with chattering, marks, water lines or wet spots. If any condition is present please proceed to clean wiper

blades with humid cloth removing any debris that may be affecting its function.

Adding Washer Fluid

The fluid reservoir for the windshield washers and the rear window washer (if equipped) is shared. The fluid reservoir is located in the engine compartment. Be sure to check the fluid level at regular intervals. Fill the reservoir with windshield washer solvent only (not radiator antifreeze). When refilling the washer fluid reservoir, take some washer fluid and apply it to a cloth or towel and wipe clean the wiper blades; this will help blade performance.

To prevent freeze-up of your windshield washer system in cold weather, select a solution or mixture that meets or exceeds the temperature range of your climate. This rating information can be found on most washer fluid containers.

WARNING!

Commercial windshield washer solvents are flammable. They could ignite and burn you. Care must be exercised when filling or working around the washer solution.

Exhaust System

The best protection against carbon monoxide entry into the vehicle body is a properly maintained engine exhaust system.

If you notice a change in the sound of the exhaust system; or if the exhaust fumes can be detected inside the vehicle; or when the underside or rear of the vehicle is damaged; have an authorized technician inspect the complete exhaust system and adjacent body areas for broken, damaged, deteriorated, or mispositioned parts. Open seams or loose connections could permit exhaust fumes to seep into the passenger compartment. In addition, inspect the exhaust system each time the vehicle is raised for lubrication or oil change. Replace as required.

CAUTION!

The catalytic converter requires the use of unleaded fuel only. Leaded gasoline will destroy the effectiveness of the catalyst as an emissions control device and may seriously reduce engine performance and cause serious damage to the engine.

Under normal operating conditions, the catalytic converter will not require maintenance. However, it is important to keep the engine properly tuned to assure proper catalyst operation and prevent possible catalyst damage.

CAUTION!

Damage to the catalytic converter can result if your vehicle is not kept in proper operating condition. In the event of engine malfunction, particularly involving engine misfire or other apparent loss of performance, have your vehicle serviced promptly. Continued operation of your vehicle with a severe malfunction could cause the converter to overheat, resulting in possible damage to the converter and vehicle.

WARNING!

A hot exhaust system can start a fire if you park over materials that can burn. Such materials might be grass or leaves coming into contact with your exhaust system. Do not park or operate your vehicle in areas where your exhaust system can contact anything that can burn.

In unusual situations involving grossly malfunctioning engine operation, a scorching odor may suggest severe and abnormal catalyst overheating. If this occurs, stop the vehicle, turn off the engine and allow it to cool. Service, including a tune up to manufacturer's specifications, should be obtained immediately.

To minimize the possibility of catalytic converter damage:

- Do not shut off the engine or interrupt the ignition when the transmission is in gear and the vehicle is in motion.
- Do not try to start the engine by pushing or towing the vehicle.

- Do not idle the engine with any spark plug wires disconnected or removed, such as when diagnostic testing.
- Do not idle the engine for prolonged periods during very rough idle or malfunctioning operating conditions.
- Do not allow the vehicle to run out of fuel.

NOTE:

Intentional tampering with emissions control systems can result in civil penalties being assessed against you.

Cooling System

WARNING!

You or others can be badly burned by hot engine coolant (antifreeze) or steam from your radiator. If you see or hear steam coming from under the hood, do not open the hood until the radiator has had time to cool. Never try to open a cooling system pressure cap when the radiator or coolant bottle is hot.

Engine Coolant Checks

Check the engine coolant (antifreeze) protection every 12 months (before the onset of freezing weather, where applicable). If the engine coolant (antifreeze) is dirty or rusty in appearance, the system should be drained, flushed and refilled with fresh engine coolant (antifreeze). Check the front of the A/C condenser (if equipped) or radiator for any accumulation of bugs, leaves, etc. If dirty, clean by gently spraying water from a garden hose vertically down the face of the A/C condenser (if equipped) or the back of the radiator core.

Check the engine cooling system hoses for brittle rubber, cracking, tears, cuts, and tightness of the connection at the coolant recovery bottle and radiator. Inspect the entire system for leaks.

With the engine at normal operating temperature (but not running), check the cooling system pressure cap for proper vacuum sealing by draining a small amount of engine coolant (antifreeze) from the radiator drain cock. If the cap is sealing properly, the engine coolant (antifreeze) will begin to drain from the coolant

recovery bottle. DO NOT REMOVE THE COOLANT PRESSURE CAP WHEN THE COOLING SYSTEM IS HOT.

Cooling System – Drain, Flush, and Refill

If the engine coolant (antifreeze) is dirty and contains a considerable amount of sediment, clean and flush with reliable cooling system cleaner. Follow with a thorough rinsing to remove all deposits and chemicals. Properly dispose of the old engine coolant (antifreeze).

Refer to the “Maintenance Schedule” for the proper maintenance interval.

Selection Of Engine Coolant

Use only the manufacturer’s recommended engine coolant (antifreeze). Refer to “Fluids, Lubricants, and Genuine Parts” in “Maintaining Your Vehicle” for further information.

CAUTION!

- Mixing of engine coolant (antifreeze) other than the specified HOAT engine coolant (antifreeze) may result in engine damage and may decrease corrosion protection. If a non-HOAT engine coolant (antifreeze) is introduced into the cooling system in an emergency, it should be replaced with the specified engine coolant (antifreeze) as soon as possible.
- Do not use water alone or alcohol-based engine coolant (antifreeze) products. Do not use additional rust inhibitors or antirust products, as they may not be compatible with the antifreeze/engine coolant (antifreeze) and may plug the radiator.
- This vehicle has not been designed for use with Propylene Glycol based engine coolant (antifreeze). Use of Propylene Glycol base engine coolant (antifreeze) is not recommended.

Adding Engine Coolant

Your vehicle has been built with an improved engine coolant (antifreeze) that allows extended maintenance intervals. This engine coolant (antifreeze) can be used up to 5 Years or 105,000 miles (168 000 km) before replacement. To prevent reducing this extended maintenance period, it is important that you use the same engine coolant (antifreeze) throughout the life of your vehicle. Please review these recommendations for using Hybrid Organic Additive Technology (HOAT) engine coolant (antifreeze).

When adding engine coolant (antifreeze):

- The manufacturer recommends using MOPAR® Antifreeze/Coolant 5 Year/100,000 Mile Formula HOAT (Hybrid Organic Additive Technology) or equivalent.
- Mix a minimum solution of 50% HOAT engine coolant (antifreeze) and distilled water. Use higher concentrations (not to exceed 70%) if temperatures below -34°F (-37°C) are anticipated.
- Use only high purity water such as distilled or deionized water when mixing the water/

engine coolant (antifreeze) solution. The use of lower quality water will reduce the amount of corrosion protection in the engine cooling system.

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

NOTE:

Mixing engine coolant (antifreeze) types will decrease the life of the engine coolant (antifreeze) and will require more frequent engine coolant (antifreeze) changes.

Cooling System Pressure Cap

The cap must be fully tightened to prevent loss of engine coolant (antifreeze), and to ensure that engine coolant (antifreeze) will return to the radiator from the coolant reserve tank.

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

WARNING!

The warning words DO NOT OPEN HOT on the cooling system pressure cap are a safety precaution. Never add engine coolant (antifreeze) when the engine is overheated. Do not loosen or remove the cap to cool an overheated engine. Heat causes pressure to build up in the cooling system. To prevent scalding or injury, do not remove the pressure cap while the system is hot or under pressure.

Disposal of Used Engine Coolant

Used ethylene glycol based engine coolant (antifreeze) is a regulated substance requiring proper disposal. Check with your local authorities to determine the disposal rules for your community. To prevent ingestion by animals or children, do not store ethylene glycol based engine coolant (antifreeze) in open containers or allow it to remain in puddles on the ground. If ingested by a child or pet, seek emergency assistance immediately. Clean up any ground spills immediately.

Engine Coolant Level

The coolant bottle provides a quick visual method for determining that the coolant level is adequate. With the engine idling, and warm to normal operating temperature, the level of the engine coolant (antifreeze) in the bottle should be between the ranges indicated on the bottle.

The radiator normally remains completely full, so there is no need to remove the radiator cap unless checking for engine coolant (antifreeze) freeze point or replacing engine coolant (antifreeze). Advise your service attendant of this. As long as the engine operating temperature is satisfactory, the coolant bottle need only be checked once a month.

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

Points To Remember

NOTE:

When the vehicle is stopped after a few miles/kilometers of operation, you may observe vapor coming from the front of the engine compartment. This is normally a result of moisture from rain, snow, or high

humidity accumulating on the radiator and being vaporized when the thermostat opens, allowing hot engine coolant (antifreeze) to enter the radiator.

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

- Do not overfill the coolant bottle.
- Check the engine coolant (antifreeze) freeze point in the radiator and in the coolant recovery bottle. If engine coolant (antifreeze) needs to be added, the contents of the coolant recovery bottle must also be protected against freezing.
- If frequent engine coolant (antifreeze) additions are required, or if the level in the recovery bottle does not drop when the engine cools, the cooling system should be pressure-tested for leaks.
- Maintain the engine coolant (antifreeze) concentration at 50% HOAT engine coolant (antifreeze) (minimum) and distilled water for

proper corrosion protection of your engine which contains aluminum components.

- Make sure that the radiator and coolant recovery bottle hoses are not kinked or obstructed.
- Keep the front of the radiator clean. If your vehicle is equipped with air conditioning, keep the front of the condenser clean.
- Do not change the thermostat for Summer or Winter operation. If replacement is ever necessary, install ONLY the correct type thermostat. Other designs may result in unsatisfactory cooling performance, poor gas mileage, and increased emissions.

Brake System

In order to assure brake system performance, all brake system components should be inspected periodically. Refer to the "Maintenance Schedule" for the proper maintenance intervals.

WARNING!

Riding the brakes can lead to brake failure and possibly an accident. Driving with your foot resting or riding on the brake pedal can result in abnormally high brake temperatures, excessive lining wear, and possible brake damage. You would not have your full braking capacity in an emergency.

Power Disc Brakes

Disc brakes do not require adjustment; however, several hard stops during the break-in period are recommended to seat the linings and wear off any foreign material.

Brake Master Cylinder

The fluid level in the master cylinders should be checked whenever the vehicle is serviced. If necessary, add fluid to bring level to the full level mark on the side of the reservoir of the brake master cylinder. With disc brakes, fluid level can be expected to fall as the brake pads wear. If the brake fluid level is abnormally low, check system for leaks.

Refer to “Fluids, Lubricants, and Genuine Parts” in “Maintaining Your Vehicle” for further information.

WARNING!

- Use only manufacturer’s recommended brake fluid. Refer to “Fluids, Lubricants, and Genuine Parts” in “Maintaining Your Vehicle” for further information. Using the wrong type of brake fluid can severely damage your brake system and/or impair its performance. The proper type of brake fluid for your vehicle is also labeled on the original factory installed hydraulic master cylinder reservoir.

(Continued)

WARNING! (Continued)

- To avoid contamination from foreign matter or moisture, use only new brake fluid or fluid that has been in a tightly closed container. Keep the master cylinder reservoir cap secured at all times. Brake fluid in a open container absorbs moisture from the air resulting in a lower boiling point. This may cause it to boil unexpectedly during hard or prolonged braking, resulting in sudden brake failure. This could result in a accident.
- Overfilling the brake fluid reservoir can result in spilling brake fluid on hot engine parts, causing the brake fluid to catch fire. Brake fluid can also damage painted and vinyl surfaces, care should be taken to avoid its contact with these surfaces.
- Do not allow petroleum based fluid to contaminate the brake fluid. Brake seal components could be damaged, causing partial or complete brake failure. This could result in an accident.

Automatic Transmission – If Equipped

Selection of Lubricant

It is important that the proper lubricant is used in the transmission to assure optimum transmission performance. Use only manufacturer's recommended transmission fluid. Refer to "Fluids, Lubricants, and Genuine Parts" in "Maintaining Your Vehicle" for further information. It is important that the transmission fluid be maintained at the prescribed level using the recommended fluid. No chemical flushes should be used in any transmission; only the approved lubricant may be used.

CAUTION!

Using a transmission fluid other than the manufacturer's recommended fluid may cause deterioration in transmission shift quality and/or torque converter shudder. Using a transmission fluid other than the manufacturer's recommended fluid will result in more frequent fluid and filter changes. Refer to "Fluids, Lubricants, and Genuine Parts" in "Maintaining Your Vehicle" for further information.

Special Additives

Automatic Transmission Fluid (ATF) is an engineered product and its performance may be impaired by supplemental additives. Therefore, do not add any fluid additives to the transmission. The only exception to this policy is the use of special dyes to aid in detecting fluid leaks. In addition, avoid using transmission sealers as they may adversely affect seals.

CAUTION!

Do not use chemical flushes in your transmission as the chemicals can damage your transmission components. Such damage is not covered by the New Vehicle Limited Warranty.

Fluid Level Check

Check the fluid level while the transmission is at normal operating temperature 180° F (82° C). This occurs after at least 15 miles (25 km) of driving. At normal operating temperature, the fluid cannot be held comfortably between the fingertips.

To properly check the automatic transmission fluid level, the following procedure must be used:

1. Operate the engine at idle speed and normal operating temperature.
2. The vehicle must be on level ground.
3. Fully apply the parking brake.
4. Place the shift lever momentarily into each gear position ending with the shift lever in PARK.
5. Remove the dipstick, wipe it clean and reinsert it until seated.
6. Remove the dipstick again and note the fluid level on both sides. The fluid level should be between the HOT (upper) reference holes on the dipstick at normal operating temperature. Verify that a solid coating of oil is seen on both sides of the dipstick. If the fluid is low, add as required into the dipstick tube. **Do not overfill.** After adding any quantity of oil through the dipstick tube, wait a minimum of two minutes for the oil to fully drain into the transmission before rechecking the fluid level.

NOTE:

If it is necessary to check the transmission below the operating temperature, the fluid level should be between the two cold (lower) holes on the dipstick with the fluid at approximately 70° F (21° C) (room temperature). If the fluid level is correctly established at room temperature, it should be between the HOT (upper) reference holes when the transmission reaches 180° F (21° C). Remember it is best to check the level at the normal operating temperature.

CAUTION!

Be aware that if the fluid temperature is below 50° F (10° C), it may not register on the dipstick. Do not add fluid until the temperature is elevated enough to produce an accurate reading.

7. Check for leaks. Release the parking brake.

NOTE:

To prevent dirt and water from entering the transmission after checking or replenishing fluid, make certain that the dipstick cap is

properly resealed. It is normal for the dipstick cap to spring back slightly from its fully seated position, as long as its seal remains engaged in the dipstick tube.

Hydraulic Clutch Fluid – Manual Transmission

The clutch hydraulic system is a sealed maintenance-free system. In the event of leakage or other malfunction, the system must be replaced.

Manual Transmission – If Equipped**Selection of Lubricant**

Use only manufacturer's recommended manual transmission fluid. Refer to "Fluids, Lubricants, and Genuine Parts" in "Maintaining Your Vehicle" for further information.

Fluid Level Check

Check the fluid level by removing the fill plug. The fluid level should be between the bottom of the fill hole and a point not more than 3/16 in (4.76 mm) below the bottom of the hole.

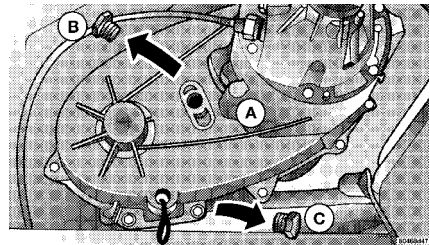
Add fluid, if necessary, to maintain the proper level.

Frequency Of Fluid Change

Under normal operating conditions, the fluid installed at the factory will give satisfactory lubrication for the life of the vehicle. Fluid changes are not necessary unless the lubricant has become contaminated with water. If contaminated with water, the fluid should be changed immediately.

Transfer Case – If Equipped**Fluid Level Check**

The fluid level should be to the bottom edge of the fill hole (A) when the vehicle is in a level position.



Adding Fluid

Fluid should be added only at filler hole until fluid begins to run out of the hole.

Drain

First remove the fill plug (B), then the drain plug (C). The recommended tightening torque for the drain and fill plugs is 15 to 25 ft lbs (20 to 34 N·m).

CAUTION!

When replacing the plugs, do not overtighten them. You could damage them and cause them to leak.

Selection of Lubricant

Use only manufacturer's recommended fluid. Refer to "Fluids, Lubricants, and Genuine Parts" in "Maintaining Your Vehicle" for further information.

Front/Rear Axle Fluid

Fluid Level Check

Lubricant should be at the bottom edge of the oil fill hole.

Adding Fluid

Add lubricant only at the fill hole and only to the level specified above.

Selection of Lubricant

Use only manufacturer's recommended fluid. Refer to "Fluids, Lubricants, and Genuine Parts" in "Maintaining Your Vehicle" for further information.

Appearance Care and Protection from Corrosion

Protection of Body and Paint from Corrosion

Vehicle body care requirements vary according to geographic locations and usage. Chemicals that make roads passable in snow and ice, and those that are sprayed on trees and road surfaces during other seasons, are highly corrosive to the metal in your vehicle. Outside parking, which exposes your vehicle to airborne contaminants, road surfaces on which the vehicle is operated, extreme hot or cold weather and other extreme conditions will have an adverse effect on paint, metal trim, and underbody protection.

The following maintenance recommendations will enable you to obtain maximum benefit from the corrosion resistance built into your vehicle.

What Causes Corrosion?

Corrosion is the result of deterioration or removal of paint and protective coatings from your vehicle.

The most common causes are:

- Road salt, dirt and moisture accumulation.
- Stone and gravel impact.
- Insects, tree sap and tar.
- Salt in the air near sea-coast localities.
- Atmospheric fallout/industrial pollutants.
- Bird droppings.

Washing

- Wash your vehicle regularly. Always wash your vehicle in the shade using MOPAR® Car Wash or equivalent, or a mild car wash soap, and rinse the panels completely with clear water.

- If insects, tar, or other similar deposits have accumulated on your vehicle, use MOPAR® Super Kleen Bug and Tar Remover or equivalent to remove.
- Use a high quality cleaner wax, such as MOPAR® Cleaner Wax or equivalent to remove road film, stains, and to protect your paint finish. Take care never to scratch the paint.
- Avoid using abrasive compounds and power buffing that may diminish the gloss or thin out the paint finish.

CAUTION!

- Do not use abrasive or strong cleaning materials such as steel wool or scouring powder, which will scratch metal and painted surfaces.
- Use of power washers exceeding 1,200 psi (8 274 kPa) can result in damage or removal of paint and decals.

Special Care

- If you drive on salted or dusty roads or if you drive near the ocean, hose off the undercarriage at least once a month.
- It is important that the drain holes in the lower edges of the doors, rocker panels and tailgate are kept clear and open.
- If you detect any stone chips or scratches in the paint, touch them up immediately. The cost of such repairs is considered the responsibility of the owner.
- If your vehicle is damaged due to an accident or similar cause which destroys the paint and protective coating, have your vehicle repaired as soon as possible. The cost of such repairs is considered the responsibility of the owner.
- If you carry special cargo such as chemicals, fertilizers, de-icer salt, etc., assure that such materials are well packaged and sealed.
- If a lot of driving is done on gravel roads, consider installing mud or stone shields behind each wheel.

- Use MOPAR® Touch-Up Paint or equivalent on scratches or chips as soon as possible. Your authorized dealer has touch-up paint to match the color of your vehicle.

Wheel and Wheel Trim Care

All wheels and wheel trim, especially aluminum and chrome-plated wheels, should be cleaned regularly with a mild soap and water to prevent corrosion. To remove heavy soil, use MOPAR® Wheel Cleaner or equivalent, or select a non-abrasive, non-acidic cleaner. Do not use scouring pads, steel wool, a bristle brush or metal polishes. Only MOPAR® cleaners or equivalent are recommended. Do not use oven cleaner. Avoid automatic car washes that use acidic solutions or harsh brushes that may damage the wheels' protective finish.

Interior Care

Use MOPAR® Total Clean or equivalent to clean fabric upholstery and carpeting.

Interior Trim should be cleaned starting with a damp cloth, a damp cloth with MOPAR® Total Clean or equivalent, then MOPAR® Spot & Stain Remover or equivalent if absolutely necessary.

Do not use harsh cleaners or Armor All®. Use MOPAR® Total Clean or equivalent to clean vinyl upholstery.

WARNING!

Do not use volatile solvents for cleaning purposes. Many are potentially flammable and, if used in closed areas, they may cause respiratory harm.

CAUTION!

When installing hanging air fresheners in your vehicle, read the installation instructions carefully. Some air fresheners will damage the finish of painted or decorated parts if allowed to directly contact any surface.

Glass Surfaces

All glass surfaces should be cleaned on a regular basis with MOPAR® Glass Cleaner or any commercial household-type glass cleaner. Never use an abrasive-type cleaner. Use caution when cleaning inside rear windows

equipped with electric defrosters. Do not use scrapers or other sharp instruments which may scratch the elements.

When cleaning the rearview mirror, spray cleaner on the towel or rag that you are using. Do not spray cleaner directly on the mirror.

Cleaning Plastic Instrument Cluster Lenses

The lenses in front of the instruments in this vehicle are molded in clear plastic. When cleaning the lenses, care must be taken to avoid scratching the plastic.

1. Clean with a wet, soft rag. A mild soap solution may be used, but do not use high alcohol content or abrasive cleaners. If soap is used, wipe clean with a clean damp rag.
2. Dry with a soft cloth.

Seat Belt Maintenance

Do not bleach, dye or clean the belts with chemical solvents or abrasive cleaners. This will weaken the fabric. Sun damage will also weaken the fabric.

If the belts need cleaning, use MOPAR® Total Clean or equivalent, a mild soap solution, or

lukewarm water. Do not remove the belts from the vehicle to wash them.

Replace the belts if they appear frayed or worn or if the buckles do not work properly.

Appearance Care For Fabric Top Models**CAUTION!**

To maintain the appearance of your vehicle's interior trim and top, follow these precautions:

- Avoid leaving your vehicle unattended with the top down, as exposure to sun or rain may damage interior trim.
- Do not use harsh cleaners or bleaching agents on top material, as damage may result.
- Do not allow any vinyl cleaner to run down and dry on the paint, leaving a streak.
- After cleaning your vehicle's fabric top, always make sure it is completely dry before lowering.
- Be especially careful when washing the windows by following the directions for "Care of Fabric Top Windows."

WASHING — Use MOPAR® Car Wash or equivalent, or mild soap suds, lukewarm water, and a brush with soft bristles. If extra cleaning is required, use MOPAR® Convertible Cloth Top Cleaner or equivalent, or a mild foaming cleaner on the entire top, but support the top from underneath.

RINSING — Be sure to remove all traces of cleaner by rinsing the top thoroughly with clean water. Remember to allow the top to dry before lowering it.

CAUTION!

Failure to follow these cautions may cause interior water damage, stains or mildew on the top material:

- Avoid high-pressure car washes, as they can damage the top material. Also, increased water pressure may force past the weather strips.

(Continued)

CAUTION! (Continued)

- It is recommended that the top be free of water prior to opening it. Operating the top, opening a door or lowering a window while the top is wet may allow water to drip into the vehicle's interior.
- Use care when washing the vehicle, water pressure directed at the weather strip seals may cause water to leak into the vehicle's interior.
- Careless handling and storage of the removable roof panels may damage the seals, causing water to leak into the vehicle's interior.
- The front panel(s) must be positioned properly to ensure sealing. Improper installation can cause water to leak into the vehicle's interior.

Care of Fabric Top Windows

CAUTION!

Your vehicle's fabric top has pliable plastic windows which can be scratched unless special care is taken by following these directions:

1. Never use a dry cloth to remove dust. Instead, **use a microfiber towel or soft cotton cloth moistened with cold or warm, clean water, and wipe across the window, not up and down.** MOPAR® Jeep Soft Glass Window Cleaner or equivalent will safely clean all plastic windows without scratching. It removes fine scratches to improve visibility and provides UV protection to help prevent yellowing.
2. When washing, **never use hot water** or anything stronger than a mild soap. Never use solvents such as alcohol or harsh cleaning agents.
3. Always rinse thoroughly with cold water, then wipe with a soft and slightly moist, clean cloth.

4. When removing frost, snow or ice, **never use a scraper or de-icing chemicals**. Use warm water only if you must clean the window quickly.

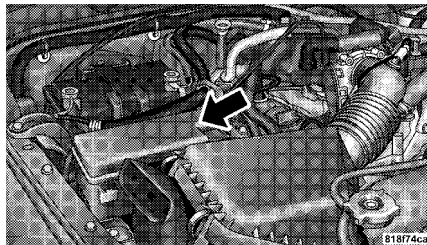
5. Debris (sand, mud/dirt, dust, or salt) from off-road driving will have a major impact on zipper operation. Even normal on-road driving and vehicle washing will eventually impact window zipper operation. To maintain ease of use of the window zippers, each window zipper should be cleaned and lubricated regularly. Use MOPAR® Soft Top Zipper Cleaner and Lubricant or equivalent to ease zipper operation. Before applying, make sure the zipper teeth are clear of sand, mud, and other materials. Clean both sides of the zipper, not just one side. Rinse both zipper halves with fresh water and allow to dry. Aggressively work the MOPAR® Soft Top Zipper Cleaner and Lubricant or equivalent into the zipper teeth. If a stuck zipper slide is experienced, work the MOPAR® Soft Top Zipper Cleaner and Lubricant or equivalent into the zipper slide. Several applications may be required before the zipper comes free.

6. Never paste stickers, gummed labels or any tape to the windows. Adhesives are hard to remove and may damage the windows.

FUSES

Totally Integrated Power Module

The Totally Integrated Power Module (TIPM) is located in the engine compartment near the battery. This center contains cartridge fuses, mini fuses and relays. A label that identifies each component is printed on the inside of the cover.



Totally Integrated Power Module (TIPM)

Cavity	Cartridge Fuse	Mini Fuse	Description
J1	—		—
J2	30 Amp Pink		Transfer Case Module
J3	—		—
J4	25 Amp Natural		Driver Door Node
J5	25 Amp Natural		Passenger Door Node
J6	40 Amp Green		Anti-Lock Brake System (ABS) Pump/Stability Control System
J7	30 Amp Pink		Anti-Lock Brake System (ABS) Valve/Stability Control System
J8	—		—
J9	40 Amp Green		PZEV Sec Motor/Flex Fuel
J10	30 Amp Pink		Headlamp Wash Relay/Manifold Tuning Valve

Cavity	Cartridge Fuse	Mini Fuse	Description
J11	30 Amp Pink		Sway Bar
J13	60 Amp Yellow		Ignition Off Draw (IOD) – Main
J14	40 Amp Green		Rear Defroster
J15	30 Amp Pink		Front Blower
J17	40 Amp Green		Starter Solenoid
J18	20 Amp Blue		Powertrain Control Module (PCM) Trans Range
J19	60 Amp Yellow		Radiator Fan
J20	30 Amp Pink		Front Wiper LO/HI
J21	20 Amp Blue		Front/Rear Washer
J22	—		Spare

Cavity	Cartridge Fuse	Mini Fuse	Description
M1		15 Amp Blue	Center High-Mounted Stop Light (CHMSL)/ Switch Stop Lamp Feed
M2		20 Amp Yellow	Relay Trailer Lighting (Sto-plamp)
M3		20 Amp Yellow	Frt/Rear Axle Locker Relay
M4		—	—
M5		25 Amp Natural	Power Inverter – If Equipped
M6		20 Amp Yellow	Power Outlet #1/Rain Sensor
M7		20 Amp Yellow	Power Outlet #2 (BATT/ACC SELECT)
M8		20 Amp Yellow	Front Heated Seat

Cavity	Cartridge Fuse	Mini Fuse	Description
M9		20 Amp Yellow	Rear Heated Seat – If Equipped
M10		20 Amp Yellow	Ignition Off Draw – Vehicle Entertainment System, Satellite Digital Audio Receiver (SDARS), DVD, Hands-Free Module, RADIO, Antenna, Universal Garage Door Opener, Vanity Lamp
M11		10 Amp Red	(Ignition Off Draw) Climate Control System, Underhood Lamp
M12		30 Amp Green	Amplifier

Cavity	Cartridge Fuse	Mini Fuse	Description
M13		20 Amp Yellow	Ignition Off Draw – Cabin Compartment Node, Wireless Control Module, SIREN, Multifunction Control Switch
M14		20 Amp Yellow	Trailer Tow (Export Only)
M15		20 Amp Yellow	Climate Control System, Rear View Mirror, Cabin Compartment Node, Transfer Case Switch, Multi-Function Control Switch, Tire Pressure Monitor, Glow Plug Module – Export Diesel Only

Cavity	Cartridge Fuse	Mini Fuse	Description
M16		10 Amp Red	Airbag Module
M17		15 Amp Blue	Left Tail/License/ Park Lamp
M18		15 Amp Blue	Right Tail/Park/ Run Lamp
M19		25 Amp Natural	Auto Shut Down (ASD #1 and #2)
M20		15 Amp Blue	Cabin Compartment Node Interior Light, Switch Bank
M21		20 Amp Yellow	Auto Shut Down (ASD #3)
M22		10 Amp Red	Right Horn (HI/ LOW)
M23		10 Amp Red	Left Horn (HI/ LOW)
M24		25 Amp Natural	Rear Wiper

Cavity	Cartridge Fuse	Mini Fuse	Description
M25		20 Amp Yellow	Fuel Pump, Diesel Lift Pump – Export Only
M26		—	—
M27		10 Amp Red	Ignition Switch Feed, Wireless Module
M28		10 Amp Red	Powertrain Control Module
M29		—	—
M30		15 Amp Blue	Wiper Motor Frt, J1962 Diagnostic Feed
M31		20 Amp Yellow	Backup Lamps
M32		10 Amp Red	Airbag Controller, TT EUROPE
M33		10 Amp Red	Powertrain Controller

Cavity	Cartridge Fuse	Mini Fuse	Description
M34		10 Amp Red	Park Assist, Climate Control System, Headlamp Wash, Compass
M35		10 Amp Red	Heated Mirrors
M36		20 Amp Yellow	Power Outlet
M37		10 Amp Red	Anti-Lock Brake System, Electronic Stability Control, Stop Lamp Switch, Fuel Pump Relay
M38		25 Amp Natural	Lock/Unlock Motors

CAUTION!

- When installing the Integrated Power Module cover, it is important to ensure the cover is properly positioned and fully latched. Failure to do so may allow water to get into the Integrated Power Module, and possibly result in an electrical system failure.
- When replacing a blown fuse, it is important to use only a fuse having the correct amperage rating. The use of a fuse with a rating other than indicated may result in a dangerous electrical system overload. If a properly rated fuse continues to blow, it indicates a problem in the circuit that must be corrected.

VEHICLE STORAGE

If you are leaving your vehicle dormant for more than 21 days, you may want to take steps to protect your battery. You may:

- Remove Cartridge fuse #J13 in the Power Distribution Center (PDC) labeled Ignition-Off Draw (IOD) and store it in a safe location within the PDC.
- Or, disconnect the negative cable from the battery.
- Anytime you store your vehicle, or keep it out of service (i.e., vacation) for two weeks or more, run the air conditioning system at idle for about five minutes in the fresh air and high blower setting. This will ensure adequate system lubrication to minimize the possibility of compressor damage when the system is started again.

REPLACEMENT BULBS

Interior Lights	Bulb Type
Auto. Trans. Indicator Lamp	658
Courtesy Lights, Under Dash (1)	906
Heater Control Lamps (2)	194
Rocker Switch Indicator Lamp (Rear Window Defogger, and Rear Wash/Wipe)	**
Soundbar Dome Lamp	912

** Bulbs only available from authorized dealer.

Exterior Lights	Bulb Type
Backup Lamps (2)	W16W
Center High-Mounted Stop Lamp (1)	L.E.D.
Front Fog Lamps (2)	PSX24W
Rear Fog Lamps (2)	P27/7W
Front Direction Lamps (2)	P27/7W
Front Side Repeaters/Side Marker Lamps (2)	W5W
Headlamps (2)	H4
Front Position Lamps (2)	12V14W
Stop/Rear Position Lamps (2)	P27/7W
Rear Direction Lamps (2)	PY27/7W
License Lamp (2)	W5W

NOTE:

Numbers refer to commercial bulb types that can be purchased from your local authorized dealer.

If a bulb needs to be replaced, visit your authorized dealer or refer to the applicable Service Manual.

FLUID CAPACITIES

	U.S.	Metric
Fuel (Approximate) — Two Door Models	18.5 Gallons	70 Liters
Fuel (Approximate) — Four Door Models	22.5 Gallons	85 Liters
Engine Oil with Filter		
3.8 Liter Engine	6 Quarts	5.7 Liters
2.8 Liter Diesel Engine	7 Quarts	6.6 Liters
Cooling System *		
3.8 Liter Engine (MOPAR® Antifreeze/Engine Coolant 5 Year/100,000 Mile Formula or equivalent.)	13 Quarts	12 Liters
2.8 Liter Diesel Engine (MOPAR® Antifreeze/Engine Coolant 5 Year/100,000 Mile Formula or equivalent.)	13 Quarts	12 Liters
* Includes coolant recovery bottle filled to MAX level.		

FLUIDS, LUBRICANTS AND GENUINE PARTS

Engine

Component	Fluid, Lubricant, or Genuine Part
Engine Coolant	MOPAR® Antifreeze/Coolant 5 Year/100,000 Mile Formula HOAT (Hybrid Organic Additive Technology) or equivalent.
Engine Oil – Gasoline (Non ACEA Categories)	Use API Certified SAE 5W-20 engine oil, meeting the requirements of Chrysler Material Standard MS-6395. Refer to your engine oil filler cap for correct SAE grade. SAE 5W-30 engine oil approved to MB 229.31 or MB 229.51 may be used when SAE 5W-20 engine oil is not available.
Engine Oil – Gasoline (ACEA Categories)	For countries that use the ACEA European Oil Categories for Service Fill Oils, use engine oils meeting the requirements of ACEA C3, and approved to MB 229.31 or MB 229.51. SAE 5W-30 engine oil approved to MB 229.31 or MB 229.51 may be used when SAE 5W-20 engine oil is not available.
Engine Oil - Diesel (without Particulate Filter)	Use SAE 0W-40 diesel engine oils confirming to API Quality CI-4 or CJ-4. For countries that use the ACEA European Oil Categories for Service Fill Oils, use engine oils meeting the requirements of ACEA C3 and approved to MB 229.31 or MB 229.51.
Engine Oil – Diesel (with Particulate Filter)	Use SAE 5W-30 diesel engine oils conforming to API Quality CI-4 or CJ-4. For countries that use the ACEA European Oil Categories for Service Fill Oils, use engine oils meeting the requirements of ACEA C3 (LOW ASH) and approved to MB 229.31 or MB 229.51.
Spark Plugs – 3.8L Engine	RE14PLP5 (Gap 0.050 in [1.27 mm])
Engine Oil Filter	MOPAR® Engine Oil Filter or equivalent.
Fuel Selection – Gasoline Engines	91 Octane
Fuel Selection – Diesel Engines	50 Cetane or higher (Less than 15 ppm Sulfur)

Chassis

Component	Fluid, Lubricant, or Genuine Part
Automatic Transmission – If Equipped	MOPAR® ATF+4® Automatic Transmission Fluid or equivalent licensed ATF+4® product.
Manual Transmission – If Equipped	MOPAR® Manual Transmission Lubricant or equivalent (meeting the requirements of Chrysler Material Standard MS-9224)
Transfer Case	MOPAR® ATF+4® Automatic Transmission Fluid or equivalent licensed ATF+4® product.
Axle Differential (Front)	MOPAR® Gear & Axle Lubricant (SAE 80W-90) (API GL-5) or equivalent.
Axle Differential (Rear)	226 RBI (Model 44) - MOPAR® Gear & Axle Lubricant (SAE 80W-90) (API GL-5) or equivalent. For trailer towing, use MOPAR® Synthetic Gear & Axle Lubricant (SAE 75W-140) or equivalent. Models equipped with Trac-Lok require an additive.
Brake Master Cylinder	MOPAR® DOT 3 and SAE J1703 should be used or equivalent. If DOT 3 brake fluid is not available, then DOT 4 is acceptable. Use only recommended brake fluids.
Power Steering Reservoir	MOPAR® Power Steering Fluid + 4, MOPAR® ATF+4® Automatic Transmission Fluid or equivalent licensed ATF+4® product.

MAINTENANCE SCHEDULES

- MAINTENANCE SCHEDULE 278
 - Maintenance Schedule – Gasoline Engine 278
 - Maintenance Schedule – Diesel Engine 290

MAINTENANCE SCHEDULE

Maintenance Schedule – Gasoline Engine

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

On Non-EVIC equipped vehicles, “CHANgE OIL” will flash in the instrument cluster odometer and a single chime will sound, indicating that an oil change is necessary.

The oil change indicator message will illuminate approximately 7,000 miles (11 200 km) after the most recent oil change was performed. Have your vehicle serviced as soon as possible, within 500 miles (800 km). However, an earlier oil change at 3,000 miles (5 000 km) may be required if the vehicle is operated under “Severe Duty Conditions” later in this section.

NOTE:

- **The oil change indicator message will not monitor the time since the last oil change. Change your vehicle’s oil if it has been six**

months since your last oil change even if the oil change indicator message is NOT illuminated.

- **Change your engine oil more often if you drive your vehicle off-road for an extended period of time.**
- **Under no circumstances should oil change intervals exceed 7,500 miles (12 000 km) or six months, whichever comes first.**

Your dealer will reset the oil change indicator message after completing the scheduled oil change. If this scheduled oil change is performed by someone other than your dealer, the message can be reset by referring to the steps described under “Instrument Cluster Description/Odometer/Trip Odometer” in “Understanding Your Instrument Panel” for further information.

At Each Stop for Fuel

- Check the engine oil level about five minutes after a fully warmed engine is shut off. Checking the oil level while the vehicle is on level ground will improve the accuracy of the

oil level reading. Add oil only when the level is at or below the ADD or MIN mark.

- Check the windshield washer solvent and add if required.

Once a Month

- Check tire pressure and look for unusual wear or damage.
- Inspect the battery and clean and tighten the terminals as required.
- Check the fluid levels of coolant reservoir, brake master cylinder, power steering and transmission and add as needed.
- Check all lights and other electrical items for correct operation.

At Each Oil Change

- Change the engine oil filter.
- Inspect the brake hoses and lines.
- Check the manual transmission fluid level.

CAUTION!

Failure to perform the required maintenance items may result in damage to the vehicle.

Required Maintenance Intervals

Refer to the Maintenance Schedules on the following pages for the required maintenance intervals.

Severe Duty Conditions

†† Change the engine oil and engine oil filter at every 3,000 miles (5 000 km) or three months if using your vehicle under any of the following severe duty conditions:

- Stop and go driving.
- Driving in dusty conditions.
- Short trips of less than 10 miles (16 km).
- Trailer towing.
- Taxi, police, or delivery service (commercial service).
- Off-road or desert operation.

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.

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- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ If using your vehicle for any of the following: Dusty or off-road conditions. Inspect the engine air cleaner filter, replace if necessary.
- ☐ Inspect the brake linings, replace if necessary.
- ☐ Inspect exhaust system.
- ☐ Inspect the front & rear axle fluid, change if using your vehicle for police, taxi, fleet, off-road or frequent trailer towing.

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ If using your vehicle for any of the following: Dusty or off-road conditions. Inspect the engine air cleaner filter, replace if necessary.
- ☐ Inspect the brake linings, replace if necessary.
- ☐ Inspect exhaust system.
- ☐ Inspect the front & rear axle fluid, change if using your vehicle for police, taxi, fleet, off-road or frequent trailer towing.

Repair Order #	Dealer Code
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22,500 Miles (36,000 km) or 18 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ Inspect the brake linings, replace if necessary.
- ☐ Inspect exhaust system.
- ☐ Inspect the front suspension, tie rod ends and boot seals, replace if necessary.

Odometer Reading Date

Repair Order # Dealer Code

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30,000 Miles (48,000 km) or 24 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ Replace the engine air cleaner filter.
- ☐ Adjust parking brake on vehicles equipped with four-wheel disc brakes.
- ☐ Inspect the front & rear axle fluid, change if using your vehicle for police, taxi, fleet, off-road or frequent trailer towing.
- ☐ Change the manual transmission fluid if using your vehicle for any of the following: trailer towing, snow plowing, heavy loading, taxi, police, delivery service (commercial service), off-road, desert operation or more than 50% of your driving is at sustained high speeds during hot weather, above 90°F (32°C).
- ☐ Inspect the transfer case fluid.

Odometer Reading Date

Repair Order # Dealer Code

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**37,500 Miles (60,000 km) or
30 Months Maintenance Service
Schedule**

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.

Odometer Reading Date

Repair Order # Dealer Code

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**45,000 Miles (72,000 km) or 36 Months Maintenance Service
Schedule**

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ If using your vehicle for any of the following: Dusty or off-road conditions. Inspect the engine air cleaner filter, replace if necessary.
- ☐ Inspect the front & rear axle fluid, change if using your vehicle for police, taxi, fleet, off-road or frequent trailer towing.
- ☐ Inspect the brake linings, replace if necessary.
- ☐ Inspect exhaust system.
- ☐ Inspect the front suspension, tie rod ends and boot seals, replace if necessary.

Odometer Reading Date

Repair Order # Dealer Code

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- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.

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- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ Replace the engine air cleaner filter.
- ☐ Adjust parking brake on vehicles equipped with four-wheel disc brakes.
- ☐ Inspect the front & rear axle fluid, change if using your vehicle for police, taxi, fleet, off-road or frequent trailer towing.
- ☐ Change the manual transmission fluid if using your vehicle for any of the following: trailer towing, snow plowing, heavy loading, taxi, police, delivery service (commercial service), off-road, desert operation or more than 50% of your driving is at sustained high speeds during hot weather, above 90°F (32°C).
- ☐ Change the automatic transmission fluid and main sump filter if using your vehicle for any of the following: police, taxi, fleet or frequent trailer towing.
- ☐ Change the transfer case fluid if using your vehicle for any of the following: police, taxi, fleet, off-road or frequent trailer towing.

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ Replace the engine air cleaner filter.
- ☐ Adjust parking brake on vehicles equipped with four-wheel disc brakes.
- ☐ Inspect the front & rear axle fluid, change if using your vehicle for police, taxi, fleet, off-road or frequent trailer towing.
- ☐ Change the manual transmission fluid if using your vehicle for any of the following: trailer towing, snow plowing, heavy loading, taxi, police, delivery service (commercial service), off-road, desert operation or more than 50% of your driving is at sustained high speeds during hot weather, above 90°F (32°C).
- ☐ Change the automatic transmission fluid and main sump filter if using your vehicle for any of the following: police, taxi, fleet or frequent trailer towing.
- ☐ Change the transfer case fluid if using your vehicle for any of the following: police, taxi, fleet, off-road or frequent trailer towing.

Repair Order #	Dealer Code
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**67,500 Miles (108,000 km) or
54 Months Maintenance Service
Schedule**

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ Inspect the brake linings, replace if necessary.
- ☐ Inspect exhaust system.
- ☐ Inspect the front suspension, tie rod ends and boot seals, replace if necessary.

Odometer Reading Date

Repair Order # Dealer Code

Signature Authorized Chrysler Dealer

**75,000 Miles (120,000 km) or
60 Months Maintenance Service
Schedule**

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ If using your vehicle for any of the following: Dusty or off-road conditions. Inspect the engine air cleaner filter, replace if necessary.
- ☐ Inspect the front & rear axle fluid, change if using your vehicle for police, taxi, fleet, off-road or frequent trailer towing.
- ☐ Flush and replace the engine coolant at 60 months if not done at 105,000 miles (168 000 km).

Odometer Reading Date

Repair Order # Dealer Code

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**82,500 Miles (132,000 km) or
66 Months Maintenance Service
Schedule**

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.

Odometer Reading Date

Repair Order # Dealer Code

Signature Authorized Chrysler Dealer

90,000 Miles (144,000 km) or 72 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ Replace the engine air cleaner filter.
- ☐ **Inspect and replace PCV valve if necessary.**†
- ☐ Adjust parking brake on vehicles equipped with four-wheel disc brakes.
- ☐ Inspect the front & rear axle fluid, change if using your vehicle for police, taxi, fleet, off-road or frequent trailer towing.
- ☐ Inspect the brake linings, replace if necessary.
- ☐ Inspect exhaust system.
- ☐ Inspect the front suspension, tie rod ends and boot seals, replace if necessary.
- ☐ Change the manual transmission fluid if using your vehicle for any of the following: trailer towing, snow plowing, heavy loading, taxi, police, delivery service (commercial service), off-road, desert operation or more than 50% of your driving is at sustained high speeds during hot weather, above 90°F (32°C).
- ☐ Inspect the transfer case fluid.

Odometer Reading Date

Repair Order # Dealer Code

Signature Authorized Chrysler Dealer

97,500 Miles (156,000 km) or 78 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.

Odometer Reading Date

Repair Order # Dealer Code

Signature Authorized Chrysler Dealer

105,000 Miles (168,000 km) or 84 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ If using your vehicle for any of the following: Dusty or off-road conditions. Inspect the engine air cleaner filter, replace if necessary.
- ☐ **Replace the ignition cables.**
- ☐ **Replace the spark plugs.**
- ☐ Flush and replace the engine coolant if not done at 60 months.
- ☐ Inspect the front & rear axle fluid, change if using your vehicle for police, taxi, fleet, off-road or frequent trailer towing.

Odometer Reading Date

Repair Order # Dealer Code

Signature Authorized Chrysler Dealer

112,500 Miles (180,000 km) or 90 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ Inspect the brake linings, replace if necessary.
- ☐ Inspect exhaust system.
- ☐ Inspect the front suspension, tie rod ends and boot seals, replace if necessary.

Odometer Reading Date

Repair Order # Dealer Code

Signature Authorized Chrysler Dealer

120,000 Miles (192,000 km) or 96 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ Replace the engine air cleaner filter.
- ☐ Replace accessory drive belt(s).
- ☐ Adjust parking brake on vehicles equipped with four-wheel disc brakes.
- ☐ Inspect the front & rear axle fluid, change if using your vehicle for police, taxi, fleet, off-road or frequent trailer towing.
- ☐ Change the transfer case fluid if using your vehicle for any of the following: police, taxi, fleet, off-road or frequent trailer towing.
- ☐ Change the manual transmission fluid if using your vehicle for any of the following: trailer towing, snow plowing, heavy loading, taxi, police, delivery service (commercial service), off-road, desert operation or more than 50% of your driving is at sustained high speeds during hot weather, above 90°F (32°C).
- ☐ Change the automatic transmission fluid, and filter(s).

Odometer Reading Date

Repair Order # Dealer Code

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**127,500 Miles (204,000 km) or
102 Months Maintenance
Service Schedule**

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.

Odometer Reading Date

Repair Order # Dealer Code

Signature Authorized Chrysler Dealer

**135,000 Miles (216,000 km) or 108 Months Maintenance Service
Schedule**

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ If using your vehicle for any of the following: Dusty or off-road conditions. Inspect the engine air cleaner filter, replace if necessary.
- ☐ Inspect the front & rear axle fluid, change if using your vehicle for police, taxi, fleet, off-road or frequent trailer towing.
- ☐ Inspect the brake linings, replace if necessary.
- ☐ Inspect exhaust system.
- ☐ Inspect the front suspension, tie rod ends and boot seals, replace if necessary.

Odometer Reading Date

Repair Order # Dealer Code

Signature Authorized Chrysler Dealer

**142,500 Miles (228,000 km) or
114 Months Maintenance
Service Schedule**

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.

Odometer Reading Date

Repair Order # Dealer Code

Signature Authorized Chrysler Dealer

**150,000 Miles (240,000 km) or 120 Months Maintenance Service
Schedule**

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ Replace the engine air cleaner filter.
- ☐ Adjust parking brake on vehicles equipped with four-wheel disc brakes.
- ☐ Inspect the front & rear axle fluid, change if using your vehicle for police, taxi, fleet, off-road or frequent trailer towing.
- ☐ Change the manual transmission fluid if using your vehicle for any of the following: trailer towing, snow plowing, heavy loading, taxi, police, delivery service (commercial service), off-road, desert operation or more than 50% of your driving is at sustained high speeds during hot weather, above 90°F (32°C).
- ☐ Inspect the transfer case fluid.

Odometer Reading Date

Repair Order # Dealer Code

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† This maintenance is recommended by the manufacturer to the owner, but is not required to maintain emissions warranty.

WARNING!

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

Maintenance Schedule – Diesel Engine

Diesel Models with Diesel Particulate Filter (DPF)

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

A “CHANGe OIL” message will flash in the instrument cluster odometer and a single chime will sound, indicating that an oil change is necessary.

Based on engine operation conditions, the oil change indicator message will illuminate, this means that service is required for your vehicle. Have your vehicle serviced as soon as possible, within the next 500 miles (805 km).

Your dealer will reset the oil change indicator message after completing the scheduled oil change. If this scheduled oil change is performed by someone other than your dealer the message can be reset by referring to the steps described under “Instrument Cluster Description/Odometer/Trip Odometer” in “Understanding Your Instrument Panel” for further information.

Diesel Models without Diesel Particulate Filter (DPF)

†† Change the engine oil and engine oil filter at every 6,250 miles (10 000 km) or six months if using your vehicle under any of the following severe duty conditions:

- Stop and go driving.
- Driving in dusty conditions.
- Short trips of less than 10 miles (16 km).
- Trailer towing.
- Taxi, police, or delivery service (commercial service).
- Off-road or desert operation.

At Each Stop for Fuel

- Check the engine oil level about five minutes after a fully warmed engine is shut off. Checking the oil level while the vehicle is on level ground will improve the accuracy of the oil level reading. Add oil only when the level is at or below the ADD or MIN mark.
- Check the windshield washer solvent, add as required.

Once a Month

- Check the tire pressure and look for unusual wear or damage.
- Inspect the battery; clean and tighten the terminals as required.
- Check the fluid levels of engine coolant/antifreeze deaeration bottle, brake master cylinder, and transmission, and add as needed.
- Check all lights and all other electrical items for correct operation.

At Each Oil Change

- Change the engine oil filter.
- Inspect the exhaust system.
- Inspect brake hoses.
- Check the engine coolant/antifreeze level, hoses, and clamps.
- Inspect engine accessory drive belts. Replace as necessary.
- Inspect for the presence of water in the fuel filter/water separator unit.

Required Maintenance Intervals

Refer to the Maintenance Schedules on the following pages for the required maintenance intervals.

NOTE:

Under no circumstances should oil change intervals exceed 12,500 miles (20 000 km) or 12 months, whichever comes first.

12,500 Miles (20,000 km) or 12 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary.
- ☐ Drain the fuel filter/water separator unit.
- ☐ Drain and refill the front and rear axle fluid.
- ☐ Inspect the transfer case fluid, add if necessary.
- ☐ Inspect the brake linings.

Odometer Reading Date

Repair Order # Dealer Code

Signature Authorized Chrysler Dealer

25,000 Miles (40,000 km) or 24 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ Replace engine air cleaner filter.
- ☐ Adjust parking brake on vehicles equipped with four-wheel disc brakes.
- ☐ Drain the fuel filter/water separator unit.
- ☐ Replace the fuel filter/water separator unit.
- ☐ Drain and refill the front and rear axle fluid.
- ☐ Inspect the transfer case fluid, add if necessary.
- ☐ Inspect the brake linings.

Odometer Reading Date

Repair Order # Dealer Code

Signature Authorized Chrysler Dealer

37,500 Miles (60,000 km) or 36 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary.
- ☐ Drain the fuel filter/water separator unit.
- ☐ Drain and refill the front and rear axle fluid.
- ☐ Inspect the transfer case fluid, add if necessary.
- ☐ Inspect the brake linings.
- ☐ Replace the engine accessory drive belt.

Odometer Reading Date

Repair Order # Dealer Code

Signature Authorized Chrysler Dealer

50,000 Miles (80,000 km) or 48 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ Replace engine air cleaner filter.
- ☐ Adjust parking brake on vehicles equipped with four-wheel disc brakes.
- ☐ Drain the fuel filter/water separator unit.
- ☐ Replace the fuel filter/water separator unit.
- ☐ Drain and refill the front and rear axle fluid.
- ☐ Inspect the transfer case fluid, add if necessary.
- ☐ Inspect the brake linings.

Odometer Reading Date

Repair Order # Dealer Code

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62,500 Miles (100,000 km) or 60 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary.
- ☐ Drain the fuel filter/water separator unit.
- ☐ Drain and refill the front and rear axle fluid.
- ☐ Inspect the transfer case fluid, add if necessary.
- ☐ Inspect the brake linings.
- ☐ Inspect the manual transmission fluid, add as necessary.
- ☐ Change the automatic transmission fluid and main sump filter if using your vehicle for any of the following: police, taxi, fleet or frequent trailer towing.

Odometer Reading Date

Repair Order # Dealer Code

Signature Authorized Chrysler Dealer

75,000 Miles (120,000 km) or 72 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ Replace engine air cleaner filter.
- ☐ Adjust parking brake on vehicles equipped with four-wheel disc brakes.
- ☐ Drain the fuel filter/water separator unit.
- ☐ Replace the fuel filter/water separator unit.
- ☐ Drain and refill the front and rear axle fluid.
- ☐ Inspect the transfer case fluid, add if necessary.
- ☐ Inspect the brake linings.
- ☐ Replace the engine accessory drive belt.

Odometer Reading Date

Repair Order # Dealer Code

Signature Authorized Chrysler Dealer

87,500 Miles (140,000 km) or 84 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary.
- ☐ Drain the fuel filter/water separator unit.
- ☐ Drain and refill the front and rear axle fluid.
- ☐ Inspect the transfer case fluid, add if necessary.
- ☐ Inspect the brake linings.

Odometer Reading Date

Repair Order # Dealer Code

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100,000 Miles (160,000 km) or 96 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ Replace engine air cleaner filter.
- ☐ Flush and replace the engine coolant (antifreeze).
- ☐ Adjust parking brake on vehicles equipped with four-wheel disc brakes.
- ☐ Drain the fuel filter/water separator unit.
- ☐ Replace the fuel filter/water separator unit.
- ☐ Drain and refill the front and rear axle fluid.
- ☐ Inspect the transfer case fluid, add if necessary.
- ☐ Inspect the brake linings.

Odometer Reading Date

Repair Order # Dealer Code

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112,500 Miles (180,000 km) or 108 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary.
- ☐ Drain the fuel filter/water separator unit.
- ☐ Drain and refill the front and rear axle fluid.
- ☐ Inspect the transfer case fluid, add if necessary.
- ☐ Inspect the brake linings.
- ☐ Replace the engine accessory drive belt.

Odometer Reading Date

Repair Order # Dealer Code

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125,000 Miles (200,000 km) or 120 Months Maintenance Service Schedule

- ☐ Change the engine oil and engine oil filter.††
- ☐ Rotate tires.
- ☐ Replace engine air cleaner filter.
- ☐ Adjust parking brake on vehicles equipped with four-wheel disc brakes.
- ☐ Drain the fuel filter/water separator unit.
- ☐ Replace the fuel filter/water separator unit.
- ☐ Replace the engine timing belt, and timing belt tensioner.
- ☐ Drain and refill the front and rear axle fluid.
- ☐ Inspect the transfer case fluid, add if necessary.
- ☐ Inspect the brake linings.
- ☐ Inspect the manual transmission fluid, add as necessary.
- ☐ Drain and refill the automatic transmission fluid. Replace main sump filter and spin-on cooler return filter (if equipped).

Odometer Reading Date

Repair Order # Dealer Code

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WARNING!

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

Inspection and service should be performed anytime a malfunction is observed or suspected. Retain all receipts.

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IF YOU NEED ASSISTANCE

The manufacturer distributors are vitally interested in your satisfaction with their products and services. If a servicing problem or other difficulty should occur, we recommend that you take the following steps:

Discuss the problem at the authorized dealer with the dealer principal or the service manager. Management personnel at the authorized dealer are in the best position to resolve the problem quickly.

When you contact the distributor please provide all of the following information:

- Your name, address and phone number.
- Vehicle Identification Number (this 17 digit number is found on an etched plate or label, located on the left front corner of the instrument panel, visible through the windshield. It is also available from your vehicle registration or title).
- Selling and servicing authorized dealer.
- Vehicle's delivery date and current odometer distance.

- Service history of your vehicle.
- An accurate description of the problem and the conditions under which it occurs.

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CHANGE OF OWNERSHIP NOTIFICATION

MODEL _____

REGISTRATION OR
LICENSE NUMBER _____

VIN | | | | | | | | | | | | | | | | | |

NEW OWNER'S NAME _____

NEW OWNER'S ADDRESS _____

TELEPHONE NO. _____



IF RESOLD BY CHRYSLER JEEP DEALERSHIP,
ENTER DEALER STAMP IN BOX ABOVE.

FIRST OWNER

80f40712

CHANGE OF OWNERSHIP NOTIFICATION

MODEL _____


REGISTRATION OR
LICENSE NUMBER _____

VIN | | | | | | | | | | | | | | | | | |

NEW OWNER'S NAME _____

NEW OWNER'S ADDRESS _____

TELEPHONE NO. _____



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SECOND OWNER

80f40753

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