TABLE OF CONTENTS

SECTION		PAGE	
1	INTRODUCTION	3	1
2	THINGS TO KNOW BEFORE STARTING YOUR VEHICLE	11	2
3	UNDERSTANDING THE FEATURES OF YOUR VEHICLE	77	3
4	INSTRUMENT PANEL AND CONTROLS	159	4
5	STARTING AND OPERATING	235	5
6	WHAT TO DO IN EMERGENCIES	323	6
7	MAINTAINING YOUR VEHICLE	335	7
8	MAINTENANCE SCHEDULES	385	8
9	IF YOU NEED CONSUMER ASSISTANCE	411	9
10	INDEX	419	10

INTRODUCTION

CONTENTS

- Introduction 4
  - Roll Over Warning 5
- How To Use This Manual 6
- Warnings And Cautions 8
- Vehicle Identification Number 8
- Vehicle Modifications / Alterations 9

INTRODUCTION

This 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 manual will help assure safe and enjoyable operation of your vehicle.

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

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

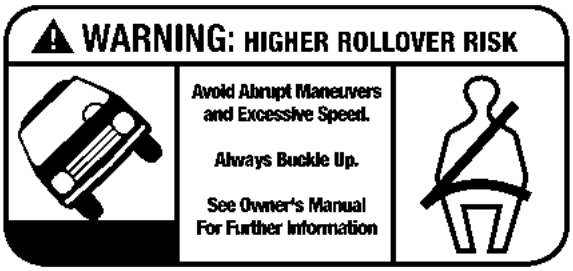
WARNING!

Engine exhaust, some of its constituents, and certain vehicle components contain or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm. In addition, certain fluids contained in vehicles and certain products of component wear contain or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

Roll Over Warning

Utility vehicles have a significantly higher roll over rate than other types of vehicles. This vehicle has a higher ground clearance, higher center of gravity, and narrower track 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 be caused to 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 or abrupt maneuvers or other unsafe driving actions that can cause loss of vehicle control. Failure to operate this vehicle safely may result in an accident, roll over of the vehicle, and severe or fatal injury. Drive carefully.



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Roll Over Warning Label

Failure to use driver and passenger seat belts provided is a major cause of severe or fatal injury. In fact, the U.S. government notes that the universal use of existing seat belts could cut the highway death toll by 10,000 or more each year, and could reduce disabling injuries by 2

million annually. In a roll over crash an unbelted person is significantly more likely to die than a person wearing a seat belt. Always buckle up.

HOW TO USE THIS MANUAL

Consult the table of contents to determine which section contains the information you desire.

The detailed index, at the rear of this 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 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
ESP BAS
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
BRAKE SYSTEM WARNING PARKING BRAKE
FUEL TALL SIDE
REAR WINDOW WASHER
WINDSHIELD WASHER FLUID LEVEL
DOME LIGHT
FRONT FOG LIGHT
HOOD RELEASE
LOWER AIR OUTLET
RECIRCULATION
CONVERTIBLE 4 WINDOW DOWN
TRACTION CONTROL
AWD!
ALL WHEEL DRIVE
ABS
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!
FOUR WHEEL DRIVE
BRAKE
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
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
MALFUNCTION INDICATOR LIGHT
TRANS OIL TEMP
ENGINE COOLANT TEMPERATURE
SRS AIRBAG
SUPPLEMENTAL RESTRAINT SYSTEM
PASSENGER AIRBAG OFF
DOOR AJAR
CONVERTIBLE TOP DOWN
CONVERTIBLE TOP UP
HORN
SEE OWNER'S MANUAL (80)
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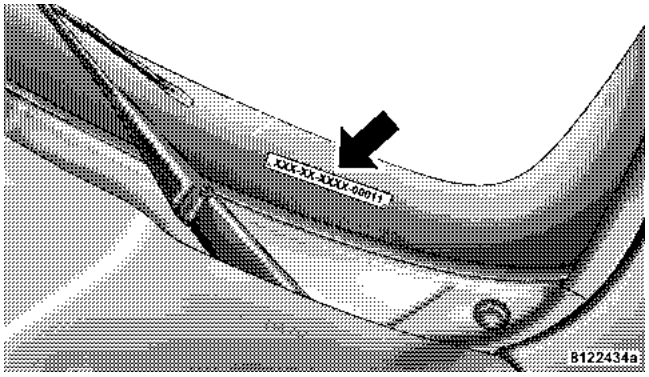
WARNINGS AND CAUTIONS

This manual contains **WARNINGS** against operating procedures which could result in an accident or bodily injury. It also contains **CAUTIONS** against procedures which 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 area, visible through the windshield. This number also appears on the Automobile Information Disclosure Label affixed to a window on your vehicle, the vehicle registration and title.



Vehicle Identification Number

NOTE: It is illegal to remove the VIN.

VEHICLE MODIFICATIONS / ALTERATIONS

WARNING!
Any modifications or alterations to this vehicle could seriously affect its roadworthiness and safety and may lead to an accident resulting in serious injury or death.

THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

CONTENTS

- A Word About Your Keys 14
  - Ignition Key Removal 14
  - Key-In-Ignition Reminder 16
- Steering Wheel Lock — If Equipped 16
  - To Manually Lock The Steering Wheel 16
  - To Release The Steering Wheel Lock 16
- Sentry Key — If Equipped 16
  - Replacement Keys 17
  - Customer Key Programming 18
  - General Information 19
- Security Alarm System — If Equipped 19
  - To Set The Alarm 19
  - To Disarm The System 20
- Illuminated Entry 20
- Remote Keyless Entry 21
  - To Unlock The Doors And Liftgate 21
  - To Lock The Doors And Liftgate 22
  - Using The Panic Alarm 23

- Programming Additional Transmitters 24
- Battery Replacement 24
- General Information 25

■ Remote Starting System — If Equipped 26

■ Door Locks 27
- Manual Door Locks 28
- Power Door Locks 29
- Child-Protection Door Lock System (Rear Doors) 30

■ Windows 31
- Power Windows 31
- Wind Buffeting 35

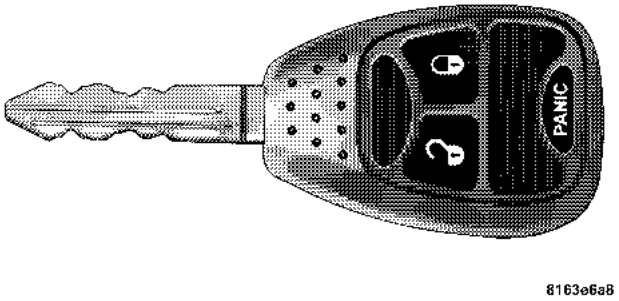
■ Liftgate 35

■ Occupant Restraints 36
- Lap/Shoulder Belts 38
- Lap/Shoulder Belt Operating Instructions 39
- Adjustable Upper Shoulder Belt Anchorage 42
- Automatic Locking Mode — If Equipped 43
- Energy Management Feature 43
- Seat Belt Pretensioners 44
- Enhanced Seat Belt Use Reminder System (BeltAlert) 44
- Seat Belts And Pregnant Women 45
- Seat Belt Extender 46
- Driver And Front Passenger Supplemental Restraint Systems (SRS) 47
- Child Restraint 64

■ Engine Break-In Recommendations 74
■ Safety Tips 74
□ Exhaust Gas 74
□ Safety Checks You Should Make Inside The Vehicle 75
□ Safety Checks You Should Make Outside The Vehicle 76

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 dealer to give you the number. The key code can also be obtained by the dealer from your vehicle invoice.



Ignition Key

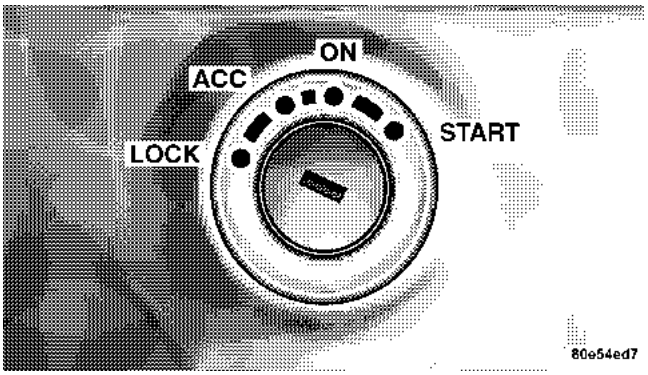
Ignition Key Removal

Manual Transmission

Turn the ignition switch to the ACC position, push the key and cylinder inward, rotate the key to the LOCK position, and remove the key.

Automatic Transmission — If Equipped

Place the shift lever in P (Park). Turn the ignition switch to the ACC position, push the key and cylinder inward, rotate the key to the LOCK position, and remove the key.



Ignition Key Positions

WARNING!

Leaving children in a vehicle unattended 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 gear selector lever. Do not leave the keys 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.

STEERING WHEEL LOCK — IF EQUIPPED

Your vehicle may be equipped with a passive steering wheel lock (manual transmission only). This lock prevents steering the vehicle without the ignition key. If the steering wheel is moved 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 1/2 revolution from 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 right or left 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.

SENTRY KEY — IF EQUIPPED

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 (2) seconds if someone uses an invalid key to start the engine.

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

During normal operation, after turning on the ignition switch, the "Vehicle Security Alarm Indicator Light" will turn on for three (3) 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 (2) seconds.

If the "Vehicle Security Alarm Indicator 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.

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.

At the time of purchase, the original owner is provided with a four digit PIN. This number is required for dealer replacement of keys. Duplication of keys may be performed at an authorized dealer or by using the Customer Key Programming procedure. This procedure consists of programming a blank key to the vehicle electronics. A blank key is one which has never been programmed and needs to be cut.

NOTE: When having the Sentry Key System serviced, bring all vehicle keys to the dealer.

Customer Key Programming

You can program new keys to the system if you have two valid keys by doing the following:

1. Cut the additional Sentry Key Transponder blank(s) to match the ignition switch lock cylinder key code.

2. Insert the first valid key into the ignition switch and turn the ignition switch ON for at least 3 seconds but no longer than 15 seconds. Turn the ignition switch OFF and remove the first key.

3. Insert the second valid key and turn the ignition switch ON within 15 seconds. After ten seconds, a chime will sound and the "Vehicle Theft Alarm Indicator Light" will begin to flash. Turn the ignition switch OFF and remove the second key.

4. Insert a blank Sentry Key into the ignition switch and turn the ignition switch ON within 60 seconds. After 10 seconds, a single chime will sound and the "Vehicle Theft Alarm Indicator Light" will stop flashing, turn on again for 3 seconds, and then turn off.

The new Sentry Key has been programmed. **The Keyless Entry Transmitter will also be programmed during this procedure.** Repeat this procedure to program up to a total of 8 keys. If you do not have a programmed sentry key, contact your dealer for details.

NOTE: If a programmed key is lost, see your dealer to have all remaining keys erased from the systems memory. This will prevent the lost key from starting your vehicle. The remaining keys must then be reprogrammed. All vehicle keys must be taken to the dealer at the time of service to be reprogrammed.

General Information

The Sentry Key system complies with FCC rules part 15 and with RSS-210 of Industry Canada. 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.

SECURITY ALARM SYSTEM — IF EQUIPPED

This system monitors the vehicle doors, liftgate, and ignition for unauthorized operation. When the alarm is activated, the system provides both audible and visual signals. The horn will sound repeatedly for three minutes and the headlights and taillights will flash for an additional 15 minutes.

NOTE: The "Panic" and "Security" alarms are quite different. Please take a moment to activate the "Panic" and the "Security" modes to hear the differences in the horn. In case one should go off in the future, you will need to know which mode has been activated in order to deactivate it.

To Set the Alarm

The alarm will set when you use the remote keyless entry transmitter to lock the doors and liftgate or when you use the power door lock switch while the door is open. After all the doors are locked and closed, the "Vehicle Security Alarm Indicator Light" (located in the instrument cluster) will flash rapidly for about 16 seconds to signal that the system is arming. During this 16 second pre-arm period, opening any door or the liftgate will cancel the arming. If the system successfully arms, the "Vehicle Security Alarm Indicator Light" will flash at a slower rate to indicate the alarm is set. A manual lock of the doors, either with the door lock plunger located on the inside of the doors or with the driver's door key lock cylinder, will not set the alarm.

To Disarm the System

To disarm the system, use the remote keyless entry transmitter. Also, using a valid sentry key and moving the ignition switch to the ON/START position will disarm the system. If something has triggered the system in your absence, the horn will sound three times when you unlock the doors. Check the vehicle for tampering.

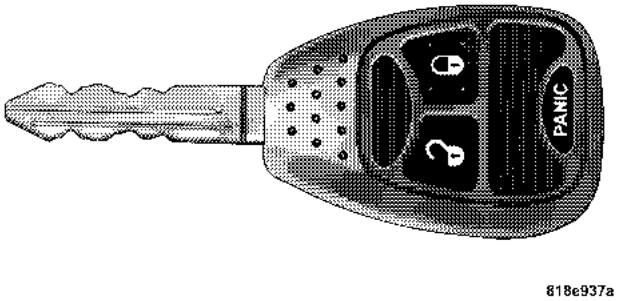
The Security Alarm System is designed to protect your vehicle; however, you can create conditions where the system will arm unexpectedly. If you remain in the vehicle and lock the doors with the transmitter, once the system is armed (after 16 seconds), when you pull the door handle to exit the alarm will sound. If this occurs, press the "Unlock" button on the remote keyless entry transmitter to disarm the system. The Security Alarm System will not disarm with a manual unlock, either through the lock plunger located on the inside of the door, or through a key in the driver's door key cylinder.

ILLUMINATED ENTRY

The interior lights come on when you open any door. They will remain on for about 30 seconds after all doors are closed then fade to off.

The lights also will fade to off if you turn on the ignition after you close all the doors.

REMOTE KEYLESS ENTRY



Three Button Keyfob

NOTE: For the remote starting feature (if equipped), refer to the "Remote Starting System" section.

NOTE: Your vehicle's keyfob may have three, or four buttons, depending on the optional features purchased with your vehicle.

This system allows you to lock or unlock the doors, liftgate, or activate the panic alarm from a minimum distance of 23 feet (7 meters) using your keyfob. The keyfob does not need to be pointed at the vehicle to activate the system.

To Unlock the Doors and Liftgate

Press and release the "Unlock" button on the key fob once to unlock only the driver's door or twice to unlock all the doors and liftgate. When the "Unlock" button is pressed, the illuminated entry will initiate, and the parking lights will flash on twice.

Remote Unlock Driver's Door First

The system can be programmed to unlock all the doors or driver's door only upon the first "Unlock" button press by using the following procedure:

On electronic vehicle information center (EVIC) equipped vehicles refer to "Remote Unlock Driver's Door 1st" under "Personal Settings" in the EVIC section (Section 4) of this manual.

On non EVIC – equipped vehicles perform the following steps:

1. Perform this operation while standing outside the vehicle.

2. Press and hold the "Lock" button on your key fob.

3. Continue to hold the "Lock" button at least 4 seconds, but not longer than 10 seconds, then press and hold the "Unlock" button while still holding the "Lock" button.

4. Release both buttons at the same time.

5. This will allow you to unlock all doors on the first press of the "Unlock" button.

To Lock the Doors and Liftgate

Press and release the "Lock" button on the key fob to lock all doors and liftgate. If the ignition is OFF, when the doors are locked, the parking lights will flash on once and the horn will chirp once.

Sound Horn Unlock

Press and release the "Lock" button on the transmitter to lock all doors and tailgate. The turn signal lights will flash and the horn will chip once to acknowledge the lock signal. If desired, the "Sound Horn On Lock" feature can be turned on or off by using the following procedure:

- On electronic vehicle information center (EVIC) equipped vehicles refer to "Personal Settings" in the "Electronic Vehicle Information Center (EVIC)" section (Section 4) of this manual.
- On non EVIC – equipped vehicles perform the following steps:

1. Perform this operation while standing outside the vehicle.

2. Press and hold the "Lock" button on a programmed (i.e. functional) key fob.

3. Continue to hold the "Lock" button, wait at least 4 seconds, but no longer than 10 seconds, then press and hold the PANIC button. Release both buttons at the same time.

4. To reactivate this feature, repeat the above steps.

Flash Lights With Lock
The Flash Lights With Lock feature can be turned on or off.

- On electronic vehicle information center (EVIC) equipped vehicles refer to "Personal Settings" in the EVIC section (Section 4) of this manual.
- On non EVIC - equipped vehicles perform the following steps:

1. Perform this operation while standing outside the vehicle.

2. Press and hold the "Unlock" button on a programmed (i.e. functional) key fob.

3. Continue to hold the "Unlock" button, wait at least 4 seconds, but no longer than 10 seconds, then press and hold the "Lock" button. Release both buttons at the same time.

4. To reactivate this feature, repeat the above steps.

Using the Panic Alarm

NOTE: The "Panic" and "Security" alarms are quite different. Please take a moment to activate the "Panic" and the "Security" modes to hear the differences in the

horn. In case one should go off in the future, you will need to know which mode has been activated in order to deactivate it.

To activate the Panic mode while the ignition is OFF, press and release the PANIC button on the transmitter once. When the Panic mode is activated, the interior lights will illuminate, the headlamps and parking lights will flash, and the horn will sound.

To cancel the Panic mode, press and release the PANIC button on the transmitter a second time. Panic mode will automatically cancel after 3 minutes or if the vehicle is started or exceeds 5 mph (8 km/h). During the Panic Mode, the door locks and remote keyless entry systems will function normally. Panic mode will not disarm the security system on vehicles so equipped.

Programming Additional Transmitters

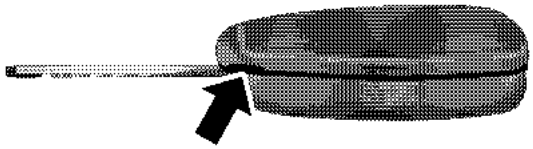
Refer to SENTRY KEY "Customer Key Programming." in this section.

NOTE: If you do not have a programmed transmitter, contact your dealer for details.

Battery Replacement

The recommended replacement battery is CR2032.

1. If the key fob is equipped with a screw, remove the screw. With the transmitter buttons facing down, use a flat blade to pry the two halves of the transmitter apart. Make sure not to damage the seal during removal.



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Separating Transmitter Halves

2. Remove and replace the batteries. Avoid touching the new batteries with your fingers. Skin oils may cause battery deterioration. If you touch a battery, clean it with rubbing alcohol.

3. To assemble the transmitter case, snap the two halves together.

NOTE: If the key fob is equipped with a screw, reinstall and tighten the screw until snug.

General Information

This device complies with part 15 of FCC rules and with RS-210 of Industry Canada. Operation is subject to the following conditions:

1. This device may not cause harmful interference.

2. This device must accept any interference that may be received including interference that may cause undesired operation.

NOTE: Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

If your Keyless Entry Transmitter fails to operate from a normal distance, check for these two conditions.

1. Weak batteries in transmitter. The expected life of the batteries is from one to two years.

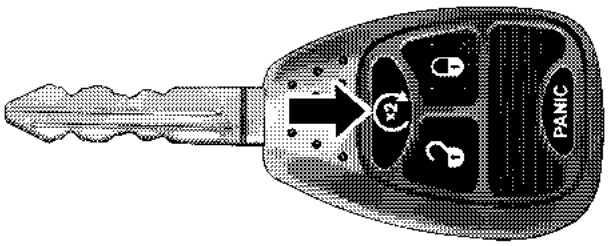
2. Closeness to a radio transmitter such as a radio station tower, airport transmitter, and some mobile or CB radios.

REMOTE STARTING SYSTEM — IF EQUIPPED

Your vehicle may be equipped with a remote starting system, which will allow the vehicle to be started up to 300 feet away from the vehicle using the remote keyless entry key fob which is part of your ignition key.

In order to remote start your vehicle, the hood, liftgate, and all the doors must be closed.

To remote start your vehicle, press the "Remote Start" button on the key fob twice within three seconds. To indicate that the vehicle is about to start, the parking lights will flash and the horn will sound briefly (if programmed).



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Once the vehicle has started, the engine will run for 15 minutes. To cancel remote start, press the "Remote Start" button once.

To enter the vehicle while the engine is running during a remote start, you must first unlock the vehicle using the "Unlock" button on the key fob. After the vehicle is unlocked, you have 60 seconds to enter the vehicle, insert the key in the ignition and move it to the RUN position, otherwise the engine will cancel remote start and automatically turn off.

Remote start will also cancel if any of the following occur:

- If the engine stalls or RPM exceeds 2500
- Any engine warning lamps come on
- The hood is opened
- The hazard switch is pressed
- The transmission is moved out of P (Park).

The vehicle can be started remotely up to a maximum of two times. The vehicle is also allowed a maximum of one failed start, where the remote start sequence was initiated but the engine stopped cranking without starting. After either of these conditions, or if the Vehicle Theft Alarm is alarming, or if the PANIC button was pressed, the vehicle must be reset by inserting a valid key into the ignition and moving it to the RUN position, then back to LOCK.

DOOR LOCKS

The vacuum fluorescent (VF) display located in the odometer area displays the word "door" as an indication of a door ajar or door not completely closed. When the vehicle is not moving and the door is ajar or not completely closed, the VF display will show the word "door."

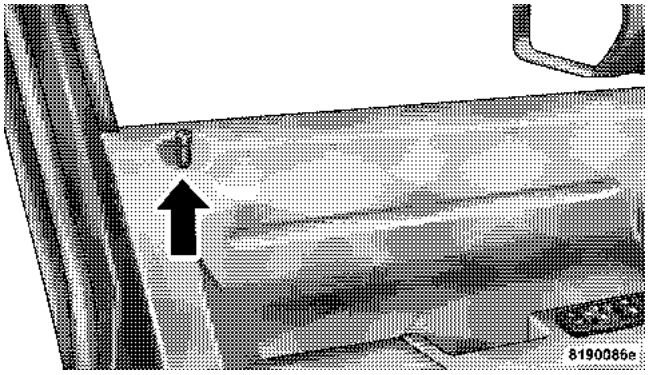
If any other active warnings including "GATE", or "GAS-CAP" are present, they will be shown in the VF display and will also continue to cycle. If the vehicle is moving,

three single chimes will occur (One chime for each complete display cycle (three cycles total). After this, the display will continue to cycle only (no chimes).

If the trip/reset button is pressed while the VF warnings are being displayed, the VF display will revert back to only displaying the odometer/trip odometer mileage.

Manual Door Locks

Use the manual door lock plunger to lock the doors from inside the vehicle. If the plunger is down when the door is closed, the door will lock. Therefore, make sure the keys are not inside the vehicle before closing the door.



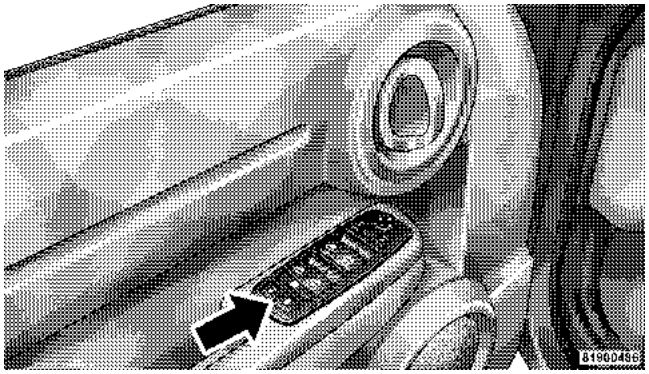
Manual Door Locks

WARNING!

- **For personal security and safety in the event of an accident, lock the vehicle doors when you drive as well as when you park and leave the vehicle.**
- **When leaving the vehicle always remove the key from the ignition lock, and lock your vehicle. Do not leave children unattended in the vehicle, or with access to an unlocked vehicle. Unsupervised use of vehicle equipment may cause severe personal injuries and death.**

Power Door Locks

A door lock switch is on each front door panel. Press this switch to lock or unlock the doors.



Power Door Lock Switch

If you press the power door lock switch while the key is in the ignition, and any front door is open, the power

locks will not operate. This prevents you from accidentally locking your keys in the vehicle. Removing the key or closing the door will allow the locks to operate. A chime will sound if the key is in the ignition switch and a door is open, as a reminder to remove the key.

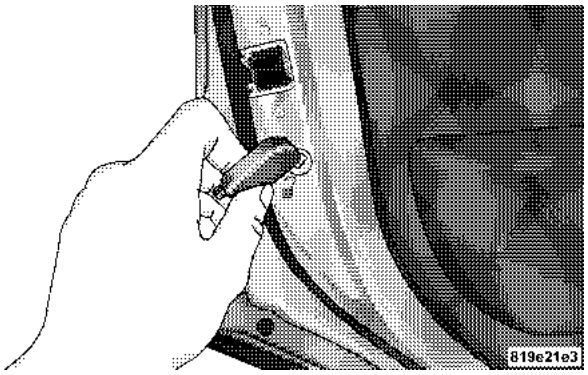
Automatic Door Locks
If this feature is selected your door locks will lock automatically if the vehicle speed is above 15 mph (24 km/h) and all doors are closed. It will reset whenever a door is opened.

This feature is selectable and can be turned on or off. Refer to "Electronic Vehicle Information Center (EVIC) — Customer Programmable Features" in Section 4 of this manual or see your authorized dealer.

Automatic Unlock on Exit Feature — Only Available if Auto Lock is Enabled
This feature will unlock all the doors when the driver's door is opened if the vehicle is stopped and in P (Park) or N (Neutral). Refer to "Electronic Vehicle Information Center (EVIC) — Customer Programmable Features" in Section 4 of this manual or see your authorized dealer.

Child-Protection Door Lock System (Rear Doors)

Insert the tip of the ignition key into the lock and rotate to the lock or unlock position.



Inserting Ignition Key

WARNING!

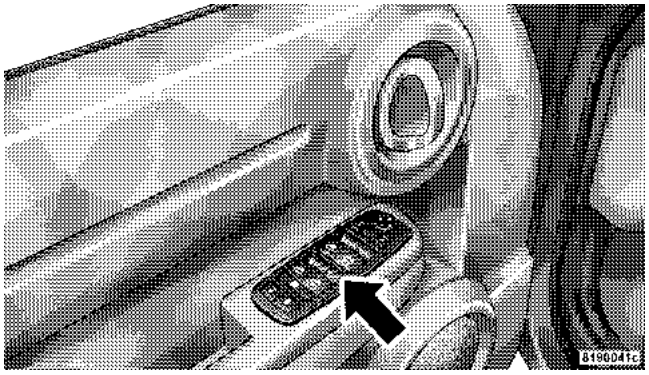
Avoid trapping anyone in a vehicle in a collision. Remember that the rear doors can only be opened from the outside when the child protection locks are engaged.

NOTE: For emergency exit with the system engaged, move the lock plunger up (unlocked position), roll down window and open the door with the outside door handle.

WINDOWS

Power Windows

The power window controls are located on the driver's door trim panel. There is a single switch on the front passenger door/rear doors which operates the front passenger/rear passenger door windows. The window controls will operate only when the ignition switch is in the ON or ACCESSORY position.



Power Window Switches

The power window switches remain active for up to 10 minutes after the ignition switch has been turned off. For vehicles equipped with a Electronic Vehicle Information Center (EVIC), this feature is programmable. Refer to "Electronic Vehicle Information Center (EVIC)/Delay

Power Off to Accessories Until Exit" in Section 4 of this manual. Opening a vehicle front door will cancel this feature.

WARNING!

Never leave children in a vehicle, with the keys in the ignition switch. Occupants, particularly unattended children, can become entrapped by the windows while operating the power window switches. Such entrapment may result in serious injury or death.

Auto Down

The driver door power window switch, and some model passenger door power 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 open the window part way, press to the first detent and release it when you want the window to stop.

The power window switches remain active for 10 minutes after the ignition has been turned off. Opening either front door will cancel this feature.

Auto Up Feature with Anti-Pinch Protection (Driver's and Front Passenger Door Only)

Lift the window switch to the second detent, release, and the window will go up automatically.

To stop the window from going all the way up during the auto-up operation, push down on the switch briefly.

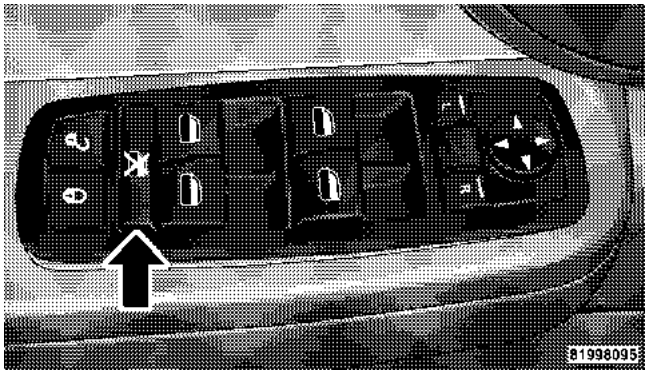
To close the window part way, lift the window switch to the first detent and release when you want the window to stop.

NOTE: If the window runs into any obstacle during the auto-closure it will reverse direction and then stop. Remove the obstacle and use the window switch again to close the window. Any impact due to rough road conditions may trigger the auto reverse function unexpectedly during auto closure. If this happens pull the switch lightly to the first detent and hold to close the window manually.

WARNING!
There is no anti-pinch protection when the window is almost closed. Be sure to clear all objects from the window before closing.

Window Lockout Switch

The window lockout switch on the driver's door (below the power window switches) allows you to disable the window control on the other doors. To disable the window controls on the other doors, press the window lockout button. To enable the window controls, press the window lockout button again.



Power Window Lock

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, or the sunroof (if equipped) in certain open or partially open positions. This is a normal occurrence and can be minimized. If the buffeting occurs with the sunroof open, adjust the sunroof opening to minimize the buffeting.

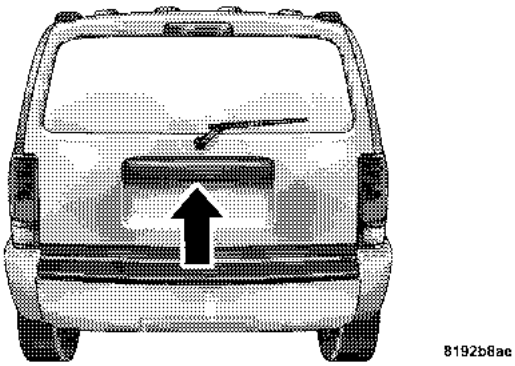
LIFTGATE

The vacuum fluorescent (VF) display located in the odometer area displays the word "gATE" as an indication of when the liftgate is not completely closed. When the vehicle is not moving, and the liftgate is not completely closed, the VF display will show the word "gATE." On EVIC equipped vehicles, "GATE AJAR" will be displayed.

If any other active warnings are present, they will be shown in the VF display and will also continue to cycle. If the vehicle is moving, three single chimes will occur if the rear liftgate is open (one chime for each complete display cycle). After this, the VF display will continue to sequence only (no chimes).

If the trip/reset button is pressed while the VF warnings are being displayed, the VF display will revert back to only displaying the odometer/trip odometer mileage.

To open the liftgate, pull up (squeeze) on the handle and lift. Manually unlocking the vehicle doors with the plunger or a key in the lock cylinder will not unlock the liftgate.



Liftgate Release

WARNING!

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

OCCUPANT RESTRAINTS

Some of the most important safety features in your vehicle are the restraint systems. These include the front and rear seat belts for the driver and all passengers, front airbags for both the driver and right front passenger, and side curtain airbags for the driver and passengers seated next to a window. If you will be carrying children too small for adult-size belts, your seat belts also can be used to hold infant and child restraint systems.

NOTE: The front airbags have a multi stage inflator design. This allows the airbag to have different rates of inflation that are based on collision severity.

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 a collision, you and your passengers can suffer injuries, including fatalities, 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 a collision which 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 a collision. 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 to reduce or prevent injuries.

Lap/Shoulder Belts

All seating positions in your vehicle have combination lap/shoulder belts. The belt webbing retractor is designed to lock during very sudden stops or collisions. This feature allows the shoulder part of the belt to move freely with you under normal conditions. But in a collision, the belt will lock and reduce the risk of you striking the inside of the vehicle or being thrown out.

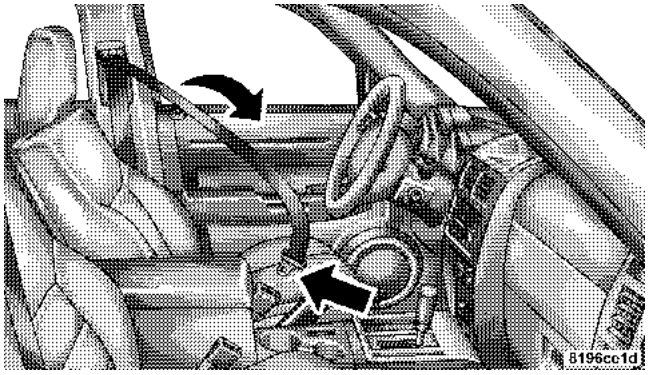
WARNING!

- **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 a collision the best. Wearing your belt in the wrong place could make your injuries in a collision 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

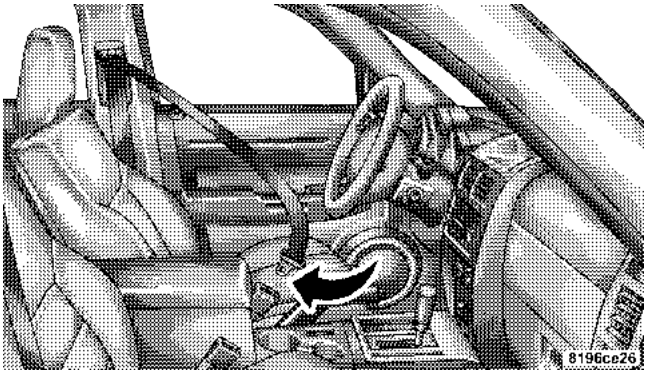
1. Enter the vehicle and close the door. Sit back and adjust the seat.

2. The seat belt latch plate is above the back of your seat. Grasp the latch plate and pull out the belt. Slide the latch plate up the webbing as far as necessary to make the belt go around your lap.



Latch Plate

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



Latch Plate To 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 too loose will not protect you as well. In a sudden stop you could move too far forward, increasing the possibility of injury. Wear your seat belt snugly.

A belt that is worn under your arm is very dangerous. Your body could strike the inside surfaces of the vehicle in a collision, 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 your strongest bones will take the force in a collision.

A shoulder belt placed behind will not protect you from injury during a collision. 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.

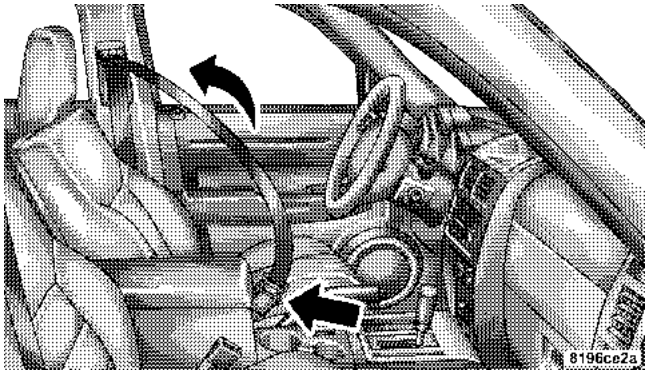
4. Position the lap belt across your thighs, below your abdomen. To remove slack in the lap portion, pull up a bit on the shoulder belt. To loosen the lap belt if it is too tight, tilt the latch plate and pull on the lap belt. A snug belt reduces the risk of sliding under the belt in a collision.

WARNING!

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

A twisted belt can't do its job as well. In a collision it could even cut into you. Be sure the belt is straight. If you can't straighten a belt in your vehicle, take it to your authorized dealer 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.



Removing Slack From Belt

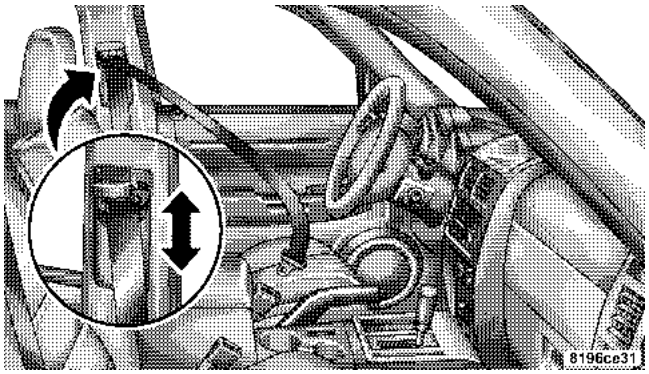
6. To release the belt, push the red button marked PRESS on the buckle. The belt will automatically retract to its stowed position. If necessary, slide the latch plate down the webbing to allow it to retract fully.

WARNING!

A frayed or torn belt could rip apart in a collision 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 (bent retractor, torn webbing, etc.).

Adjustable Upper Shoulder Belt Anchorage

In the front seating positions, the shoulder belt can be adjusted upward or downward to position the belt away from your neck. Press the release button to release the anchorage, and then move it up or down to the position that serves you best.



Adjusting Upper Shoulder Belt

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

Automatic Locking 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.

When To Use The Automatic Locking Mode

Anytime a child safety seat is installed in the rear center seating position. Children 12 years old and under should be properly restrained in the rear seat whenever possible.

How To Use 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

Disconnect 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.

Energy Management Feature

This vehicle has a safety belt system with an energy management feature in the front seating positions to help further reduce the risk of injury in the event of a head-on collision.

This safety belt system has a retractor assembly that is designed to release webbing in a controlled manner. This feature is designed to help reduce the belt force acting on the occupant's chest.

WARNING!

- **The belt and retractor assembly must be replaced if the seat belt assembly "automatic locking retractor" 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 driver and front passenger seat belts are equipped with pretensioning devices that are designed to remove any slack from the seat belt systems in the event of a collision. These devices improve the performance of the seat belt by assuring that the belt is tight around the occupant early in a collision. 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 must still be worn snugly and positioned properly.

The pretensioners are triggered by the Occupant Restraint Control (ORC) Module. Like the front airbags, the pretensioners are a single use item. After a collision that is severe enough to deploy the airbags and pretensioners, they must be replaced.

Enhanced Seat Belt Use Reminder System (BeltAlert)

If the driver seat belt has not been buckled within 60 seconds of starting the vehicle and if the vehicle speed is greater than 5 mph (8 km/h), the Enhanced Warning System (BeltAlert) will alert the driver to buckle their seat belt. The driver should also instruct all other occupants to buckle their seat belts. Once the warning is triggered, the Enhanced Warning System (BeltAlert) will continue to chime and flash the Seat Belt Warning Light for 96

seconds or until the driver seat belt is buckled. The Enhanced Warning System (BeltAlert) will be reactivated if the driver seat belt is unbuckled for more than 10 seconds and the vehicle speed is greater than 5 mph (8 km/h).

The Enhanced Warning System (BeltAlert) can be enabled or disabled by your authorized dealer or by following these steps:

NOTE: The following steps must occur within the first 60 seconds of the ignition switch being turned to the ON or START position. The manufacturer does not recommend deactivating the Enhanced Warning System (BeltAlert).

1. Turn the ignition switch to the OFF position, and fasten the driver seat belt.

2. Start the engine, and wait for the Seat Belt Warning Light to turn off.

3. Within 60 seconds of starting the vehicle, unbuckle and then re-buckle the driver seat belt at least three times, ending with the seat belt buckled.

4. Turn off the engine. A single chime will sound to signify that you have successfully completed the programming.

The Enhanced Warning System (BeltAlert) can be reactivated by repeating this procedure.

NOTE: Although the Enhanced Warning System (BeltAlert) has been deactivated, the Seat Belt Warning Light will continue to illuminate while the driver seat belt remains unfastened.

Seat Belts and Pregnant Women

We recommend that pregnant women use the 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 a collision.

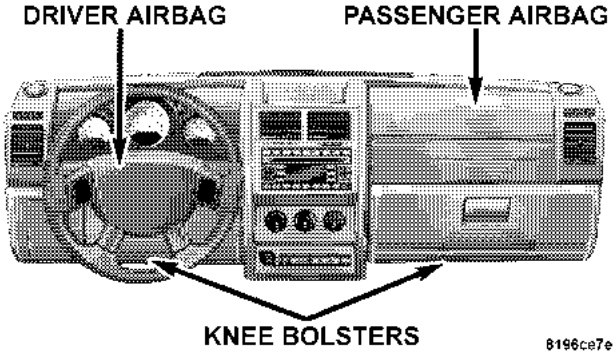
Seat Belt Extender

If a seat belt is too short, even when fully extended and when the adjustable upper shoulder belt anchorage (if equipped) is in its lowest position, your authorized dealer can provide you with a seat belt extender. This extender should be used only if the existing belt is not long enough. When it is not required, remove the extender and store it.

WARNING!

Using a seat belt extender when not needed can increase the risk of injury in a collision. Only use when the lap belt is not long enough when it is worn low and snug, and in the recommended seating positions. Remove and store the extender when not needed.

Driver And Front Passenger Supplemental Restraint Systems (SRS)



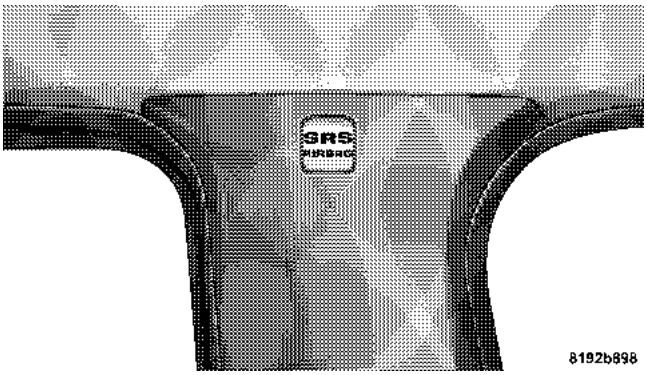
Front Airbag Components

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

NOTE: The front airbags are certified to the Federal regulations that allow less forceful deployment.

The front airbags have a multistage inflator design. This may allow the airbag to have different rates of inflation that are based on collision severity and occupant size. Also, the front passenger airbag is certified to the Federal regulations that define Occupant Classification (Refer to "Occupant Classification System" in this section).

This vehicle is equipped with window bags to protect the driver, front, and rear passengers sitting next to a window. They are located above the side windows. Their covers are also labeled SRS/AIRBAG.



Window Airbag Location

NOTE: Airbag covers may not be obvious in the interior trim; but they will open to allow airbag deployment.

WARNING!

- **Do not put anything on or around the front airbag covers or attempt to manually open them. You may damage the airbags and you could be injured because the airbags are no longer functional. These protective covers for the airbag cushions are designed to open only when the airbags are inflating.**
- **Do not stack luggage or other cargo up high enough to block the location of the window bag. The area where the window bag is located should remain free from any obstructions.**
- **Do not have any accessory items installed which will alter the roof, including adding a sunroof to your vehicle. Do not add roof racks that require permanent attachments (bolts or screws) for installation on the vehicle roof. Do not drill into the roof of the vehicle for any reason.**
- **Do not cover or place items on the airbag covers. These items may cause serious injury during inflation.**

The front airbags have a multi stage inflator design. This allows the airbag to have different rates of inflation that are based on collision severity. Along with the seat belts, front airbags work with the instrument panel knee bolsters to provide improved protection for the driver and front passenger. Window bags also work with seat belts to improve occupant protection.

The seat belts are designed to protect you in many types of collisions. The front airbags deploy in moderate to severe frontal collisions.

NOTE: The passenger front airbag may not deploy even when the driver front airbag has if the Occupant Classification System (refer to "Occupant Classification System" in this section) has determined the passenger seat is empty or is occupied by someone that is classified in the "child" size category. This could be a child, teenager, or even a adult.

The window bag on the crash side of the vehicle is triggered in moderate to severe side collisions. In certain types of collisions, both the front and side airbags may be triggered. But even in collisions where the airbags deploy, you need the seat belts to keep you in the right position for the airbags to protect you properly.

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.

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.

If a child from 1 to 12 years old must ride in the front passenger seat because the vehicle is crowded, move the seat as far back as possible, and use the proper child restraint. See "Child Restraint" in this section.

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

2. All occupants should 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 front airbags room to inflate.

4. Do not lean against the door or window, 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 person, contact the Customer Center. Phone numbers are provided under "If You Need Assistance" in Section 9 of this manual.

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. Airbags need room to inflate. Sit back, comfortably extending your arms to reach the steering wheel or instrument panel.**
- **The side curtain airbags need room to inflate. Do not lean against the door or window. Sit upright in the center of the seat.**

Airbag System Components

The airbag system consists of the following:

- Occupant Restraint Control Module
- Airbag Warning Light
- Driver Airbag
- Passenger Airbag
- Side Curtain Airbags above Side Windows
- Side Remote Acceleration Sensors
- Steering Wheel and Column
- Instrument Panel
- Interconnecting Wiring
- Knee Impact Bolsters
- Front Acceleration Sensors

- Driver and Front Passenger Seat Belt Pretensioner
- Occupant Classification System (OCS) — Front Passenger Seat Only
  - Occupant Classification Module
  - Passenger Airbag Disable (PAD) Indicator Light
  - Weight Sensors

How The Airbag System Works

- The **Occupant Restraint Control (ORC) Module** determines if a frontal, side, or rollover collision is severe enough to require the airbags to inflate. The front airbag inflators are designed to provide different rates of airbag inflation from direction provided by the ORC. The ORC may also modify the rate of inflation based on the occupant size provided by the Occupant Classification Module. The ORC will not detect roll over, or rear impacts.

The ORC also monitors the readiness of the electronic parts of the system whenever the ignition switch is in the START or ON positions. These include all of the items listed above except the knee bolster, the instrument panel, and the steering wheel and column. If the key is in the LOCK position, in the ACC position, or not in the ignition, the airbags are not on and will not inflate.

Also, the ORC turns on the "Airbag Warning Light" and "PAD Indicator Light" for 6 to 8 seconds for a self-check when the ignition is first turned on. After the self-check, the "Airbag Warning Light" will turn off. The "PAD Indicator Light" will function normally (Refer to "Passenger Airbag Disable (PAD) Indicator Light" in this section). 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 start up.

WARNING!

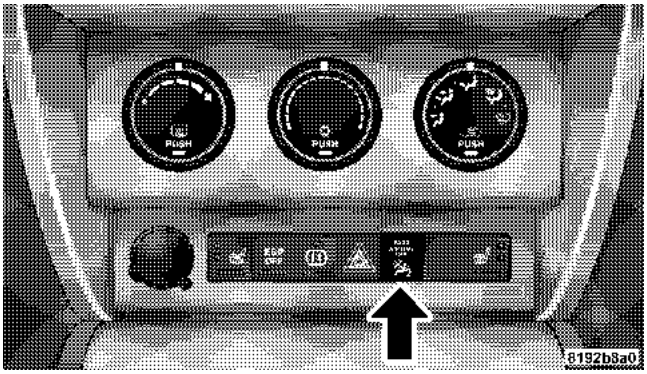
Ignoring the "Airbag Warning Light" in your instrument panel could mean you won't have the airbags to protect you in a collision. If the light does not come on, stays on after you start the vehicle, or if it comes on as you drive, have the airbag system checked right away.

- The **Occupant Classification System (OCS)** is part of a Federally regulated safety system required for this vehicle. It is designed to turn off the front passenger airbag for an empty seat and for occupants classified in the "child" size category. This could be a child, teenager, or even a adult.

NOTE: Children 12 years and under should always ride buckled up in a rear seat in an appropriate child restraint.

- The **Passenger Airbag Disable (PAD) Indicator Light** (an amber light located in the center of the instrument panel) tells the driver and front passenger when the front passenger airbag is turned off. The "PAD Indicator Light" illuminates the words "PASS AIR BAG OFF" to show that the passenger airbag will not inflate during a collision requiring airbags. When the right front passenger seat is empty or when very light

objects are placed on the seat, the passenger airbag will not inflate even though the "PAD Indicator Light" is not illuminated.



Indicator Light Location

The "PAD Indicator Light" should not be illuminated when a adult passenger is properly seated in the front passenger seat. In this case, the airbag is ready to be inflated if a collision requiring an airbag occurs.

For occupants classified into the "child" size category, the "PAD Indicator Light" will be illuminated indicating that the front passenger airbag is turned off and will not inflate. If the "PAD Indicator Light" is not illuminated, **DO NOT** assume the airbag is turned off and move the child restraint to the rear seat. A deploying passenger airbag can cause death or serious injury to a child in a rear facing infant seat.

NOTE: Even though this vehicle is equipped with an Occupant Classification System, children 12 years and under should always ride buckled up in a rear seat in an appropriate child restraint.

Front Passenger Seat Occupant	Passenger Airbag Disable (PAD) Indicator Light	Airbag Status
Adult	OFF	ON
Grocery Bags, Heavy Briefcases and Other Relatively Light Objects	ON	OFF
Empty or Very Small Objects	OFF*	OFF
* Since the system senses weight, some small objects will turn the PAD Indicator Light on.		

The OCS classifies an occupant using weight sensors mounted in the base of the front passenger seat. Any weight on the seat will be sensed by the system. Objects hanging on the seat or other passengers pushing down on the seat will also be sensed. The weight of an adult will cause the system to turn the airbag on. In this case, the OCS has classified the occupant of the seat as an adult. An adult occupant needs to sit in a normal position (with their feet on or near the floor) in order to be properly classified. Reclining the seat back too far may change how an occupant is classified by the OCS.

Drivers and adult passengers should verify that the "PAD Indicator Light" is not illuminated when an adult is riding in the front passenger seat. If an adult occupant's weight is transferred to another part of the vehicle (like the door or instrument panel), the weight sensors in the seat may not properly classify the occupant. Objects lodged under the seat or between the seat and the center console can prevent the occupant's weight from being measured properly and may result in the occupant being improperly classified. Ensure that the front passenger seat back does not touch anything placed on the back seat

because this can also affect occupant classification. Also, if you fold down the rear seat check to be sure it doesn't touch the front passenger seat.

If the front passenger seat is damaged in any way, it should only be serviced by an authorized dealer. If the seat is removed (or even if the seat attachment bolts are loosened or tightened in any way), take the vehicle to an authorized dealer.

If there is a fault present in the OCS, the "Airbag Warning Light" (a red light located in the center of the instrument cluster directly in front of the driver) will be turned on. This indicates that you should take the vehicle to an authorized dealer. The "Airbag Warning Light" is turned on whenever there is a fault that can affect the operation of the airbag system. If there is a fault present in the OCS, both the "PAD Indicator Light" and the "Airbag Warning Light" are illuminated to show that the passenger airbag is turned off until the fault is cleared. If an object is lodged under the seat and interferes with operation of the weight sensors, a fault will occur which turns on both the "PAD Indicator Light" and the "Airbag Warning Light." Once the lodged object is removed, the fault will be automatically cleared after a short period of time.

- The **Driver and Passenger 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 airbags, it signals the inflator units. A large quantity of nontoxic gas is generated to inflate the front airbags. Different airbag inflation rates are possible, based on collision severity and occupant size. The steering wheel hub trim cover and the upper right side of the instrument panel separate and fold out of the way as the bags inflate to their full size. The bags fully inflate in about 50–70 milliseconds. This is about half of the time it takes to blink your eyes. The bags then quickly deflate while helping to restrain the driver and front passenger.

The driver front airbag gas is vented through the vent holes in the sides of the airbag. The passenger 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.

- The **Occupant Classification Module (OCM)** is located beneath the front passenger seat. The OCM classifies the occupant into categories based on the measurements made by the seat weight sensors. The OCM communicates with the Occupant Restraint Control (ORC) Module. The ORC uses the occupant category to determine whether the front passenger airbag should be turned off. It also determines the rate of airbag inflation during a collision.
- Your vehicle has four **Weight Sensors** located between the seat and the floor pan. The weight sensors measure applied weight and transfers that information to the OCM.
- The **Side Impact SRS Side Curtain Airbags** are designed to activate only in certain side collisions. When the ORC detects a collision requiring the side curtain airbag to inflate, it signals the inflators on the crash side of the vehicle. A quantity of nontoxic gas is generated to inflate the side curtain airbag. The inflating side curtain airbag pushes the outside edge of the headliner out of the way and covers the window. The airbag inflates in about 30 milliseconds (about one quarter of the time it takes to blink your eyes) with enough force to injure you if you are not belted and seated properly, or if items are positioned in the area where the side curtain airbag inflates. This especially applies to children. The side curtain airbag is only about 3½ inches (9 cm) thick when it is inflated.
- The **Knee Impact Bolsters** help protect the knees of the driver and the front passenger, and position everyone for the best interaction with the front airbag.

The front passenger seat assembly contains critical components that affect the front passenger airbag deployment. Correctly functioning front passenger seat components are critical for the Occupant Classification System (OCS) to properly classify the front passenger and calculate the proper airbag deployment. Do not make any modifications to the front passenger seat components, assembly, or to the seat cover.

The following requirements must be strictly adhered to:

- Do not modify the front passenger seat assembly or components in any way.
- Do not use prior or future model year seat covers not designated for the specific model being repaired. Always use the correct seat cover specified for the vehicle.
- Do not replace the seat cover with an aftermarket seat cover.
- Do not add a secondary seat cover other than those approved by DaimlerChrysler/Mopar.
- At no time should any supplemental restraint system (SRS) component or SRS related component or fastener be modified or replaced with any part except those which are approved by DaimlerChrysler/Mopar.

WARNING!

Unapproved modifications or service procedures to the front passenger seat assembly, its related components, or seat cover may inadvertently change the airbag deployment in case of a frontal crash. This could result in death or serious injury to the front seat passenger if the vehicle is involved in an accident. A modified vehicle may not comply with required Federal Motor Vehicle Safety Standards (FMVSS).

If A Deployment Occurs

The airbag system is designed to deploy when the Occupant Restraint Control (ORC) Module detects a moderate-to-severe frontal collision, to help restrain the driver and front passenger, and then to immediately deflate.

NOTE: A frontal collision that is not severe enough to need airbag protection will not activate the system. 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 nontoxic 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.
- It is not advisable to 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 possible. Also, have the Occupant Classification System serviced as well.

Enhanced Accident Response Feature

If the airbags deploy after an impact and the electrical system remains functional, vehicles equipped with power door locks will unlock automatically. In addition, approximately 5 seconds after the vehicle has stopped moving, the interior lights will illuminate to aid visibility.

NOTE: The interior lights can only be deactivated if the key is removed from the ignition switch or the vehicle is driven.

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.
- Do not attempt to modify any part of your advanced 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 advanced 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 an advanced airbag system for persons with disabilities, contact your authorized dealer.
- Do not place or hang any items such as add-on video players on the right front passenger seat back. The additional weight may cause the Occupant Classification System to be unable to correctly classify the right front occupant. This could allow the passenger frontal airbag to inflate when it is not desired.
- 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 airbag system ready to inflate for your protection in an impact. The airbag system is designed to be maintenance free. If any of the following occurs, have an authorized dealer service the system promptly:

- Does not come on during the 6 to 8 seconds after the ignition switch is first turned on.
- Remains on after the 6 to 8 second interval.
- Comes on for any period of time while driving.

Event Data Recorder (EDR)

In the event of an accident, your vehicle is designed to record up to 5-seconds of specific vehicle data parameters (see the following list) in an event data recorder prior to the moment of airbag deployment, or near deployment, and up to a quarter second of high-speed deceleration

data during and/or after air bag deployment or near-deployment. EDR data are ONLY recorded if an airbag deploys, or nearly deploys, and are otherwise unavailable.

NOTE:

- A near-deployment event occurs when the airbag sensor detects severe vehicle deceleration usually indicative of a crash, but not severe enough to warrant airbag deployment.
- Under certain circumstances, EDR data may not be recorded (e.g., loss of battery power).

In conjunction with other data gathered during a complete accident investigation, the electronic data may be used by DaimlerChrysler Corporation and others to learn more about the possible causes of crashes and associated injuries in order to assess and improve vehicle performance. In addition to crash investigations initiated by DaimlerChrysler Corporation, such investigations may be requested by customers, insurance carriers, government officials, and professional crash researchers, such as those associated with universities, and with hospital and insurance organizations.

In the event that an investigation is undertaken by DaimlerChrysler Corporation (regardless of initiative), the company or its designated representative will first obtain permission of the appropriate custodial entity for the vehicle (usually the vehicle owner or lessee) before accessing the electronic data stored, unless ordered to download data by a court with legal jurisdiction (i.e., pursuant to a warrant). A copy of the data will be provided to the custodial entity upon request. General data that does not identify particular vehicles or crashes may be released for incorporation in aggregate crash databases, such as those maintained by the US government and various states. Data of a potentially sensitive

nature, such as would identify a particular driver, vehicle, or crash, will be treated confidentially. Confidential data will not be disclosed by DaimlerChrysler Corporation to any third party except when:

1. Used for research purposes, such as to match data with a particular crash record in an aggregate database, provided confidentiality of personal data is thereafter preserved

2. Used in defense of litigation involving a DaimlerChrysler Corporation product

3. Requested by police under a legal warrant

4. Otherwise required by law

Data Parameters that May Be Recorded:

- Diagnostic trouble code(s) and warning lamp status for electronically-controlled safety systems, including the airbag system
- Airbag disable lamp status (if equipped)
- "Time" of airbag deployment (in terms of ignition cycles and vehicle mileage)
- Airbag deployment level (if applicable)
- Impact acceleration and angle
- Seat belt status
- Brake status (service and parking brakes)
- Accelerator status (including vehicle speed)
- Engine control status (including engine speed)
- Transmission gear selection
- Cruise control status
- Traction/stability control status
- Tire pressure monitoring system status

Child Restraint

Everyone in your vehicle needs to be buckled up all the time — babies and children, too. Every state in the United States and all Canadian provinces require that small children ride in proper restraint systems. This is the law, and you can be prosecuted for ignoring it.

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 right 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 missile inside the vehicle. The force required to hold even an infant on your lap can 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 LATCH child restraint anchorage system (Refer to LATCH — Child Seat Anchorage System in this section.)
- 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.

WARNING!

- **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.**
- **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.
- Except for the second row center seating position, all passenger seat belts are equipped with "automatic locking retractors identified by a distinctive label." The second row center position has a cinching latch plate identified by a distinctive label. Both types of 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. If the seat belt has a cinching latch plate, pulling up on the shoulder portion of the lap/shoulder belt will tighten the belt (the cinching latch plate will keep the belt tight). However, any seat belt system may loosen with time, so check the belt occasionally and pull it tight if necessary. For the second row seat belts with the automatic locking retractors, 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 about the child restraint. For additional information, refer to "Automatic Locking Mode" earlier in this section.

- 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.
- 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 collision, it could strike the occupants or seat backs and cause serious personal injury.

NOTE: For additional information refer to www.seatcheck.org or call 1-866-SEATCHECK.

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 LATCH child restraint anchorage system (Refer to LATCH — Child Seat Anchorage System in this section.)

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 seat back, 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 seat back, 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 their back.

LATCH — Child Seat Anchorage System (Lower Anchors and Tether for CHildren)

Your vehicle's rear seat is equipped with the child restraint anchorage system called LATCH. The LATCH 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.

LATCH-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.

The two outboard rear seating positions have lower anchorages that are capable of accommodating LATCH-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 LATCH-compatible child seats such that two seats share a common lower anchorage.

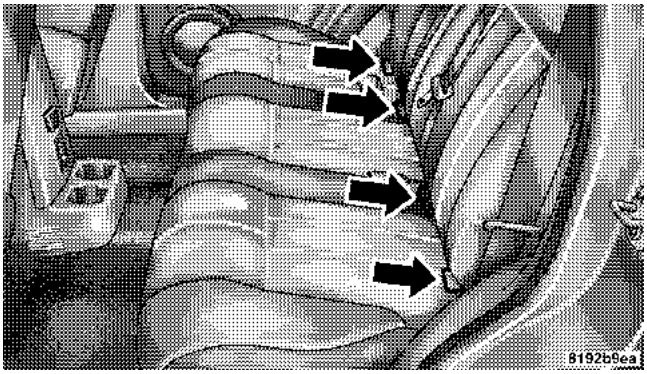
If you are installing LATCH-compatible child restraints in adjacent rear seating positions, you can use the LATCH anchors or the vehicle's seat belt for the outboard position, but you must use the vehicle's seat belt at the center position. If your child restraints are not LATCH-compatible, you can only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

Installing the LATCH-Compatible Child Restraint System

We urge that you 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.

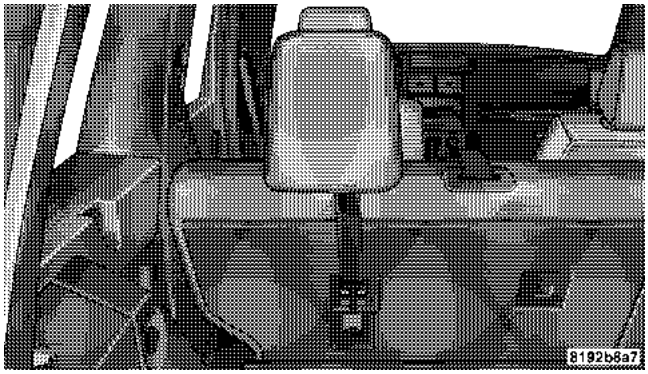
The rear seat lower anchorages are round bars, located at the rear of the seat cushion where it meets the seat back, and are just visible when you lean into the rear seat to

install the child restraint. You will easily feel them if you run your finger along the intersection of the seatback and seat cushion surfaces.



Latch Anchorages

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



Tether Strap Mounting

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

You will first loosen the 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 LATCH 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 passenger seat belts are equipped with either cinching latch plates or automatic locking retractors, which are designed to keep the lap portion tight around the child restraint so that it is not necessary to use a locking clip. If the seat belt has a cinching latch plate, pulling up on the shoulder portion of the lap/shoulder belt will tighten the belt. However, any seat belt system may loosen with time, so check the belt occasionally and pull it tight if necessary.

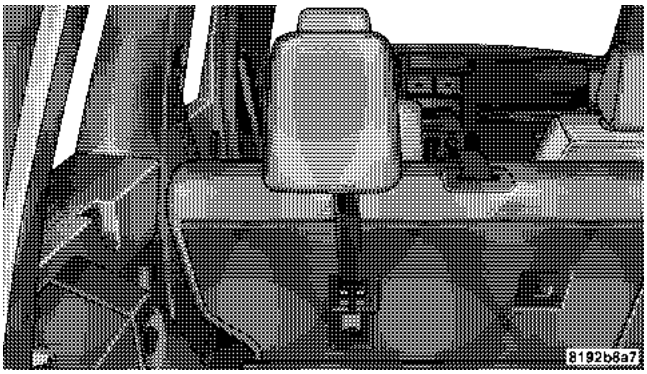
If the seat belt has a automatic locking retractor, it will have a distinctive label. Pull the belt from the retractor until there is enough to allow you to pass through the child restraint and slide the latch plate into the buckle. Then, pull the belt until it is all extracted from the retractor. Allow the belt to return to the retractor, pulling on the excess webbing to tighten the lap portion about the child restraint. Refer to "Automatic Locking Mode" earlier in this section.

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 by pulling and pushing on the restraint loosens the belt, you may need to do something more. 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.

To attach a child restraint tether strap:

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



Tether Strap Mounting

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.

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 a collision. 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 in your new 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. The recommended viscosity and quality grades are shown in Section 7 of this manual. 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 as a normal part of the break-in and not interpreted as an indication of difficulty.

SAFETY TIPS

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 the safety tips below.

- 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 a extended period. If the vehicle is stopped in an open area with 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.
- Always run the climate control in panel or floor mode when driving with any windows open, even if only slightly, to help keep fresh air circulating inside vehicle. Otherwise poisonous gases could be drawn into the vehicle.

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.

Seat belt assemblies must be replaced after an accident if they have been damaged (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 6 to 8 seconds as a bulb check when the ignition switch is first turned on. If the bulb is not lit during starting, have it replaced. If the light stays on or comes on while driving, have the system checked by an authorized dealer.

Defrosters
Check operation by selecting the defrost mode and place the blower control on high speed. You should feel the air directed against the windshield.

Safety Checks You Should Make Outside The Vehicle

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

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

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

UNDERSTANDING THE FEATURES OF YOUR VEHICLE

CONTENTS

■ Mirrors 81
- □ Inside Day/Night Mirror 81
- □ Automatic Dimming Mirror — If Equipped 82
- □ Outside Mirrors 82
- □ Exterior Mirrors Folding Feature 83
- □ Power Remote Control Mirrors 83
- □ Illuminated Vanity Mirrors — If Equipped 84

■ Hands–Free Communication (UConnect™) — If Equipped 84
- □ Operations 87
- □ Phone Call Features 93
- □ UConnect™ System Features 96
- □ Advanced Phone Connectivity 100
- □ Things You Should Know About Your UConnect™ System 102

■ Seats 110
- □ Front Manual Seat Adjustment 110
- □ Front Seat Adjustment — Recline 111

- 6–Way Driver's Power Seat With Manual Recliner 112
- Fold Flat Front Passenger Seat 113
- Head Restraints 113
- Heated Seats — If Equipped 113
- 60/40 Split Folding Rear Seat With Fold Flat Feature 115

■ To Open And Close The Hood 117

■ Lights 119
- Interior Lights 119
- Multi-Function Control Lever 119
- Parking Lights, Instrument Panel Lights, And Headlights 120
- Lights-On Reminder 120
- Headlight Dimmer Switch 120
- Passing Light 121
- Front Fog Lights — If Equipped 121
- Turn Signals 121
- Daytime Running Lights — If Equipped 122

■ Windshield Wipers And Washers 122
- Intermittent Wiper System 122
- Windshield Wiper Operation 123
- Windshield Washers 123
- Mist Feature 123

■ Tilt Steering Column 124

■ Electronic Speed Control — If Equipped 125
- To Activate 125

- To Set At A Desired Speed 126
- To Deactivate 126
- To Resume Speed 126
- To Vary The Speed Setting 126
- Manual Transmission 127
- To Accelerate For Passing 127

■ Electronic Brake Control System 128
- ABS (Anti-Lock Brake System) 128
- TCS (Traction Control System) 129
- BAS (Brake Assist System) 129
- ERM (Electronic Roll Mitigation) 130
- ESP (Electronic Stability Program) 131
- ESP/BAS Warning Lamp 134

■ Garage Door Opener — If Equipped 134
- Programming The Universal Transceiver 136
- “Rolling Code” Programming 138
- Canadian Programming/Gate Programming . .139
- Operation 140
- Reprogramming A Single Button 140
- Security 140

■ Power Sunroof — If Equipped 141
- Opening Sunroof - Express 142
- Closing Sunroof - Express 142
- Pinch Protect Feature 142
- Pinch Protect Override 143
- Venting Sunroof - Express 143

- Sunshade Operation 143
- Wind Buffeting 143
- Sunroof Maintenance 144

■ Electrical Power Outlet 144
- Electrical Outlet Use With Engine Off 145

■ Power Inverter 146

■ Cup Holders 147

■ Storage 148
- Front Storage Compartment 148
- Console Storage Compartment 149

■ Cargo Area Features 150
- Cargo Light 150
- Cargo Tie-Down Hooks 150
- Cargo Load Floor — If Equipped 151
- Utility Table — If Equipped 152
- Rear Cargo Slide Out System (Load N Go®) — If Equipped 153

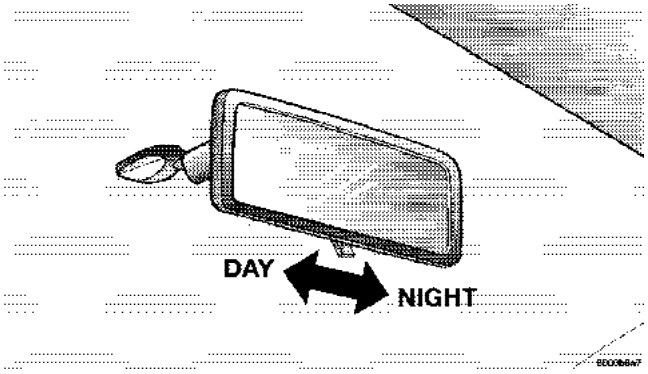
■ Rear Window Features 155
- Rear Window Wiper/Washer — If Equipped . .155
- Rear Window Defroster — If Equipped 156

■ Roof Luggage Rack — If Equipped 157

MIRRORS

Inside Day/Night Mirror

The mirror should be adjusted to center on the view through the rear window.



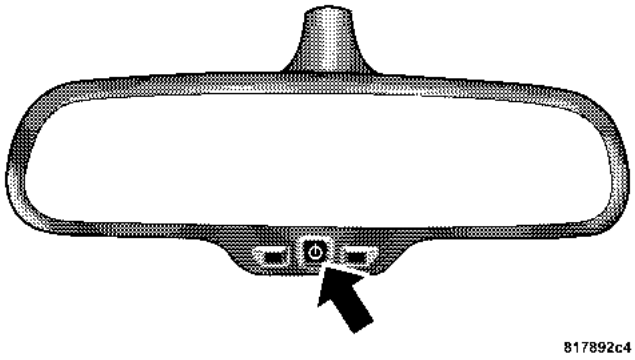
Adjusting Rearview Mirror

A two-point pivot system allows for horizontal and vertical adjustment of the mirror.

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

Automatic Dimming Mirror — If Equipped

This mirror will automatically adjust for annoying headlight glare from vehicles behind you. You can turn the feature on or off by pressing the button at the base of the mirror. A light in the button will indicate when the dimming feature is activated.



Automatic Dimming Mirror

CAUTION!

To avoid damage to the mirror during cleaning, never spray any cleaning solution directly onto the mirror. Apply the solution onto a clean cloth and wipe the mirror clean.

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.

WARNING!

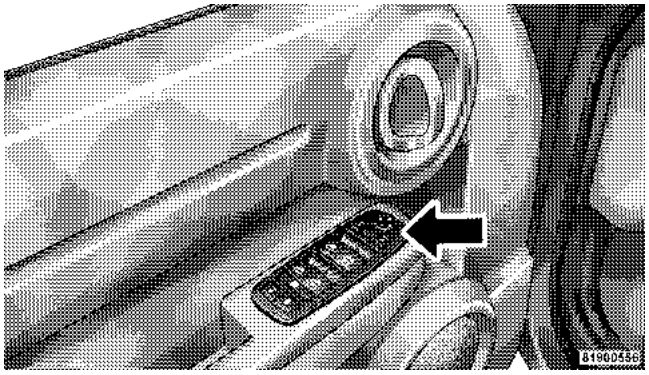
Vehicles and other objects seen in the right side convex mirror will look smaller and farther away than they really are. Relying too much on your right side mirror could cause you to collide with another vehicle or other object. Use your inside mirror when judging the size or distance of a vehicle seen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

Exterior Mirrors Folding Feature

Folding exterior mirrors are hinged and may be moved either forward or rearward to resist damage.

Power Remote Control Mirrors

Use the mirror select switch, located on driver's side door trim panel, to adjust the view obtained in the outside mirrors. Press the switch to the L or R for Left or Right mirror selection.

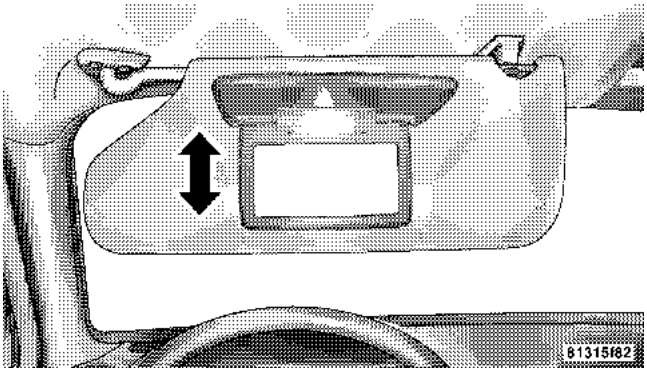


Power Mirror Switches

Select a mirror and press one of the four arrows for the direction you want the mirror to move.

Illuminated Vanity Mirrors — If Equipped

An illuminated vanity mirror is on each sun visor. To use the mirror, rotate the sun visor down and swing the mirror cover upward. The lights will turn on automatically. Closing the mirror cover will turn off the light.



Lighted Vanity Mirror

Sun Visor "Slide-Out" Feature

The sun visor "slide-on rod " feature allows for additional flexibility in positioning the visor to block out the sun.

1. Fold down sun visor.

2. Pull the sun visor toward inside rearview mirror to extend.

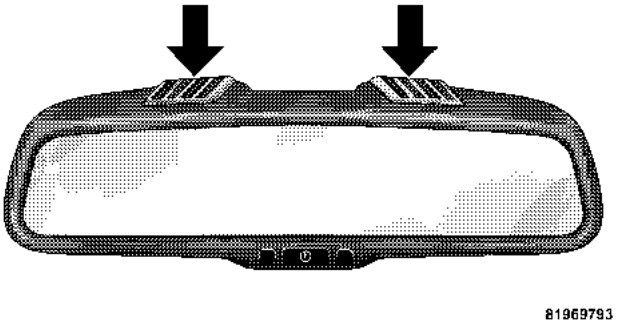
HANDS–FREE COMMUNICATION (UConnect™) — IF EQUIPPED

UConnect™ is a voice-activated, hands-free, in- vehicle communications system. UConnect™ allows you to dial a phone number with your cellular phone using simple voice commands (e.g., ″Call″ ... "Mike" ..."Work″ or ″Dial″ ... "248-555-1212″). Your cellular phone's audio is transmitted through your vehicle's audio system; the system will automatically mute your radio when using the UConnect™ system.

NOTE: The UConnect™ system use requires a cellular phone equipped with the Bluetooth "Hands-Free Profile," version 0.96 or higher. See www.chrysler.com/uconnect for supported phones.

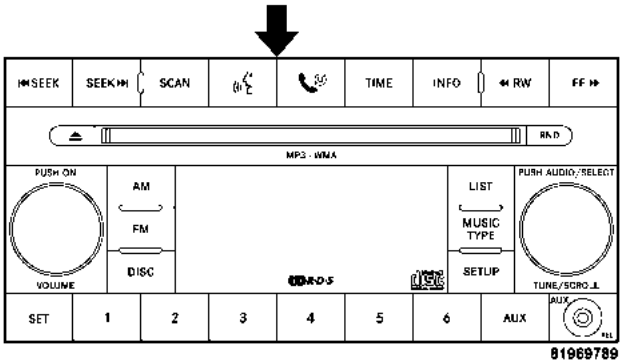
UConnect™ allows you to transfer calls between the system and your cellular phone as you enter or exit your vehicle, and enables you to mute the system's microphone for private conversation.

The UConnect™ phone book enables you to store up to 32 names and four numbers per name. Each language has a separate 32-name phone book accessible only in that language. This system is driven through your Bluetooth™ Hands-Free profile cellular phone. UConnect™ features Bluetooth™ technology - the global standard that enables different electronic devices to connect to each other without wires or a docking station, so UConnect works no matter where you stow your cellular 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™ system. The UConnect™ system allows up to seven cellular phones to be linked to system. Only one linked (or paired) cellular phone can be used with the system at a time. The system is available in English, Spanish, or French languages (as equipped).



Microphone Location

The rearview mirror contains the microphone for the system and the radio has the two control buttons that will enable you to access the system. Actual button location may vary with radio. The individual buttons are described in the "Operations" section.



UConnect Buttons

The UConnect™ system can be used with any Hands-Free Profile certified Bluetooth™ cellular phone. See www.chrysler.com/uconnect for supported phones. If your cellular phone supports a different profile (e.g., Headset Profile), you may not be able to use any UConnect™ features. Refer to your cellular service provider or the phone manufacturer for details.

The UConnect™ system is fully integrated with the vehicle's audio system. The volume of the UConnect™ system can be adjusted either from the radio volume control knob, or from the steering wheel radio control (right switch), if so equipped.

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

Operations

Voice commands can be used to operate the UConnect™ system and to navigate through the UConnect™ menu structure. Voice commands are required after most UConnect™ system 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 combined form of the voice command is given. You can also break the commands into parts and say each part of the command, when you are asked for it. For example, you can either use the combined form voice command "Phonebook New Entry," or you can break the combined form command into two voice commands: "Phonebook" and "New Entry." Please remember, the UConnect™ system works best when you talk in a normal conversational tone, as if speaking to some one sitting eight feet away from you.

Voice Command Tree

Refer to "Voice Tree" at the end of this section.

Help Command

If you need assistance at any prompt, or if you want to know your options are at any prompt, say "Help" following the beep. The UConnect™ system will play all the options at any prompt if you ask for help.

To activate the UConnect™ system from idle, simply press the 'Phone' button and follow audible prompts for directions. All UConnect™ system sessions begin with a press of the 'Phone' 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™ System to a Cellular Phone
To begin using your UConnect™ system, you must pair your compatible Bluetooth™ enabled cellular phone.

To complete the pairing process, you will need to reference your cellular phone owner's manual. One of the following vehicle specific websites may also provide detailed instructions for pairing with the brand of phone that you have:

NOTE:
- www.chrysler.com/uconnect
- www.dodge.com/uconnect
- www.jeep.com/uconnect

The following are general phone to UConnect™ System pairing instructions:

- Press the 'Phone' 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 pin number, which you will later need to enter into your cellular. You can enter any four-digit pin number. You will not need to remember this pin number after the initial pairing process.
- For identification purposes, you will be prompted to give the UConnect™ system a name for your cellular phone. Each cellular phone that is paired should be given a unique phone name.

- You will then be asked to give your cellular phone a priority level between 1 and 7, 1 being the highest priority. You can pair up to seven cellular phones to your UConnect™ system. However, at any given time, only one cellular phone can be in use, connected to your UConnect™ System. The priority allows the UConnect™ system to know which cellular phone to use if multiple cellular 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™ system will use the priority 3 cellular phone when you make a call. You can select to use a lower priority cellular phone at any time (refer to "Advanced Phone Connectivity").

Dial by Saying a Number

- Press the 'Phone' button to begin.
- After the "Ready" prompt and the following beep, say "Dial."
- System will prompt you to say the number you want call.
- For example, you can say "234-567-8901." The phone number that you enter must be of valid length and combination. Based on the country in which the vehicle was purchased, the UConnect™ limits the user from dialing invalid combination of numbers. For example, in USA, 234-567-890 is nine digits long, which is not a valid USA phone number - the closest valid phone number has ten digits.
- The UConnect™ system 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 "Phone" button to begin.
- After the "Ready" prompt and the following beep, say "Call."

- System will prompt you to say the name of the person you want 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™ phone book. Refer to ″Add Names to Your UConnect™ Phonebook,″ to learn how to store a name in the phone book.
- The UConnect™ system 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 phone book is recommended when vehicle is not in motion.

- Press the “Phone” 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 recognition and is recommended. For example, say ″Robert Smith″ or ″Robert″ instead of ″Bob.″
- When prompted, enter the number designation (e.g., ″Home,″ ″Work,″ ″Mobile,″ or ″Pager″). This will allow you to store multiple numbers for each phone book entry, if desired.
- When prompted, recite the phone number for the phone book entry that you are adding.

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

The UConnect™ system will allow you to enter up to 32 names in the phone book with each name having up to four associated phone numbers and designations. Each language has a separate 32-name phone book accessible only in that language.

Edit Entries in the UConnect™ Phonebook

NOTE: Editing names in the phone book is recommended when vehicle is not in motion.

- Press the 'Phone' button to begin.
- After the "Ready" prompt and the following beep, say "Phonebook Edit."
- You will then be asked for the name of the phone book entry that you wish to edit.
- Next, choose the number designation (home, work, mobile, or pager) that you wish to edit.
- When prompted, recite the new phone number for the phone book entry that you are editing.

After you are finished editing an entry in the phone book, you will be given the opportunities 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.

Delete Entries in the UConnect™ Phonebook

NOTE: Editing phone book entries is recommended when vehicle is not in motion.

- Press the 'Phone' 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 phone book entry that you wish to delete or you can say "List Names" to hear a list of the entries in the phone book from which you choose. To select one of the entries from the list, press the "Voice Recognition" button while the UConnect™ system is playing the desired entry and say "Delete."
- After you enter the name, the UConnect™ system will ask you which designation you wish to delete: home, work, mobile, pager, or all. Say the designation you wish to delete.
- Note that only the phone book entry in the current language is deleted.

Delete All Entries in the UConnect™ Phonebook

- Press the 'Phone' button to begin.
- After the "Ready" prompt and the following beep, say "Phonebook Erase All."
- The UConnect™ system will ask you to verify that you wish to delete all the entries from the phonebook.
- After confirmation, the phone book entries will be deleted.
- Note that only the phone book in the current language is deleted.

List All Names in the UConnect™ Phonebook

- Press the 'Phone' button to begin.
- After the "Ready" prompt and the following beep, say "Phonebook List Names."

- The UConnect™ system will play the names of all the phone book entries.
- To call one of the names in the list, press the "Voice Recognition' 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™ system 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™ system if the feature(s) are available on your cellular service plan. For example, if your cellular service plan provides three-way calling, this feature can be accessed through the UConnect™ system. Check with your cellular 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 cellular phone, the UConnect™ system will interrupt the vehicle audio system, if on, and will ask if you would like to answer the call. Press 'Phone' button to accept the call. To reject the call, press and hold the 'Phone' 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 cell phone. Press the 'Phone' button to place the current call on hold and answer the incoming call.

NOTE: The UConnect™ system compatible phones in market today do not support rejecting an incoming call when another call is in progress. Therefore, the user can only either 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 in a call, press the 'Voice Recognition' button and say "Dial" or "Call" followed by the phone number or phone book 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 'Phone' 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 'Phone' button until you hear a single beep.

Toggling Between Calls

If two calls are in progress (one active and one on hold), press the 'Phone' 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 'Phone' 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 'Voice Recognition' 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 'Phone' 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 'Phone' 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 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 'Phone' button until you hear a single beep.

Redial

- Press the 'Phone' button to begin.
- After the "Ready" prompt and the following beep, say "Redial."
- The UConnect™ system will call the last number that was dialed on your cellular phone.

NOTE: This may not be the last number dialed from the UConnect™ system.

Call Continuation

Call continuation is progression of a phone call on UConnect™ system 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 ignition key is switched off, a call can continue on the UConnect™ system either until the call ends or until the vehicle battery condition dictates cessation of the call on the UConnect™ system and transfer of the call to the mobile phone.
- After ignition key is switched to off, a call can continue on the UConnect™ system for certain duration, after which the call is automatically transferred from the UConnect™ system to the mobile phone.

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

UConnect™ System Features

Language Selection
To change the language that the UConnect™ system is using,

- Press the 'Phone' button to begin.
- After the "Ready" prompt and the following beep, say the name of the language you wish to switch to (English, Espanol, or Francais, 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™ language change operation, only the language specific 32-name phone book is usable. The paired phone name is not language specific and usable across all languages.

Emergency Assistance
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™ system is operational, you may reach the emergency number as follows:

- Press the 'Phone' button to begin.
- After the "Ready" prompt and the following beep, say "Emergency" and the UConnect™ system will instruct the paired cellular phone to call the emergency number. This feature is only supported in the USA.

NOTE: The emergency number dialed is based on the Country where the vehicle is purchased (911 for USA and Canada and 060 for Mexico). The number dialed may not be applicable with the available cellular service and area.

The UConnect™ system does slightly lower your chances of successfully making a phone call as to that for the cell phone directly.

Your phone must be turned on and paired to the UConnect™ system to allow use of this vehicle feature in emergency situations when the cell phone has network coverage and stays paired to the UConnect™ system.

Towing Assistance
If you need towing assistance,

- Press the 'Phone' button to begin.
- After the "Ready" prompt and the following beep, say "Towing Assistance."

NOTE: The Towing Assistance number dialed is based on the Country where the vehicle is purchased (1-800-528-2069 for USA, 1-877-213-4525 for Canada, 55-14-3454 for Mexico City and 1-800-712-3040 for outside Mexico City in Mexico).

Please refer to the 24-Hour "Towing Assistance" coverage details in the Warranty information booklet and on the 24–Hour Towing Assistance Card.

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™ system.

Voice Mail Calling
To learn how to access your voice mail, refer to "Working with Automated Systems."

Working with Automated Systems

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

You can use your UConnect™ system to access a voicemail system or an automated service, such as, paging service or automated customer service. Some services require immediate response selection, in some instances, that may be too quick for use of UConnect™ system.

When calling a number with your UConnect™ system that normally requires you to enter in a touch-tone sequence on your cellular phone keypad, you can push the 'Voice Recognition' button and say the sequence you wish to enter followed by the word "Send." For example, if required to enter your pin number followed with a pound 3 7 4 6 #, you can press the 'Voice Recognition' button and say "3 7 4 6 # Send." Saying a number, or sequence of numbers, followed by "Send" is also to be used to navigate through an automated customer service center menu structure and to leave a number on a pager.

Barge In - Overriding Prompts

The 'Voice Recognition' button can be used when you wish to skip part of a prompt and issue your voice recognition command immediately. For example, if a prompt is playing "Would you like to pair a phone, clear a...," you could press the 'Voice Recognition' 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™ system will not repeat a phone number before you dial it).

- Press the 'Phone' button to begin.

- After the "Ready" prompt and the following beep, say "Setup Confirmations." The UConnect™ system will play the current confirmation prompt status and you will be given the choice to change it.

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 cell phone, the UConnect™ system will provide notification to inform you of your phone and network status when you are attempting to make a phone call using UConnect™. The status is given for roaming, network signal strength, phone battery strength, etc.

Dialing Using the Cellular Phone Keypad
You can dial a phone number with your cellular phone keypad and still use the UConnect™ system (while dialing via the cell phone keypad, the user must exercise caution and take precautionary safety measures). By dialing a number with your paired Bluetooth™ cellular phone, the audio will be played through your vehicle's audio system. The UConnect™ system will work the same as if you dial the number using voice recognition.

NOTE: Certain brands of mobile phones do not send the dial ring to the UConnect™ system 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™ system, 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™ system:

- Press the 'Voice Recognition' button.
- Following the beep, say "Mute."

In order to un-mute the UConnect™ system:

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

Information Service

When using AT&T Wireless Service, dialing to phone number "#121," you can access voice activated automated system to receive news, weather, stocks, traffic, etc. related information. This is a AT&T provided service.

Advanced Phone Connectivity

Transfer Call to and from Cellular Phone

The UConnect™ system allows on going calls to be transferred from your cellular phone to the UConnect™ system without terminating the call. To transfer an ongoing call from your UConnect™ paired cellular phone to the UConnect™ system or vice-versa, press the 'Voice Recognition' button and say "Transfer Call."

Connect or Disconnect Link Between the UConnect™ System and Cellular Phone

Your cellular 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™ paired cellular phone and the UConnect™ system, then follow the instruction described in your cellular phone user's manual.

List Paired Cellular Phone Names

- Press the 'Phone' button to begin.
- After the "Ready" prompt and the following beep, say "Setup Phone Pairing".
- When prompted, say "List Phones."

- The UConnect™ system will play the phone names of all paired cellular phones in order from the highest to the lowest priority. To "select" or "delete" a paired phone being announced, press the 'Voice Recognition' 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 Cellular Phone

This feature allows you to select and start using another phone with the UConnect™ system. The phone must have been previously paired to the UConnect™ system that you want to use it with.

- Press the 'Phone' button to begin.
- After the "Ready" prompt and the following beep, say "Setup Select Phone" and follow the prompts.
- You can also press the 'Voice Recognition' button anytime 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™ system will return to using the highest priority phone present in or near (approximately within 30 feet) the vehicle.

Delete UConnect™ Paired Cellular Phones

- Press the 'Phone' 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 'Voice Recognition' button anytime while the list is being played and then choose the phone you wish to delete.

Things You Should Know About Your UConnect™ System

Voice Training

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

From outside the UConnect™ mode (e.g. from radio mode)

- Press and hold the 'Voice Recognition' button for 5 seconds until the session begins, or,
- Press the 'Voice Recognition' button and say "Setup, Voice Training" command.

Repeat the words and phrases when prompted by the UConnect™ system. 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.

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

Voice Recognition (VR)

- Always wait for the beep before speaking.
- Speak normally, without pausing, just as you would speak to a person sitting approximately eight (8) feet away from you.

- Make sure that no one other than you is speaking during a voice recognition 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 condition.
- Even though the system is designed for users speaking in North American English, French, and 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 phone book when vehicle is not in motion is recommended.
- It is not recommended to store similar sounding names in the UConnect™ phone book.
- UConnect™ phone book name tag recognition rate is optimized for the person who stored the name in the phone book.
- You can say "O" (letter "O") for "0" (zero). "800" must be spoken "eight-zero-zero."
- Even though international dialing for most number combinations is supported, some shortcut dialing number combinations may not be supported.

Far End Audio Performance

- Audio quality is maximized under:
  - low-to-medium blower setting,

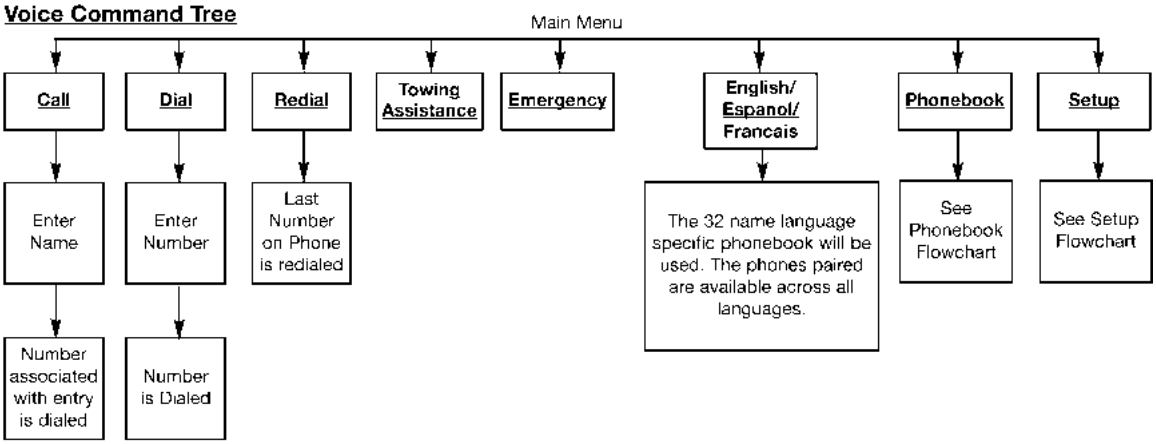
- low-to-medium vehicle speed,
- low road noise,
- smooth road surface,
- fully closed windows, and
- dry weather condition.
- operation from driver seat.

- Performance, such as audio clarity, echo, and loudness to a large degree rely on the phone and network, and not the UConnect™ system.
- Echo at far end can sometime be reduced by lowering the in-vehicle audio volume.

Bluetooth Communication Link
Cellular phones have been found to lose connection to the UConnect™ system. When this happens, the connection can generally be re-established by switching the phone off/on. Your cell 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 (5) seconds prior to using the system.

Voice Command Tree



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

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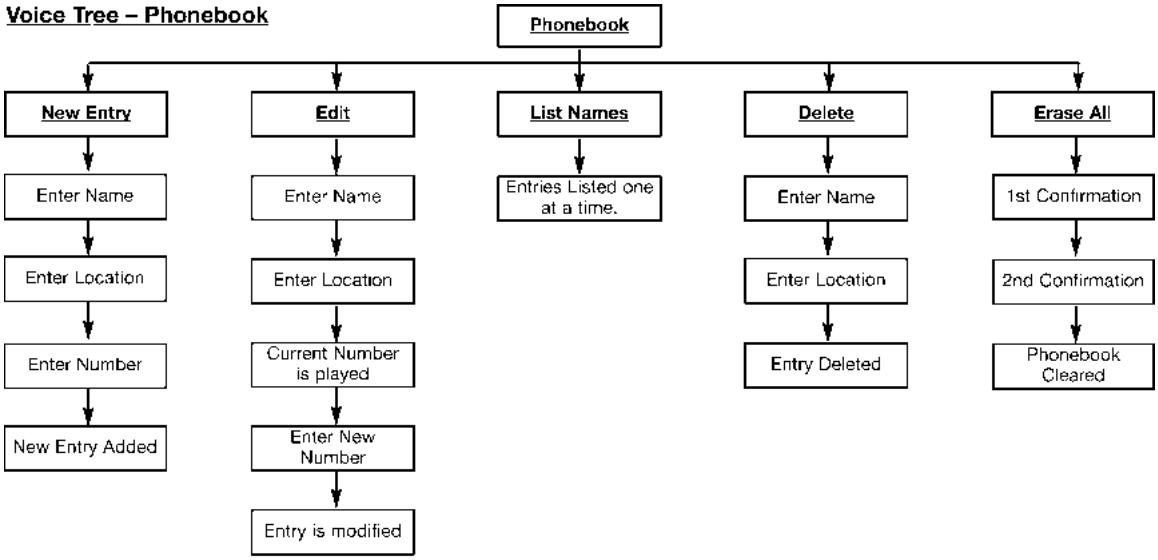
Voice Tree – Phonebook



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

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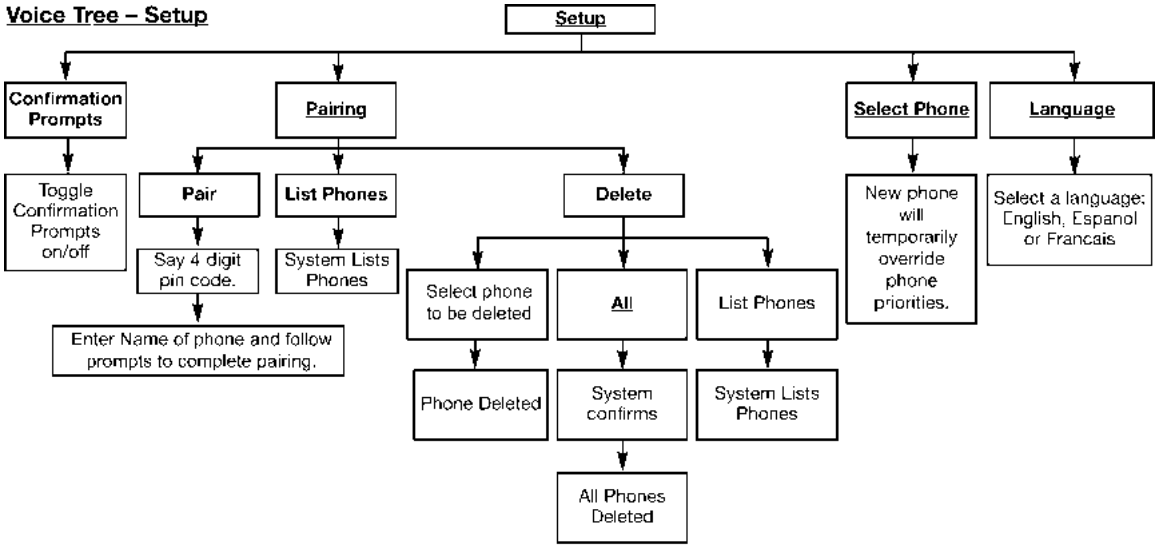
Voice Tree – Setup



Note: Available Voice commands are shown in bold face and are underlined. 819402e4

Voice Commands	
Primary	Alternate(s)
zero	
one	
two	
three	
four	
five	
six	
seven	
eight	
nine	
star (*)	
plus (+)	
pound (#)	
add location	
all	

call	
cancel	
confirmation prompts	
continue	
delete	
dial	
edit	
emergency	
English	
erase all	
Espanol	
Fancais	
help	
home	
language	
list names	
list phones	

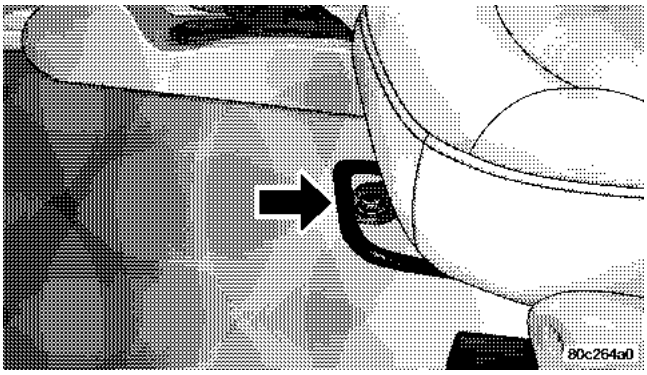
mobile	
mute	
mute off	
new entry	
no	
pager	
pair a phone	
phone pairing	pairing
phonebook	phone book
previous	
record again	
redial	
return to main menu	return or main menu
select phone	select
send	
set up	phone settings or phone set up

towing assistance	
transfer call	
try again	
voice training	
work	
yes	

SEATS

Front Manual Seat Adjustment

Move the seat forward or rearward using the adjustment bar. Lift up on the bar located on the front of the seat near the floor. Position the seat and be sure the latch engages fully.



Manual Seat Adjustment

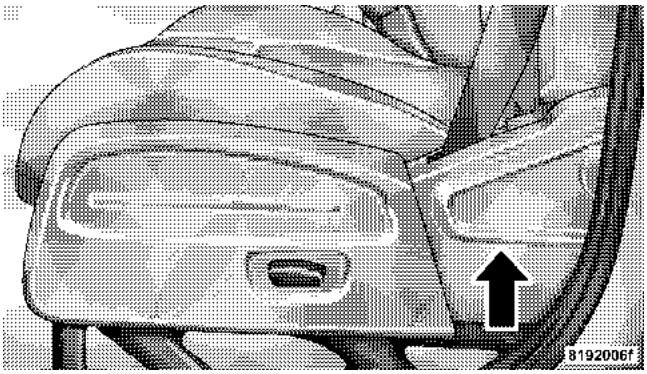
Using body pressure, move forward and rearward on the seat to be sure the seat adjusters have latched.

WARNING!

Adjusting a seat while the vehicle is moving is dangerous. The sudden movement of the seat could cause you to lose control. The seat belt might not be properly adjusted and you could be injured. Adjust any seat only while the vehicle is parked.

Front Seat Adjustment — Recline

To adjust the seatback, lift the lever located on the outboard side of the seat, lean back, and release the lever at the desired position. To return the seatback, lift the lever, lean forward, and release the lever.



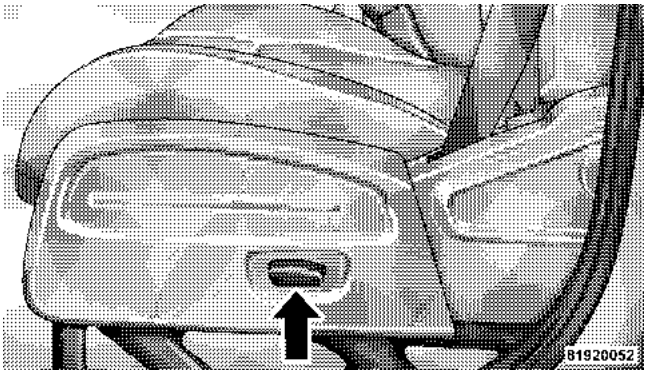
Seatback Release Lever

WARNING!

Do not ride with the seatback reclined so that the seat belt is no longer resting against your chest. In a collision you could slide under the seat belt and be seriously or even fatally injured. Use the recliner only when the vehicle is parked.

6–Way Driver's Power Seat with Manual Recliner

The seat switch is on the outboard side of the seat near the floor. Use this switch to move the seat up or down, forward or rearward, or to tilt the seat.

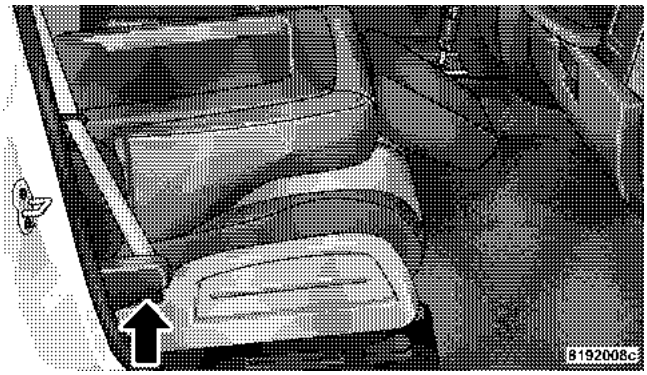


Power Seat Switches

This seat also has a manual recline lever located just to the rear of the power seat switch. Pull up on the lever to recline the seat.

Fold Flat Front Passenger Seat

The front passenger seat can be folded flat to allow for extended cargo space. Pull up on the lever to fold down the seat back.



Fold Flat Passenger Seat

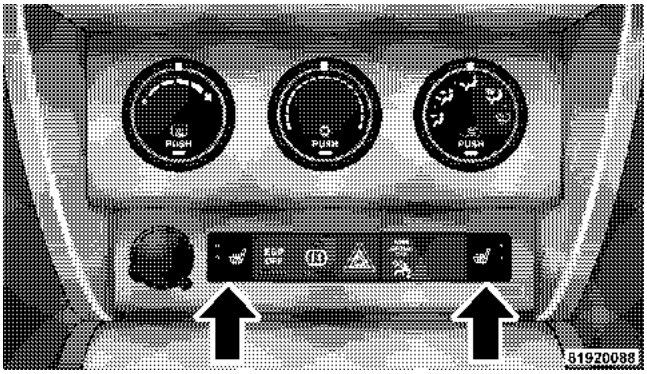
Head Restraints

Head restraints can reduce the risk of whiplash injury in the event of impact from the rear. Adjustable head restraints should be adjusted so that the upper edge is as high as practical. The head restraints have a locking button that must be pushed inward to lower the head restraint. The head restraints may be raised without pushing in the button.

Heated Seats — If Equipped

Heated seats provide comfort and warmth on cold days and can help soothe sore muscles and backs. The heaters provide the same heat level for both cushion and back. The front driver and passenger seats are heated. The controls for each heater are located near the bottom center of the instrument panel. After turning on the ignition, you can choose from High, Low, or Off heat settings. Amber LEDs in the top portion of each switch

indicate the level of heat in use. Two LEDs are illuminated for high, one for low, and none for off. Pressing the switch once will select high-level heating.



Heated Seat Switches

Pressing the switch a second time will select low-level heating. Pressing the switch a third time will shut the heating elements off.

When high-temperature heating is selected, the heaters provide a boosted heat level during the first four minutes of operation after heating is activated. The heat output then drops to the normal high-temperature level. If high-level heating is selected, the system will automatically switch to the low level after 30 minutes of continuous operation. At that time, the number of illuminated LEDs changes from two to one, indicating the change. Operation on the low setting also turns off automatically after 30 minutes.

NOTE: Once a heat setting is selected, heat will be felt within two to five minutes.

WARNING!

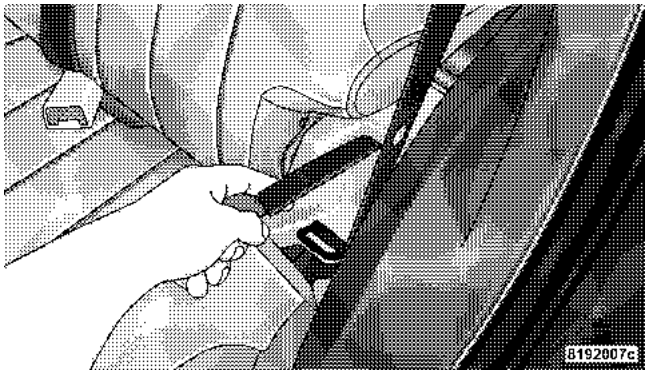
Persons who are unable to feel pain to the skin because of advanced age, chronic illness, diabetes, spinal cord injury, medication, alcohol use, exhaustion or other physical condition must exercise care when using the seat heater. It may cause burns even at low temperatures, especially if used for long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

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.

60/40 Split Folding Rear Seat with Fold Flat Feature

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.

The rear seatback also reclines for additional passenger comfort. Pull the release strap while sitting in the rear seat to recline the seatback.



Rear Seat Release Strap

NOTE: Prior to folding the rear seat, it may be necessary to reposition the front seat to its mid-track position.

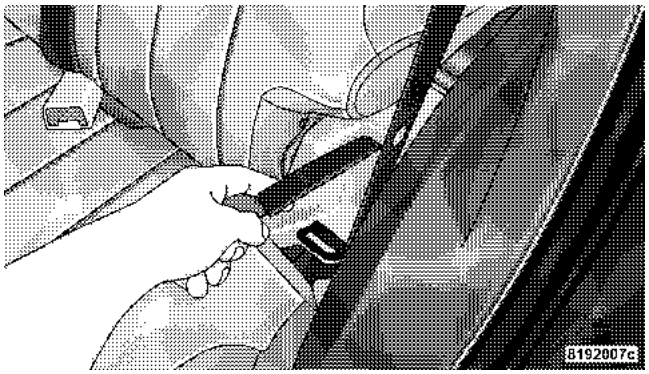
Also, be sure that the front seats are fully upright and positioned forward. This will allow the rear seat to fold down easily.

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.**
- **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 Lower Rear Seat

1. Locate the release strap on the lower outboard side of each rear seatback.
2. Pull the release strap (toward the front of the vehicle).



Rear Seat Release Strap

3. Fold the rear seat completely forward.

4. If desired, push down on the seatback to lock it in the folded position.

To Raise Rear Seat

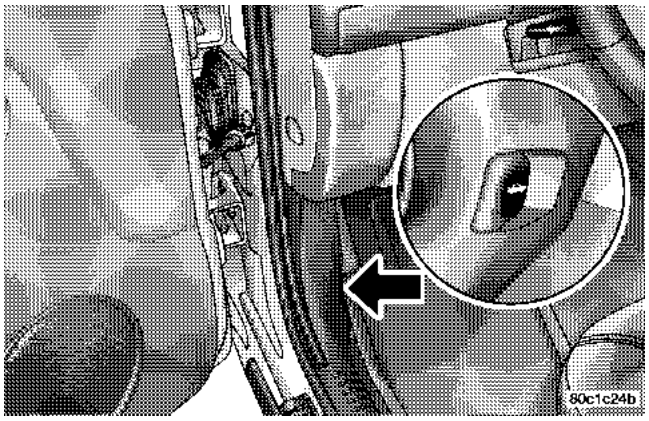
If locked in the folded position, pull the release strap (toward the front of the vehicle).

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.

WARNING!
Be certain that the seatback is securely locked into position. If the seatback in 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.

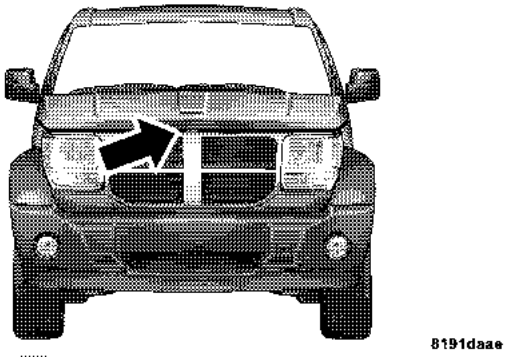
TO OPEN AND CLOSE THE HOOD

To open the hood, two latches must be released. First pull the hood release lever located under the left side of the instrument panel.



Hood Release Lever

Then push the safety latch lever to the left. It is located between the grille and hood opening right of the center.



Underhood Safety Latch

To prevent possible damage, do not slam the hood to close it. Use a firm downward push at the center front edge of the hood to ensure that both latches engage. Never drive your vehicle unless the hood is fully closed, with both latches engaged.

NOTE: Ensure hood prop rod is fully seated into clip before closing hood to prevent damage to grille.

WARNING!

If the hood is not fully latched, it could fly up when the vehicle is moving and block your forward vision. Be sure all hood latches are fully latched before driving.

LIGHTS

Interior Lights

The overhead light comes on when a door is opened. It may also be turned on by rotating the control for the dimmer switch on the multi-function control lever fully upward.

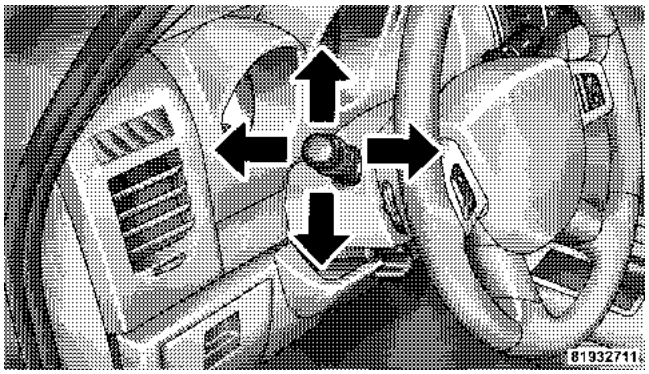
The overhead light will automatically turn off in about 20 minutes if a door is left open or the dimmer control is left in the dome light position. Turn the ignition switch ON to restore the overhead light operation.

Daytime Brightness Feature

Certain instrument panel components (odometer, radio display) can be illuminated at full brightness during the daytime. This can be helpful when driving with your headlights on during the daytime such as in a parade or a funeral procession. To activate this feature, rotate the left stalk one detent lower than the dome light.

Multi-Function Control Lever

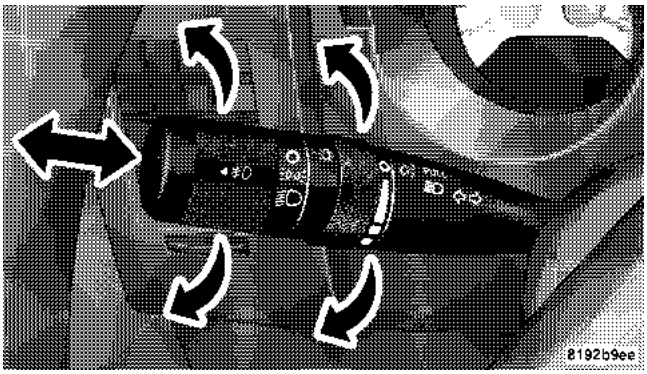
The multi-function control lever controls the operation of the parking lights, headlights, headlight beam selection, passing light, fog lights, instrument panel light dimming, and turn signals.



Multifunction Control Lever

Parking Lights, Instrument Panel Lights, and Headlights

Turn the end of the multi-function control lever to the first detent for parking lights and instrument panel lights. Turn to the second detent for headlight operation.



Headlight Switch

To change the brightness of the instrument panel lights, rotate the center portion of the multi-function control lever up or down.

NOTE: If the driver's door is left open, and the headlights or parking lights are left on, the "High Beam Indicator Light" will flash and a chime will sound.

Lights-On Reminder

If the headlights or parking lights are on after the ignition is turned off, a chime will sound when the driver's door is opened.

Headlight Dimmer Switch

Push the multi-function 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.

Passing Light

You can signal another vehicle with your headlights by lightly pulling the multi-function control lever toward the steering wheel. This will cause the headlights to turn on at high beam and remain on until the lever is released.

Front Fog Lights — If Equipped

The front fog light switch is in the multi-function control lever. To activate the front fog lights, turn on the parking or low beam headlights and pull out the end of the lever.

NOTE: The fog lights will only operate with the parking lights or the headlights on low beam. Selecting high beam headlights will turn off the fog lights.

Turn Signals

Move the multi-function control 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. You can signal a lane change by moving the lever partially up or down without moving beyond the detent.

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.

NOTE: A tone will chime if the turn signals are left on for more than 1 mile (2 km).

Daytime Running Lights — If Equipped

The headlights come on at a low intensity level after the vehicle has been driven approximately 3 feet (1 meter). They will turn off when the vehicle is turned off or when the headlights are switched on.

WINDSHIELD WIPERS AND WASHERS

CAUTION!

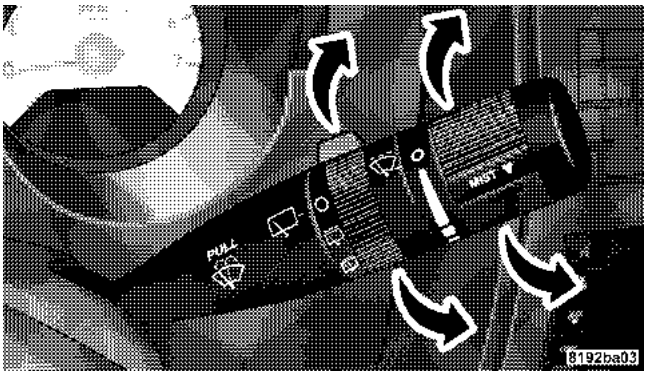
In cold weather, always turn off the wiper switch and allow the wipers to return to the park position before turning off the engine. If the wiper switch is left on and the wipers freeze to the windshield, damage to the wiper motor may occur when the vehicle is restarted.

Intermittent Wiper System

Use the intermittent wiper when weather conditions make a single wiping cycle, with a variable pause between cycles, desirable. Move the lever to the DELAY position, then select the delay interval by turning the end of the lever. The delay can be regulated from a maximum of approximately 18 seconds between cycles, to a cycle every second.

Windshield Wiper Operation

Move the lever upward to the second detent for LO speed wiper operation, or to the third detent for HI speed operation



Windshield Wiper/Washer Switch

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 operate for two wipe cycles after the lever is released, and then resume the intermittent interval previously selected.

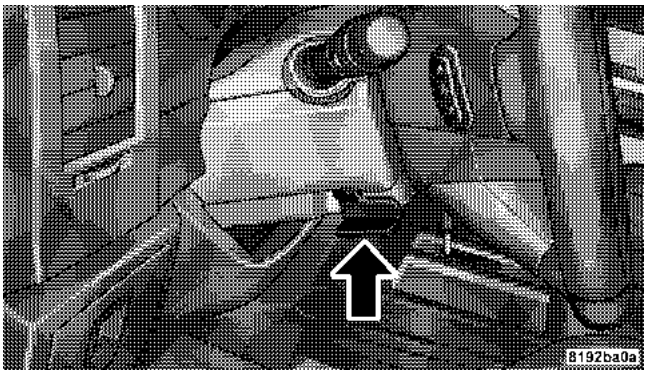
If the lever is pulled while in the OFF position, the wipers will operate for as long as the lever is held plus two wipe cycles, then turn OFF.

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.

TILT STEERING COLUMN

To tilt the column, push down on the lever under the multi-function control lever and move the wheel up or down, as desired. Pull the lever back upwards to lock the column firmly in place.



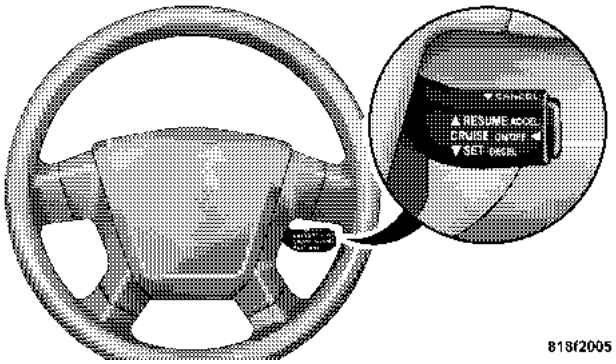
Tilt Steering Column

WARNING!

Tilting the steering column while the vehicle is moving is dangerous. Without a stable steering column, you could lose control of the vehicle and have an accident. Adjust the column only while the vehicle is stopped. Be sure it is locked before driving.

ELECTRONIC SPEED CONTROL — IF EQUIPPED

When engaged, this device takes over the accelerator operation at speeds greater than 25 mph (40 km/h). The speed control lever is located on the right side of the steering wheel.



Speed Control Switch

To Activate

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

3

WARNING!
Leaving the 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 an accident. Always leave the system OFF when you are not using it.

To Set At A Desired Speed

When the vehicle has reached the desired speed, press down on the lever 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 lever.

To Deactivate

A soft tap on the brake pedal, pulling the speed control lever towards you "CANCEL", or normal brake or clutch pressure while slowing the vehicle will deactivate speed control without erasing the set speed memory. Pressing the ON/OFF button or turning off the ignition switch erases the set speed memory.

To Resume Speed

To resume a previously set speed, push the "RESUME ACCEL" lever up and release. Resume can be used at any speed above 25 mph (40 km/h).

To Vary The Speed Setting

When the speed control is ON, speed can be increased by pushing up and holding "RESUME ACCEL". Release the lever when the desired speed is reached, and the new speed will be set.

Tapping "RESUME ACCEL" once will result in a 1 mph (2 km/h) speed increase. Each time the lever is tapped, speed increases so that tapping the lever three times will increase speed by 3 mph (6 km/h), etc.

To decrease speed while speed control is ON, push down and hold "SET DECEL". Release the lever when the desired speed is reached, and the new speed will be set.

Tapping the "SET DECEL" button once will result in a 1 mph (2 km/h) speed decrease. Each time the button is tapped, speed decreases.

NOTE: The Speed Control system has been designed to shut down if multiple speed control switch functions are operated simultaneously in order to ensure proper operation. If this occurs, the system can be reactivated by pushing the speed control switch ON/OFF button and re-setting the desired vehicle SET speed.

Manual Transmission

Depressing the clutch pedal will disengage the speed control. A slight increase in engine RPM before the speed control disengages is normal.

Vehicles equipped with manual transmissions may need to be shifted into a lower gear to climb hills without speed loss.

WARNING!

Speed Control can be dangerous where the system can't maintain a constant speed. Your vehicle could go too fast for the conditions, and you could lose control. An accident could be the result. Don't use Speed Control in heavy traffic or on roads that are winding, icy, snow-covered, or slippery.

To Accelerate For Passing

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

Using Speed Control On Hills

NOTE: The 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 speed control.

ELECTRONIC BRAKE CONTROL SYSTEM

Your vehicle is equipped with an advanced electronic brake control system that includes ABS (Anti-Lock Brake System), TCS (Traction Control System), BAS (Brake Assist System), ERM (Electronic Roll Mitigation) and ESP (Electronic Stability Program). All five systems work together to enhance vehicle stability and control in various driving conditions are commonly referred to as ESP.

ABS (Anti-Lock Brake System)

This system aids the driver in maintaining vehicle control under adverse braking conditions. The system controls hydraulic brake pressure to prevent wheel lock-up and help avoid skidding on slippery surfaces during braking. Refer to "Anti-Lock Brake System" in Section 5 of this manual for more information about ABS.

WARNING!

ABS (Anti-Lock Brake System) cannot prevent the natural laws of physics from acting on the vehicle, nor can it increase the traction afforded by prevailing road conditions. ABS cannot prevent accidents, including those resulting from excessive speed in turns, driving on very slippery surfaces, or hydroplaning. Only a safe, attentive, and skillful driver can prevent accidents. 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.

TCS (Traction Control System)

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) and engine power is reduced 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 ESP are in the "Partial Off" mode. Refer to "ESP (Electronic Stability Program)" in this section.

BAS (Brake Assist System)

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!

BAS (Brake Assist System) cannot prevent the natural laws of physics from acting on the vehicle, nor can it increase the traction afforded by prevailing road conditions. BAS cannot prevent accidents, including those resulting from excessive speed in turns, driving on very slippery surfaces, or hydroplaning. Only a safe, attentive, and skillful driver can prevent accidents. 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.

ERM (Electronic Roll Mitigation)

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 vehicles 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. ERM can only reduce the chance of wheel lift occurring during severe or evasive driving maneuvers. It can not prevent wheel lift due to other factors such as road conditions, leaving the roadway or striking objects or other vehicles.

WARNING!

Many factors, such as vehicle loading, road conditions and driving conditions, influence the chance that wheel lift or rollover may occur. ERM can not prevent all wheel lift or rollovers, especially those that involve leaving the roadway or striking objects or other vehicles. Only a safe, attentive, and skillful driver can prevent accidents. 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.

ESP (Electronic Stability Program)

This system enhances directional control and stability of the vehicle under various driving conditions. ESP 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.

ESP 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, ESP 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.

ESP/TCS Indicator Light

The "ESP/TCS Indicator Light" located in the instrument cluster, starts to flash as soon as the tires lose traction and the ESP system becomes active. The "ESP/TCS Indicator Light" also flashes when TCS is active. If the "ESP/TCS 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!

ESP (Electronic Stability Program) cannot prevent the natural laws of physics from acting on the vehicle, nor can it increase the traction afforded by prevailing road conditions. ESP cannot prevent accidents, including those resulting from excessive speed in turns, driving on very slippery surfaces, or hydroplaning. Only a safe, attentive, and skillful driver can prevent accidents. The capabilities of an ESP-equipped vehicle must never be exploited in a reckless or dangerous manner which could jeopardize the user's safety or the safety of others.

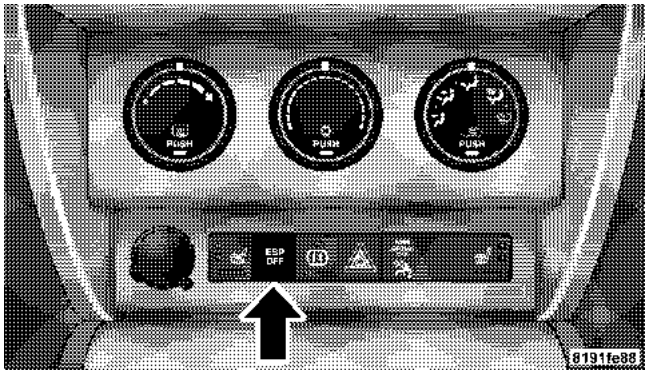
The ESP system has 2 available operating modes in 2WD, 4WD Part Time, 4WD Full Time, and on 2WD vehicles.

ESP On

This is the normal operating mode for ESP in 2WD, 4WD Part Time, 4WD Full Time, and on 2WD vehicles. Whenever the vehicle is started, the ESP system will be in this mode. This mode should be used for most all driving situations. ESP should only be turned off for specific reasons as noted below.

Partial Off

This mode is entered by momentarily depressing the "ESP OFF" switch (located in the center stack lower switch bank). When in "Partial Off" mode, the TCS portion of ESP, except for the "limited slip" feature described in the TCS section, has been disabled and the "ESP/TCS Indicator Light" will be illuminated. All other stability features of ESP 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 ESP would normally allow is required to gain traction. To turn ESP on again, momentarily depress the "ESP OFF" switch. This will restore the normal "ESP On" mode of operation.



ESP Off Switch

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 "ESP OFF" switch. Once the

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situation requiring ESP to be switched to the "Partial Off" mode is overcome, turn ESP back on by momentarily depressing the "ESP OFF" switch. This may be done while the vehicle is in motion.

ESP/BAS Warning Lamp

ESP
BAS

The malfunction indicator lamp for the ESP is combined with BAS. The "ESP/BAS Warning Lamp" and the "ESP/TCS Indicator Light" in the instrument cluster both come on when the ignition switch is turned to the "ON" position. They should go out with the engine running. If the "ESP/BAS Warning Lamp" comes on continuously with the engine running, a malfunction has been detected in either the ESP or the BAS system. If this light remains on after several ignition cycles, and the vehicle has been driven several miles at speeds greater than 30 mph (48 km/h), see your authorized dealer as soon as possible to have the problem diagnosed and corrected.

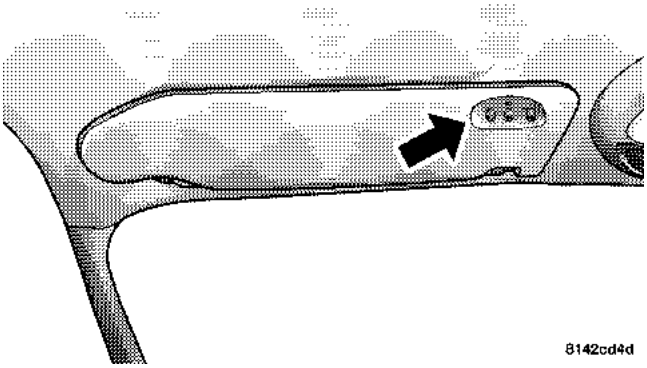
NOTE:

- ″The ″ESP/TCS Indicator Light″ and the ″ESP/BAS Warning Lamp″ come on momentarily each time the ignition switch is turned ON.
- Each time the ignition is turned ON, the ESP System will be ON even if it was turned off previously.
- The ESP Control System will make buzzing or clicking sounds when it is active. This is normal; the sounds will stop when ESP becomes inactive following the maneuver that caused the ESP activation.

GARAGE DOOR OPENER — IF EQUIPPED

NOTE: The HomeLink® system will be disabled if the Vehicle Theft Alarm (if equipped) is in the Prearmed, Armed or Alarming state. The HomeLink® system will only operate when the Vehicle Theft Alarm (if equipped) is in the Disarmed mode.

The HomeLink® Universal Transceiver replaces up to three remote controls (hand held transmitters) that operate devices such as garage door openers, motorized gates, or home lighting. It triggers these devices at the push of a button. The Universal Transceiver operates off your vehicle's battery and charging system; no batteries are needed.



For additional information on HomeLink®, call 1–800–355–3515, or on the internet at www.homelink.com.

WARNING!

A moving garage door can cause injury to people and pets in the path of the door. People or pets could be seriously or fatally injured. Only use this transceiver with a garage door opener that has a "stop and reverse" feature as required by federal safety standards. This includes most garage door opener models manufactured after 1982. Do not use a garage door opener without these safety features it could cause injury or death. Call toll-free 1–800–355–3515 or, on the Internet at www.homelink.com for safety information or assistance.

Programming The Universal Transceiver

For best results, install a new battery in the hand held transmitter before programming. If your garage door opener (located in the garage) is equipped with an antenna, make sure that the antenna is hanging straight down.

WARNING!

Vehicle exhaust contains carbon monoxide, a dangerous gas. Do not run the vehicle's exhaust while training the transceiver. Exhaust gas can cause serious injury or death.

WARNING!

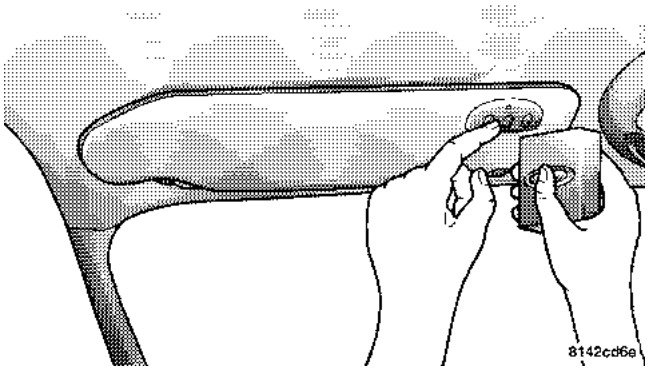
Your motorized door or gate will open and close while you are training the Universal Transceiver. Do not train the transceiver if people or pets are in the path of the door or gate. A moving door or gate can cause serious injury or death to people and pets or damage to objects.

1. Turn off the engine.

2. Erase the factory test codes by pressing the two outside buttons. Release the buttons when the light in the Universal Transceiver begins to flash (about 20 seconds).

NOTE: Do not repeat Step 2 to program additional hand held transmitters.

3. Choose one of the three Universal Transceiver buttons to program. Place the hand held controller one to three inches from the Universal Transceiver while keeping its indicator light in view.



HomeLink Buttons

4. Using both hands, press the hand held transmitter button and the desired Universal Transceiver button. Do not release the buttons until step 5 has been completed.

NOTE: Some entry gates and garage door openers may require you to replace step 4 with the procedures listed under Canadian Programming.

5. The indicator light in the Universal Transceiver will begin to flash, first slowly and then rapidly. The rapid flashing indicates successful programming. If after 90 seconds the indicator light does not flash rapidly or goes out, return to step 1 and repeat the procedure. To train the other buttons, repeat steps 3 and 4. Be sure to keep your hand held transmitters in case you need to retrain the Universal Transceiver.

NOTE: If you do not successfully program the Universal Transceiver to learn the signal of your hand held transmitter, refer to the Rolling Code Paragraph, or call toll free for customer assistance at 1–800–355–3515, or on the internet at www.homelink.com.

"Rolling Code" Programming

NOTE: If your hand held transmitter appears to program the Universal Transceiver, but your garage door or other device does not operate, and your device was manufactured after 1996, your garage door opener or other device may have a "Rolling Code" system.

On garage door openers with the "Rolling Code" feature, the transmitter code changes after each use to prevent the copying of your code.

To check if your device is protected by a "Rolling Code" system:

- Check the owner's manual for the device for mention of "Rolling Codes".
- Press and hold the programmed button on the Universal Transceiver. If the Universal Transceiver indicator light flashes rapidly and then stays on after 2 seconds, the device has the "Rolling Code" feature.

To train a garage door opener (or other rolling code equipped devices) with the rolling code feature, follow these instructions **after** completing the **Programming** portion of this text:

NOTE: The assistance of a second person may make the following programming procedure quicker and easier.

1. Locate the training button on the garage door motor head unit. The exact location and color of the button may vary by garage door opener manufacturer. If you have difficulty in locating the training button, check your garage door opener manual, or call 1-800-355-3515 or, on the Internet, at www.homelink.com.

2. Press and hold the training button on the garage door opener head unit. This will activate the "training" light.

NOTE: After completing step 2, you have 30 seconds to start step 3.

3. Return to the Universal Transceiver in the vehicle and firmly press and release the garage door button. Press and release the button a second time to complete the training process. Some garage door openers may require you to do this procedure a third time to complete the training.

Your garage door opener should now recognize your Universal Transceiver. The remaining two buttons may now be programmed if this has not previously been done. Refer to the Programming instructions. You may use either your Universal Transceiver or your original hand-held transmitter to open you garage door.

Canadian Programming/Gate Programming

Canadian frequency laws, and the technology of some entry gates, require you to press and release the hand held transmitter button every two seconds during programming.

Continue to press and hold the Universal Transceiver button while you press and release the hand held transmitter button until the frequency signal has been learned.

The Universal Transceiver light will flash slowly and then rapidly when the programming is successful.

NOTE: When programming such a garage door opener or gate, unplug the device to prevent possible damage to the garage door or gate motor.

Operation

Press and hold the desired button on the Universal Transceiver until the garage door or other device begins to operate. The light in the display shows that the signal is being transmitted. The hand held transmitter may also be used at any time.

Reprogramming A Single Button

1. Press and hold the Universal Transceiver button to be reprogrammed. Do not release until step 4 has been completed.

2. When the indicator light begins to flash slowly (after 20 seconds) position the hand held transmitter one to three inches away from the button to be trained.

3. Press and hold the hand held transmitter button.

4. The Universal Transceiver indicator light will begin to flash, first slowly, then rapidly. When the indicator lights begin to flash rapidly, release both buttons.

Security

If you sell your vehicle, be sure to erase the frequencies.

To erase all of the previously trained frequencies, hold down both outside buttons until the indicator light begins to flash.

This device complies with part 15 of FCC rules and with RS-210 of Industry Canada. Operation is subject to the following conditions:

1. This device may not cause harmful interference.

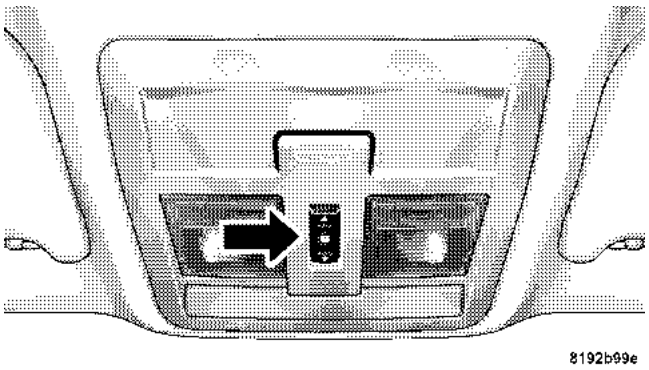
2. This device must accept any interference that may be received including interference that may cause undesired operation.

NOTE: Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

HomeLink® is a trademark owned by Johnson Controls, Inc.

POWER SUNROOF — IF EQUIPPED

The power sunroof switch is located between the sun visors on the overhead console.



Power Sunroof Switch

WARNING!

- **Never leave children in a vehicle, with the keys in the ignition switch. Occupants, particularly unattended children, can become entrapped by the power sunroof while operating the power sunroof switch. Such entrapment may result in serious injury or death.**
- **In an accident, there is a greater risk of being thrown from a vehicle with an open sunroof. You could also be seriously injured or killed. Always fasten your seat belt properly and make sure all passengers are properly secured too.**
- **Do not allow small children to operate the sunroof. Never allow fingers or other body parts, or any object to project through the sunroof opening. Injury may result.**

Opening Sunroof - Express

Press the switch rearward and release, and the sunroof will open automatically from any position. The sunroof will open fully, then stop automatically. This is called Express Open. During Express Open operation, any movement of the sunroof switch will stop the sunroof.

Closing Sunroof - Express

Press the switch forward and release, and the sunroof will close automatically from any position. The sunroof will close fully and stop automatically. This is called Express Close. During Express Close operation, any movement of the switch will stop the sunroof.

Pinch Protect Feature

This feature will detect an obstruction in the opening of the sunroof during Express Close operation. If an obstruction in the path of the sunroof is detected, the

sunroof will automatically retract. Remove the obstruction if this occurs. Next, press the switch forward and release to Express Close.

Pinch Protect Override

If a known obstruction (ice, debris, etc.) prevents closing, press the switch forward and hold. This allows the sunroof to move towards the closed position.

NOTE: Pinch protection is disabled while the switch is pressed.

Venting Sunroof - Express

Press and release the "V" button, and the sunroof will open to the vent position. This is called Express Vent, and will occur regardless of sunroof position. During Express Vent operation, any movement of the switch will stop the sunroof.

Sunshade Operation

The sunshade can be opened manually. However, the sunshade will open automatically as the sunroof opens.

NOTE: The sunshade cannot be closed if the sunroof is open.

Wind Buffeting

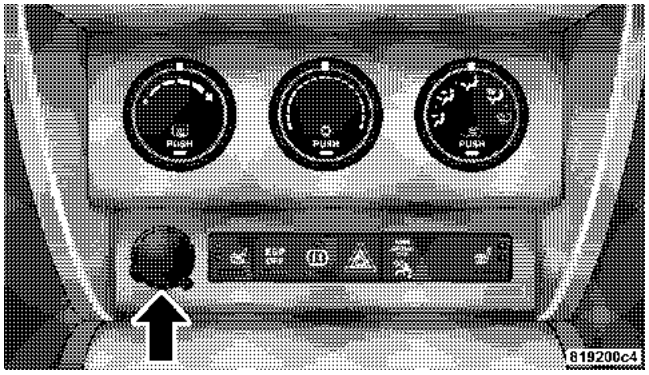
Wind buffeting can be described as the perception of pressure on the ears or a helicopter type sound in the ears. Your vehicle may exhibit wind buffeting with the windows down, or the sunroof (if equipped) in certain open or partially open positions. This is a normal occurrence and can be minimized. If the buffeting occurs with the rear windows open, open the front and rear windows together to minimize the buffeting. If the buffeting occurs with the sunroof open, adjust the sunroof opening to minimize the buffeting or open any window.

Sunroof Maintenance

Use only a non-abrasive cleaner and a soft cloth to clean the glass panel.

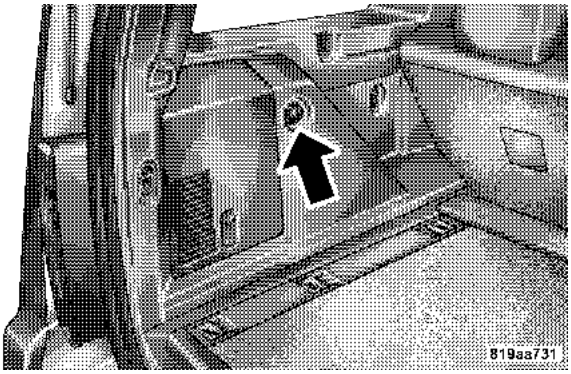
ELECTRICAL POWER OUTLET

This vehicle has two auxiliary power outlets that can provide up to 20 Amps of current 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. As a safety precaution, the outlet in the instrument panel only operates with the ignition switch ON. When the optional Cigar Lighter heating element is used, 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.**



Front Power Outlet

The rear power outlet (if equipped) is located in the left rear cargo area.



Rear Power Outlet

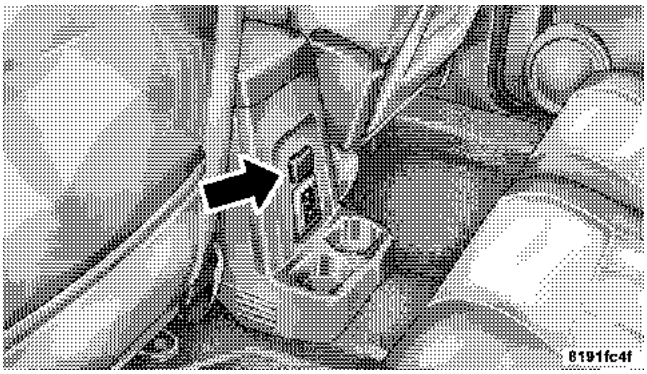
Electrical Outlet Use With Engine Off

WARNING!

- **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 engine 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.**
- **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.**

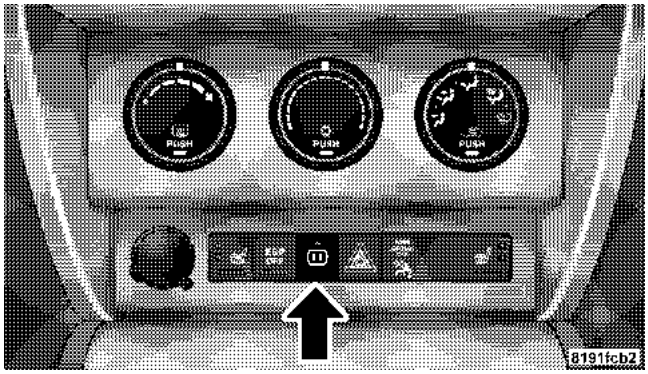
POWER INVERTER

There is a 110–volt, 150–watt inverter outlet located on the back of the center console to convert DC current to AC current. This outlet can be used to power small appliances and electronics.



Power Inverter

Press the switch located in the center stack lower switch bank to turn the power on to the outlet. Press the switch again to turn the power off.



Power Inverter Switch

NOTE: Due to build in overload protection the inverter will shut down if the power rating is exceeded.

WARNING!

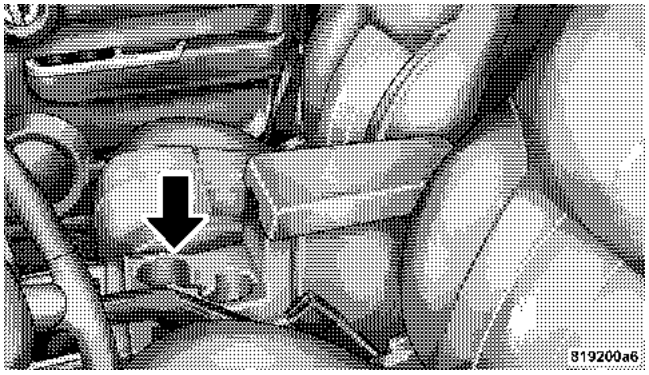
To Avoid Serious Injury or Death:

- **Do not use a 3—Prong Adaptor.**
- **Do not insert any objects into the receptacles.**
- **Do not touch with wet hands.**
- **Close the lid when not in use.**
- **If this outlet is mishandled it may cause an electric shock and failure.**

CUP HOLDERS

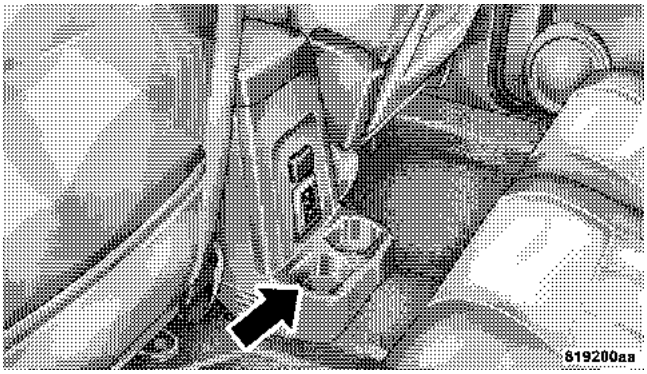
In the center console there are two cup holders for the front seat passengers.

NOTE: The cup holder insert is removable from the console, for cleaning.



Front Cup Holders

The rear passengers have cup holders at the rear of the center console.

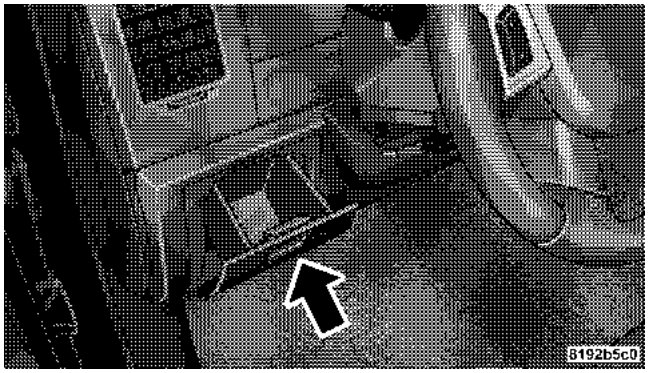


Rear Cup Holders

STORAGE

Front Storage Compartment

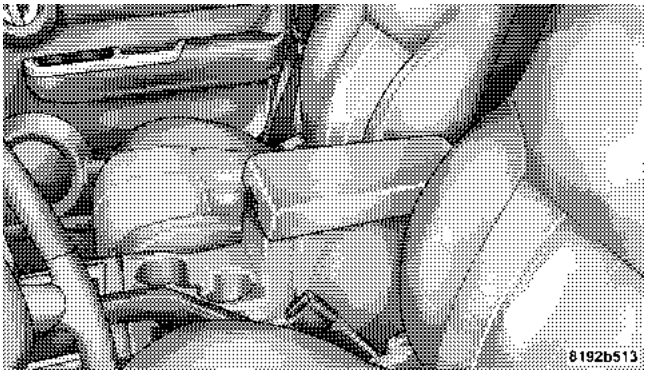
The front storage compartment (located on the left side of the instrument panel) can hold cell phones, PDA's, and other small items.



Front Storage Compartment

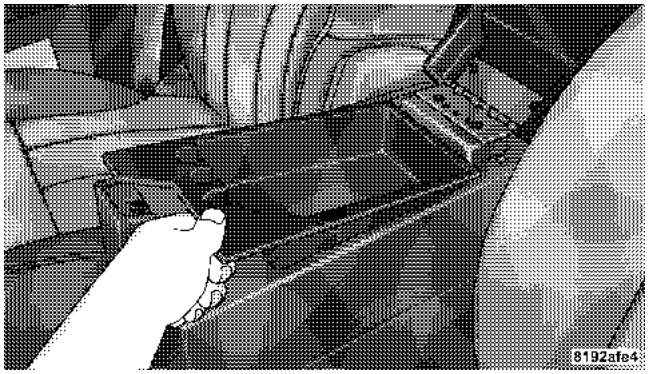
Console Storage Compartment

To open, press the latch and lift cover.



Center Console

The center console has a removable storage tray which can hold cell phones, PDA's, and other small items.



Removable Storage Tray

CARGO AREA FEATURES

Cargo Light

The cargo area light is activated by opening the liftgate, opening any door, or by rotating the dimmer control on the multi-function control lever to the extreme top position.

Cargo Tie-Down Hooks

The tie-downs located on cargo area floor should be used to safely secure loads when vehicle is moving.

WARNING!

Cargo tie-down hooks are not safe anchors for a child seat tether strap. In a sudden stop or collision a hook could pull loose and allow the child seat to come loose. A child could be badly injured. Use only the anchors provided for child seat tethers.

WARNING!

The weight and position of cargo and passengers can change the vehicle center of gravity and vehicle handling. To avoid loss of control resulting in personal injury, follow these guidelines for loading your vehicle:

- Do not carry loads which exceed the load limits described on the label attached to the left door or left door center pillar.
- Always place cargo evenly on the cargo floor. Put heavier objects as low and as far forward as possible.
- Place as much cargo as possible in front of the rear axle. Too much weight or improperly placed weight over or behind the rear axle can cause the vehicle to sway.

- Do not pile luggage or cargo higher than the top of the seatback. This could impair visibility or become a dangerous projectile in a sudden stop or collision.

WARNING!

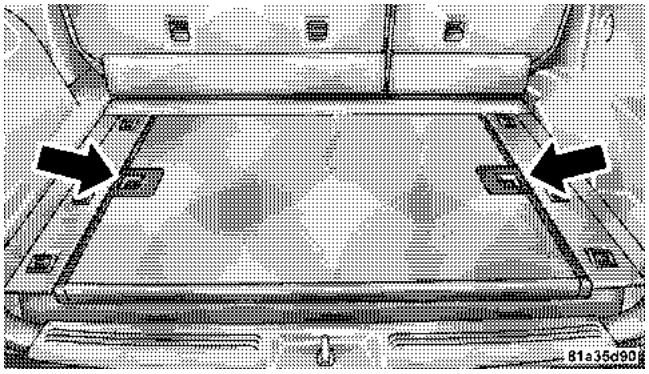
To help protect against personal injury, passengers should not be seated in the rear cargo area. The rear cargo space is intended for load carrying purposes only, not for passengers, who should sit in seats and use seat belts.

Cargo Load Floor — If Equipped

The panel in the load floor is reversible for added utility. One side features a plastic lined tray which can hold a variety of items. The maximum load capacity of the load floor is 400 lbs (181 kg).

The cargo load floor is held by spring loaded latches. In order to use the cargo load floor, use the following procedure:

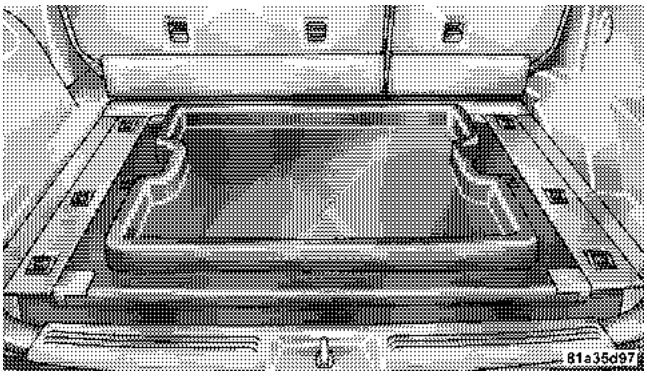
1. Push side mounted release handles (toward center of vehicle) to release cover.



Floor Panel

2. Lift cover.

3. Flip cover over, and lock panel back into position.



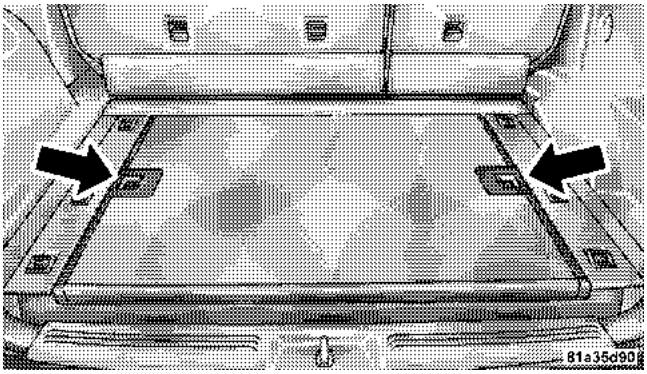
Load Floor

Utility Table — If Equipped

The cargo load floor can be converted into a utility table. The maximum load capacity of the utility table is 100 lbs (45 kg).

In order to use the utility table, use the following procedure:

1. Push side mounted release handles (toward center of vehicle) to release cover.



Floor Panel

2. Lift the cover and remove from vehicle.

3. Flip the cover over, and remove table legs from their retainers.

4. Insert the legs into their corner positions.

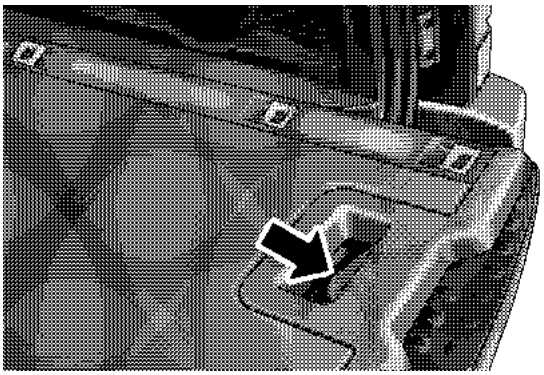
5. Set the table on level ground.

CAUTION!
To avoid personal injury, do not stand or sit on the table.

Rear Cargo Slide Out System (LOAD N GO®) — If Equipped

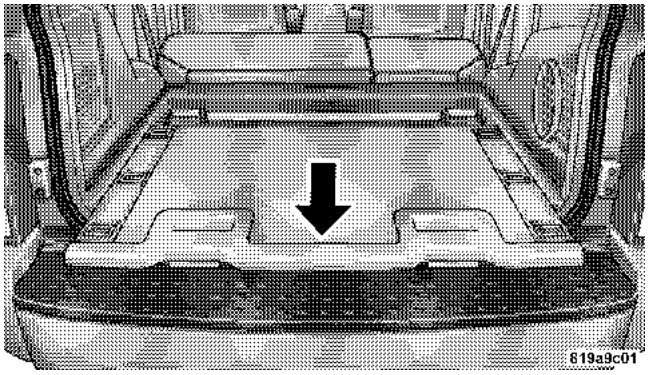
The sliding cargo load floor (LOAD N GO®) slides back and forth on steel tracks for convenience. The maximum load capacity is 400 lbs (181 kg). The floor panel can stop every 2 inches (50 mm) when the handle is released, to lock the panel in position.

1. Open the tailgate.
2. Squeeze the right hand release handle.



Release Handle

3. Pull out the sliding panel.



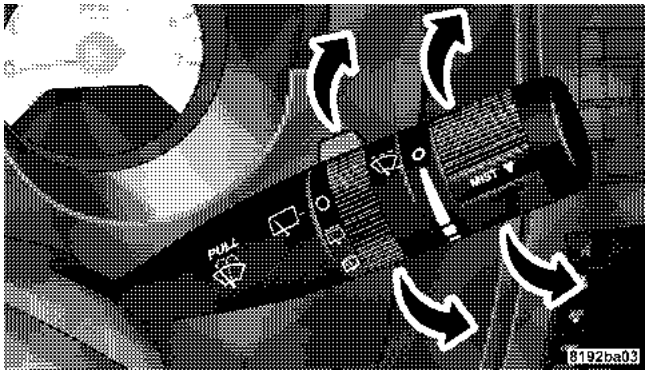
Sliding Panel

4. Squeeze the right hand release handle to slide the panel back into the vehicle.

REAR WINDOW FEATURES

Rear Window Wiper/Washer — If Equipped

A rotary ring switch on the control lever (located on the right side of the steering column), controls operation of the rear wiper/washer function. Rotating the center of the switch up to the "On" position will activate the wiper. Rotating the switch ring beyond the "On" or "Off" position will activate the rear washer. The wash pump will continue to operate as long as the lever or ring is engaged. Upon release, the wipers will cycle three times before returning to the set position.



Windshield Wiper/Washer Switch

If the rear wiper is operating when the ignition is turned OFF, 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.

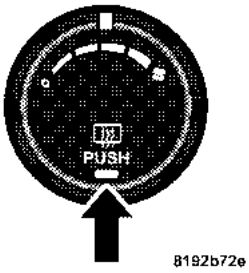
If the swing gate flip-up window is open or the swing gate is open, connection to the rear window wiper is interrupted preventing activation of the rear wiper blade. When the swing gate flip-up window or the swing gate is closed, the rear wiper switch or the ignition switch needs to be turned OFF, and then to ON to restart the rear wiper.

NOTE: The rear swing gate will lock while the rear wiper is operating. The gate will stay locked until the wiper is turned off and the gate is unlocked (by key, lock switch, or key fob).

Adding Washer Fluid

The fluid reservoir for the windshield washers and the rear window washer is shared. It is located in the front of the engine compartment, and should be checked for fluid level at regular intervals. Fill the reservoir with windshield washer solvent (not radiator antifreeze) and operate the system for a few seconds to flush out the residual water.

Rear Window Defroster — If Equipped



The push-button is located on the bottom of the blower control knob. Press this button to turn on the rear window defroster, and the optional electric remote control heated mirrors. An amber light shows that the defroster is on.

The defroster will automatically turn off after about ten minutes. For five more minutes of operation, press the switch again. To prevent excessive battery drain, use the defroster only when the engine is operating.

CAUTION!

Use care when washing the inside of the rear window to prevent damage to heating elements. Use a soft cloth and a mild washing solution, wiping parallel to the heating elements. Also, keep all objects a safe distance from the window to prevent damaging the heating elements.

ROOF LUGGAGE RACK — IF EQUIPPED

The load carried on the roof when equipped with a luggage rack must not exceed 68 kg (150 lbs.), and should be uniformly distributed over the cargo area.

The tie loops provided in the side rails can be used to help tie down cargo, however crossbars should always be used whenever cargo is placed on the roof rack. Tie loops should not be used on their own to attach luggage to the roof rack. Check the straps frequently to be sure that the load remains securely attached.

NOTE: Crossbars are offered by Mopar® accessories.

External racks do not increase the total load carrying capacity of the vehicle. Be sure that the total occupant and luggage load inside the vehicle, plus the load on the luggage rack, do not exceed the maximum vehicle load capacity.

CAUTION!

To avoid damage to the roof rack and vehicle, do not exceed the maximum roof rack load capacity. Always distribute heavy loads as evenly as possible and secure the load appropriately.

Long loads which extend over the windshield, such as wood panels or surfboards, should be secured to both the front and rear of the vehicle.

Place a blanket or other protection between the surface of the roof and the load.

Travel at reduced speeds and turn corners carefully when carrying large or heavy loads on the roof rack. Wind forces, due to natural causes or nearby truck traffic, can add sudden upward loads. This is especially true on large flat loads and may result in damage to the cargo or your vehicle.

WARNING!

Cargo must be securely tied before driving your vehicle. Improperly secured loads can fly off the vehicle, particularly at high speeds, resulting in personal injury or property damage. Follow the roof rack Cautions when carrying cargo on your roof rack.

INSTRUMENT PANEL AND CONTROLS

CONTENTS

■ Instrument Panel And Controls 162

■ Instrument Cluster 163

■ Instrument Cluster Description 164

■ Compass And Trip Computer — If Equipped . . .175

- □ Control Buttons 176
- □ Trip Conditions 177
- □ Compass/Temperature Display 177

■ Electronic Vehicle Information Center (EVIC) — If Equipped 179

- □ Electronic Vehicle Information Center (EVIC) Displays 181
- □ Trip Functions 182
- □ Compass Display 183
- □ Telephone — If Equipped 186
- □ Personal Settings (Customer Programmable Features) 188

■ Radio General Information 191

- □ Radio Broadcast Signals 191
- □ Two Types Of Signals 191

- Electrical Disturbances 191
- AM Reception 191
- FM Reception 191

■ Sales Code REQ — AM/FM Stereo Radio And 6–Disc CD/DVD Changer (MP3/WMA Aux Jack) 192

- Operating Instructions - Radio Mode 192
- Operation Instructions - (Disc Mode For CD And MP3/WMA Audio Play, DVD-Video) 200
- Notes On Playing MP3/WMA Files 202
- List Button (Disc Mode For MP3/WMA Play) 205
- Info Button (Disc Mode For MP3/WMA Play) 205

■ Sales Code RES — AM/FM Stereo Radio With CD Player (MP3 Aux Jack) 207

- Operating Instructions - Radio Mode 207
- Operation Instructions - CD Mode For CD And MP3 Audio Play 212
- Notes On Playing MP3 Files 215
- List Button (CD Mode For MP3 Play) 217
- Info Button (CD Mode For MP3 Play) 217

■ Sales Code RER — AM/FM/CD/DVD Radio With Navigation System — If Equipped 219

- Operating Instructions — Satellite Radio 219
- Clock Setting Procedure 219

■ Satellite Radio — If Equipped 221

- System Activation 221

- Electronic Serial Number/Sirius Identification Number (ENS/SID) 221
- Selecting Satellite Mode (RSC Radios) 222
- Satellite Antenna 222
- Reception Quality 222
- Operating Instructions - Satellite Mode 222
- Operating Instructions - Hands Free Phone (If Equipped) 224
- Operating Instructions - Video Entertainment System (VES®)® (If Equipped) 224

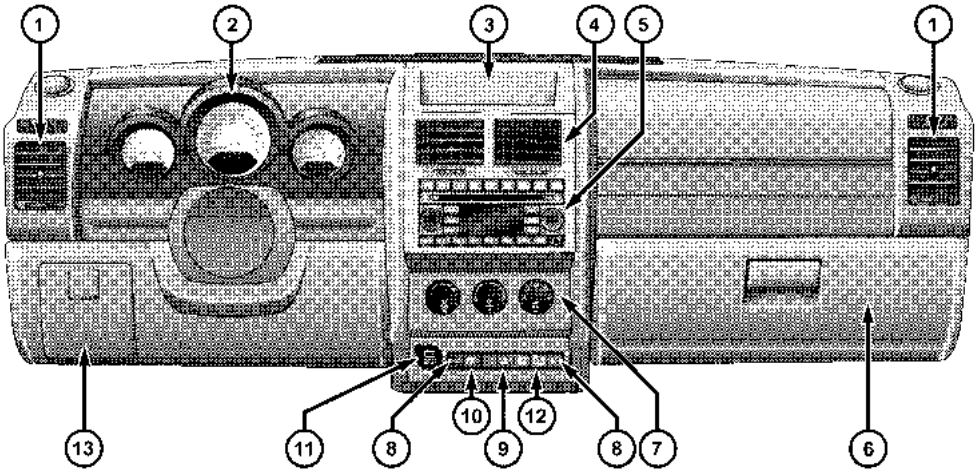
■ Video Entertainment System (Sales Code XRV) — If Equipped 225

■ Remote Sound System Controls — If Equipped 226
- Radio Operation 227
- CD Player 227

■ CD/DVD Disc Maintenance 227

■ Climate Controls 228
- Manual Air Conditioning And Heating System 228
- Operating Tips 232

INSTRUMENT PANEL AND CONTROLS



1. Air Outlets
2. Instrument Cluster
3. Storage Tray
4. Center Air Outlet
5. Radio
6. Glove Box
7. Climate Controls
8. Heated Seat Switch*
9. Hazard Warning Flasher
10. Electronic Stability Control/ Traction Control Switch*
11. Cigar Lighter/Power Outlet*
12. Rear Park Assist Switch*
13. Storage Bin

* If Equipped

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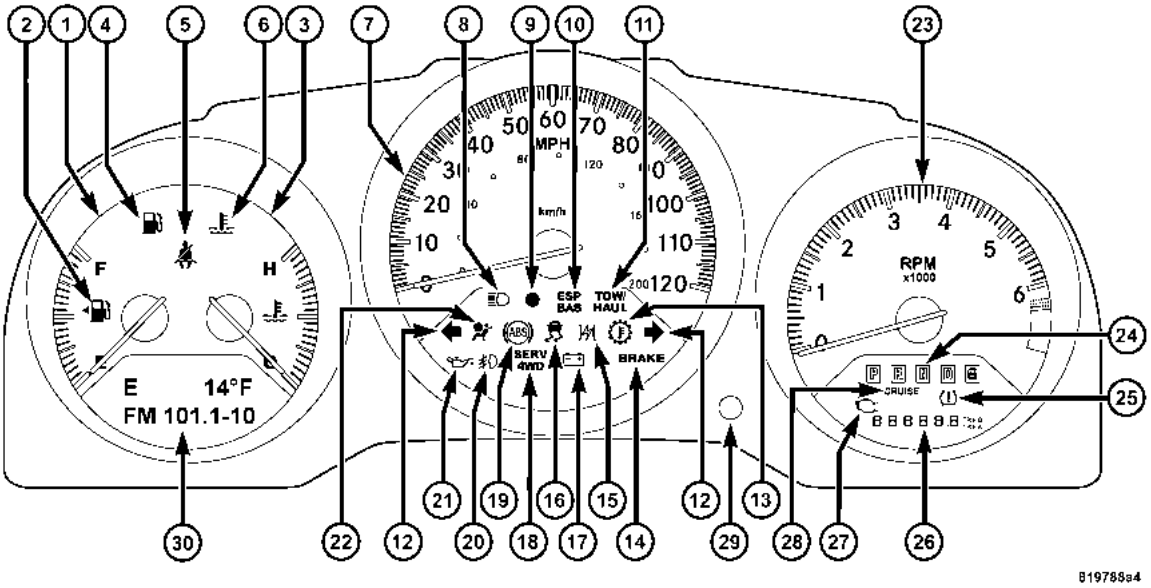
INSTRUMENT CLUSTER



INSTRUMENT CLUSTER DESCRIPTION

1. Fuel Gauge

The fuel gauge shows level of fuel in tank when ignition switch is in the ON position.

2. Fuel Cap Indicator

This symbol indicates the side of the vehicle where the fuel cap is located.

3. Temperature Gauge

The temperature gauge indicates engine coolant temperature. Any reading within the normal range indicates that the cooling system is operating satisfactorily. The gauge needle will likely indicate a high temperature when driving in hot weather, up mountain grades, in heavy traffic, or when towing a trailer. If the needle rises to the "H" mark, stop the vehicle, shift into N (Neutral) increase engine speed for 2-3 minutes. If the temperature reading does not return to normal, seek authorized service immediately.

CAUTION!

Do not leave your vehicle unattended with the engine running as you would not be able to react to the temperature indicator if the engine overheats.

The gauge pointer will remain near its last reading when the engine is turned off. It will return to a true reading when the engine is restarted.

4. Low Fuel Warning Light

This indicator lights when the fuel gauge reads 1/8 of a tank or less.

5. Seat Belt Reminder Light

This light comes on for several seconds after the ignition is turned ON as a reminder to "buckle up." This light will remain on as long as the seat belt remains unbuckled. If this light flashes, it indicates a fault in the airbag system. Have the system checked by an authorized dealer.

6. Coolant Temperature Warning Light

This light warns of an overheated engine condition. For a bulb check, this light will come on momentarily when the ignition is turned On. If the light turns on while driving, stop the vehicle, shift into N (Neutral) and increase the engine speed for 2 to 3 minutes. If the temperature reading does not return to normal, seek authorized service immediately.

As temperatures rise and the gauge approaches ″H″, this indicator will illuminate and a single chime will sound after reaching a set threshold. Further overheating will cause the temperature gauge to pass ″H″, the indicator will continuously flash, and a continuous chime will occur until the engine is allowed to cool.

CAUTION!

Driving with a hot engine cooling system could damage your vehicle. If the temperature light is on, safely pull over and stop the vehicle. Idle the vehicle in neutral with the air conditioner turned off until the light turns off. If the if the light remains on, turn the engine off immediately, and call 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 a service center if your vehicle overheats. If you decide to look under the hood yourself, see Section 7 of this manual. Follow the warnings under the Cooling System Pressure Cap paragraph.

7. Speedometer
Shows the vehicles speed.

8. High Beam Indicator Light
Indicates that headlights are on high beam.

9. Security Alarm System Indicator Light — If Equipped
This light will flash rapidly for approximately 15 seconds when the vehicle theft alarm is arming. The light will flash at a slower speed continuously after the alarm is set. The security light will also come on for about three seconds when the ignition is first turned on.

10. Electronic Stability Program (ESP) Warning Light/Brake Assist System (BAS) Warning Light – If Equipped

ESP
BAS

The malfunction lamp for the ESP is combined with BAS. The yellow "ESP/BAS Warning Lamp" and the yellow "ESP/TCS Indicator Light" in the instrument cluster both come on when the ignition switch is turned to the "ON" position. They should go out with the engine running. If the "ESP/BAS Warning Lamp" comes on continuously with the engine running, a malfunction has been detected in either the ESP or the BAS system. If this light remains on

after several ignition cycles, and the vehicle has been driven several miles at speeds greater than 30 mph (48 km/h), see your authorized dealer as soon as possible.

NOTE: The "ESP/TCS Indicator Light" and the "ESP/BAS Warning Lamp" come on momentarily each time the ignition switch is turned ON. The ESP Control System will make buzzing or clicking sounds when it is actively operating.

11. TOW/HAUL Indicator Light — If Equipped

The TOW/HAUL button is located on the gear shift bezel. This light will illuminate when the TOW/HAUL button has been selected.

12. Turn Signal Indicator Light

When a turn signal is activated, a right-pointing or left-pointing arrow lights up and flashes to indicate the direction of the turn. These indicators also indicate proper operation of the front and rear turn signal lights. If either indicator flashes at a faster rate than normal, check for a defective bulb. If either indicator fails to light up when the lever is moved, check for a defective turn signal LED. A single chime is activated when the left/right turn signal is left on with the engine RPM vehicle speed greater than 15 mph (24 km/h) for more than one mile.

13. Transmission Temperature Warning Light — If Equipped

This light indicates that there is excessive transmission fluid temperature that might occur with severe usage such as trailer towing. If this light comes on, stop the vehicle and run the engine at idle or faster, with the transmission in N (Neutral) until the light goes off.

14. Brake Warning Light

The red "BRAKE" warning light will come on when the ignition key is first turned on, and stay on briefly as a

bulb check. If the bulb does not come on during starting, see your authorized dealer for service. If the light stays on, it may be an indication that the parking brake has not been released, or there is a low brake fluid level. 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 a problem with the Brake Booster. 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.

If the parking brake is applied, the light will flash when the gear position is out of park for automatic transmissions.

If brake failure is indicated, immediate repair is necessary. Operating the vehicle in this condition is dangerous!

15. Electronic Throttle Control (ETC) Warning Light — If Equipped

This light informs you of a problem with the Electronic Throttle Control system. If a problem is detected the light will come on while the engine is running. If the light remains lit with the engine running your vehicle will usually be drivable, however, see your dealer for service as soon as possible. If the light is flashing 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 on and remain on for 15 seconds as a bulb check. If the light does not come on during starting, have the system checked by an authorized dealer.

16. Electronic Stability Program (ESP) Indicator Light/Traction Control System (TCS) Indicator Light

The yellow ESP indicator light in the speedometer area illuminates with the key in the ignition switch turned to the ON/RUN position. It should go out with the engine running. The "ESP/TCS Indicator Light" starts to flash as soon as the tires lose traction and the ESP system becomes active. The "ESP/TCS Indicator Light" also flashes when TCS is active. If the "ESP/TCS 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. The "ESP/TCS Indicator Light" becomes illuminated when the ESP-Off button has been pressed or ESP is only partially available caused by lack of engine management or brake thermal model.

17. Voltage Warning Light

This light monitors the electrical system voltage. The light should turn on momentarily as the engine is started. If the light stays on or turns on while driving, it indicates a problem with the charging system. Immediate service should be obtained.

18. SERV (Service) 4WD Indicator Light — If Equipped

The "SERV 4WD Indicator Light" will come on when the ignition key is turned to the ON position and will stay on for 2 seconds. If the light stays on or comes on during driving, it means that the 4WD system is not functioning properly and that service is required.

19. Anti-Lock Brake Warning Light

This light monitors the Anti-Lock Brake System which is described elsewhere in this manual. This light will come on when the ignition key is turned to the ON position and may stay on for

approximately 3 seconds. If this light remains on or comes on during driving, it indicates that the Anti-Lock portion of the brake system is not functioning and that service is required. See your authorized dealer immediately. With the ABS malfunctioning, the BAS and ESP are also switched off. Both malfunction indicator lights illuminate with the engine running. If the charging voltage falls below 10 volts, the malfunction indicator light illuminates and the ABS is switched off. When the voltage is above this value again, the malfunction indicator light should go out and the ABS is operational. If the malfunction indicator light stays illuminated, have the system checked at your authorized dealer as soon as possible.

20. Front Fog Light Indicator Light — If Equipped

This light shows when the fog lights are ON.

21. Oil Pressure Warning Light

This light indicates that the engine oil pressure has become too low. For a bulb check, this light will come on momentarily when the ignition is turned On. If the light turns on while driving, stop the vehicle and shut off the engine as soon as possible. Immediate service should be obtained.

22. Airbag Warning Light

The indicator lights and remains lit for 6 to 8 seconds when the ignition is first turned ON. If the light does not come on when the ignition is first turned on, or the light stays on or comes on while driving, have the airbag system checked by an authorized dealer.

23. Tachometer

This gauge measures engine revolutions-per-minute (rpm x 1000).

24. Transmission Range Indicator

The electronic gear selector display is self-contained within the instrument cluster. It displays the position of the automatic transmission shift lever, and the relation of each position to all other positions. For a good signal the display will place a box around the selected transmission range (PRND21). If the PRNDL displays only the characters PRND21 (no boxes) have the system checked by an authorized dealer.

25. Tire Pressure Monitoring Telltale Light — If Equipped

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.

The "Tire Pressure Monitoring Telltale Light" will illuminate in the instrument cluster, and an audible chime will be activated when one or more tire pressures is low. The "Tire Pressure Monitoring Telltale Light" will flash on and off for 60 seconds when a system fault is detected. The flash cycle will repeat every ten minutes or until the fault condition is removed and reset.

CAUTION!

The TPMS has been optimized for the original equipment tires and wheels. TPMS pressures and warnings 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. After-market 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.

26. Odometer/Trip Odometer

The odometer shows the total distance the vehicle has been driven.

The trip odometer shows individual trip mileage. To toggle between the odometer and the trip odometer,

press the Odometer/Trip Odometer Button. To reset the Trip Odometer, press and hold the button while in trip mode, until the Trip Odometer resets.

If the vehicle diagnostic system determines that the fuel filler cap is loose, improperly installed, or damaged, GASCAP will be displayed in the instrument cluster. Tighten the fuel filler cap properly and press the odometer reset button to turn the GASCAP message off. If the problem continues, the message will appear the next time the vehicle is started.

U.S. federal regulations require that upon transfer of vehicle ownership, the seller certify to the purchaser the correct mileage that the vehicle has been driven. Therefore, if the odometer reading is changed during repair or replacement, be sure to keep a record of the reading before and after the service so that the correct mileage can be determined.

27. Malfunction Indicator Light

This light is part of an onboard diagnostic system which monitors the emissions and engine control system. If the vehicle is ready for emissions testing the light will come on when the ignition is first turned on and remain on, as a bulb check, until the engine is started. If the vehicle is not ready for emissions testing the light will come on when the ignition is first turned on and remain on for 15 seconds, then blink for 10 seconds, and remain on until the vehicle is started. If the bulb does not come on during starting, have the condition investigated promptly.

If this light comes on and remains on while driving, it suggests a potential engine control problem and the need for system service.

Although your vehicle will usually be drivable and not need towing, see your dealer for service as soon as possible.

CAUTION!

Prolonged driving with the MIL on could cause damage to the engine control system. It also could affect fuel economy and driveability.

If the MIL is flashing, severe catalytic converter damage and power loss will soon occur. Immediate service is required.

28. Cruise Indicator Light — If Equipped
This indicator lights when the electronic speed control system is turned on.

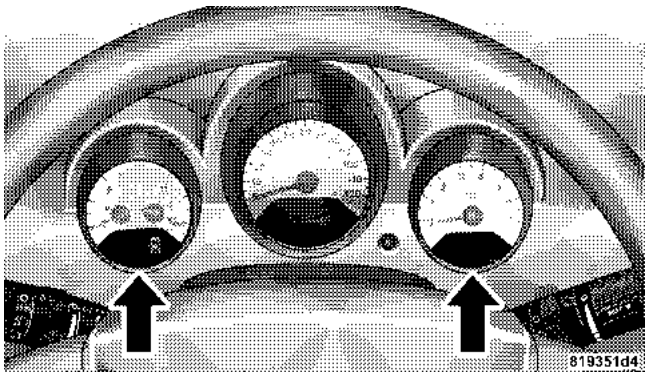
29. Odometer/Trip Odometer Reset Button
Press this button to change the display from odometer to either of the two trip odometer settings. When the trip odometer is displayed, press once for Trip A, and press again for Trip B. If the instrument cluster is a base cluster (no separate compass/temperature display), press the button a third time for outside Ambient Temperature on the odometer display. 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.

Press this button to view the compass display (if equipped). Refer to "Compass/Trip Computer" in this section.

30. Compass/Trip Computer or Electronic Vehicle Information Center (EVIC) Display—If Equipped
When the appropriate conditions exist, this display shows the Compass/Trip Computer or Electronic Vehicle Information Center (EVIC) messages.

COMPASS AND TRIP COMPUTER — IF EQUIPPED

The Compass/Trip Computer features a driver-interactive display (displays information on outside temperature, compass direction, and trip information). It is located on the lower left part of the cluster below the fuel and engine temperature gauge, and the tachometer.



Compass/Trip Computer Display

The compass/trip computer, when the appropriate conditions exist, will show the following messages in the odometer display:

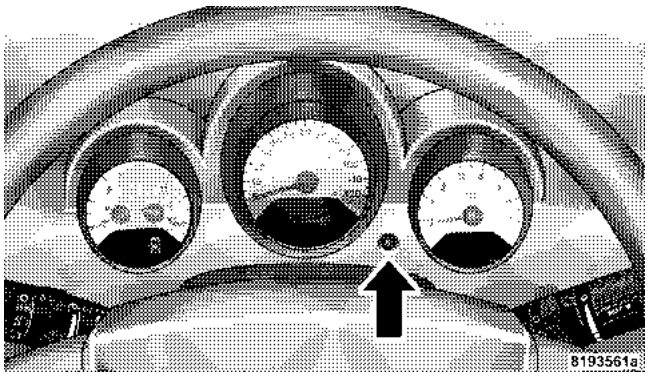
- Door Ajar (door)
- Lift Gate Ajar (gATE)

- Loose Fuel Cap (gASCAP)

These messages can be manually turned off by pressing the right button (on the instrument cluster).

Control Buttons

Press and release the odometer/trip odometer reset button (right side of the instrument cluster) to access the compass/trip computer displays.



Display Button

Trip Conditions

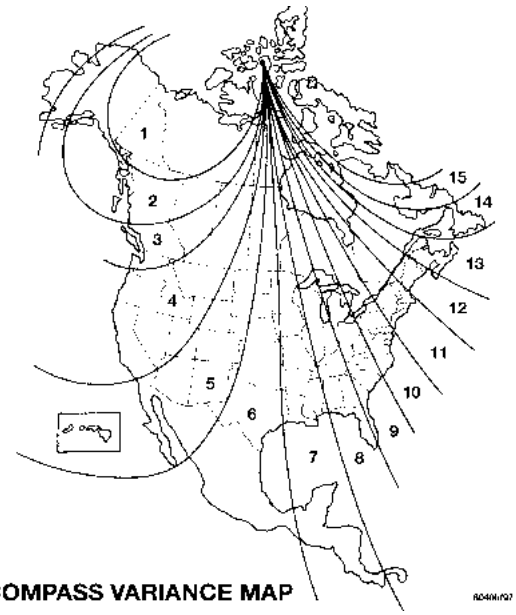
Trip Odometer (ODO)
This display shows the distance traveled since the last reset. Press and release the right button (on the instrument cluster) to switch from odometer, to trip A or trip B. Press and hold the right button while the odometer/trip odometer is displayed to reset.

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.

Compass/Temperature Display

Compass Variance
Compass Variance is the difference between magnetic North and Geographic North. In some areas of the country, the difference between magnetic and geographic North is great enough to cause the compass to give false readings. In order to ensure compass accuracy, the compass variance should be properly set according to the compass variance map zone that the vehicle is in.



COMPASS VARIANCE MAP

NOTE: Magnetic materials should be kept away from the top of the right rear quarter window. This is where the compass sensor is located.

To Set the Variance

Start the engine, and leave the transmission in the P (Park) position. Press and hold (approximately ten seconds) the odometer/trip odometer reset button until the current variance zone number is displayed. To change the zone, press and release the odometer/trip odometer reset button to increment the variance one step. Repeat as necessary, until the desired variance is achieved.

NOTE: The factory default zone is 8. During programming, the zone value will wrap around from zone 15 to zone 1.

Compass Calibration

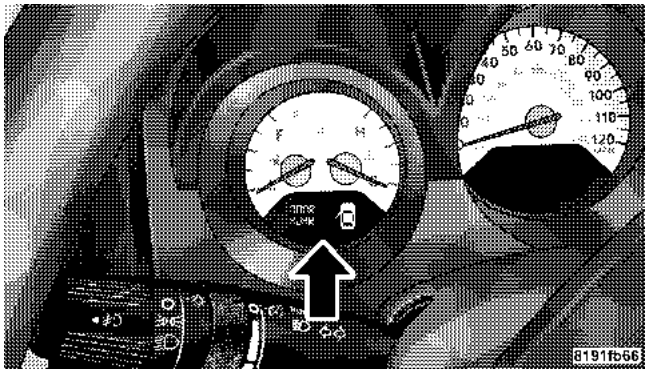
If the compass appears erratic, inaccurate or abnormal, you may wish to calibrate the compass. Prior to calibrating the compass make sure the proper zone is selected.

To Manually Calibrate the Compass

Start the engine, and leave the transmission in the P (Park) position. Press and hold (approximately 10 seconds) the odometer/trip odometer reset button until the current variance zone number is displayed. Release the odometer/trip odometer reset button, then press and hold again (approximately 10 seconds), until the direction is displayed with the "CAL" indicator on continuously in the display. To complete the compass calibration, drive the vehicle in one or more complete 360 degree circles under 5 mph (8 km/h) in an area free from power lines, large metallic objects, until the "CAL" indicator turns off. The compass will now function normally.

ELECTRONIC VEHICLE INFORMATION CENTER (EVIC) — IF EQUIPPED

The Electronic Vehicle Information Center (EVIC) features a driver-interactive display. It is located on the instrument cluster in the lower half of the fuel/coolant temperature gauge.



Vehicles equipped with steering wheel mounted buttons (described in this section) are also equipped with the EVIC. The EVIC consists of the following:

- System Status
- Vehicle information warning message displays
- Tire Pressure Monitor System (If Equipped)
- Personal Settings (Customer Programmable Features)
- Compass display
- Outside temperature display
- Trip computer functions
- UConnect™ hands-free communication system displays (If Equipped)
- Navigation 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:

Press and release the MENU button and the mode displayed will change between Trip Functions, Navigation (if equipped), System Status, Personal Settings, and Telephone (if equipped).

Press the FUNCTION SELECT button to accept a selection. Also, the FUNCTION SELECT button changes the current CD track being played (if so equipped) when the EVIC is in the Compass/Temp/Audio screen.

Press the SCROLL button to scroll through Trip Functions, Navigation (if equipped), System Status Messages, and Personal Settings (Customer Programmable Features).

Press and release the COMPASS/ TEMPERATURE button to display one of eight compass readings and the outside temperature.

Electronic Vehicle Information Center (EVIC) Displays

When the appropriate conditions exist, the Electronic Vehicle Information Center (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)
- Personal Settings Not Available – Vehicle Not in Park
- Left/Right Front Door Ajar (one or more, with a single chime if speed is above 1 mph)
- Left/Right Rear Door Ajar (one or more, with a single chime if speed is above 1 mph)
- Door(s) Ajar (with a single chime if vehicle is in motion)
- Liftgate Ajar (with a single chime)
- Left Front Low Pressure (with a single chime). Refer to “Tire Pressure Monitoring System” in Section 5 of this manual.
- Left Rear Low Pressure (with a single chime). Refer to “Tire Pressure Monitoring System” in Section 5 of this manual.

- Right Front Low Pressure (with a single chime). Refer to "Tire Pressure Monitoring System" in Section 5 of this manual.
- Right Rear Low Pressure (with a single chime). Refer to "Tire Pressure Monitoring System" in Section 5 of this manual.
- Check TPM System (with a single chime). Refer to "Tire Pressure Monitoring System" in Section 5 of this manual.
- Check Gascap (refer to "Adding Fuel" in Section 5 of this manual for more details)

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 “US” 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 3 seconds of resetting the currently displayed function (>Reset ALL will display during this 3 second window).

Compass Display

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.

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° 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.

Manual Compass Calibration
If the compass appears erratic and the "CAL" message does not appear in the EVIC display, you must put the compass into the Calibration Mode manually as follows:

1. Turn on the ignition switch.

2. Press the MENU button until Personal Settings (Customer Programmable Features) menu is reached.

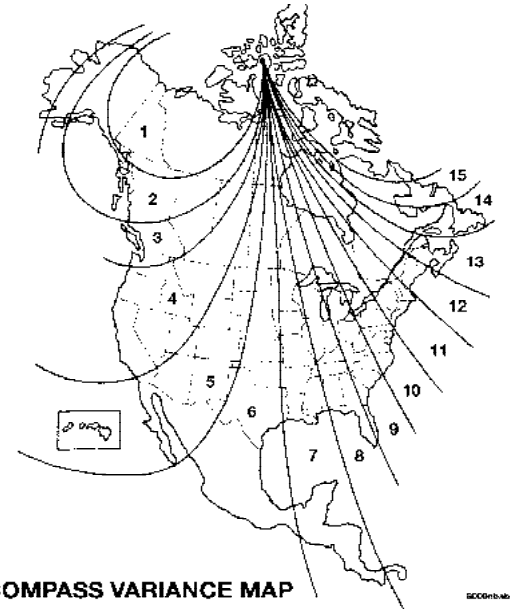
3. Press the SCROLL button until "Calibrate Compass" displays in the EVIC.

4. Press and release the FUNCTION SELECT button to start the calibration. The message "CAL" will display in the EVIC.

5. Complete one or more 360° turns (in an area free from large metal or metallic objects) until the "CAL" message turns off. The compass will now function normally.

Compass Variance
Compass Variance is the difference between magnetic North and Geographic North. In some areas of the country, the difference between magnetic and geographic North is great enough to cause the compass to give false readings. If this occurs, the compass variance must be set using the following procedure:

NOTE: Magnetic materials should be kept away from the top of the right rear quarter window. 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 2 seconds.

3. Press the SCROLL button until “Compass Variance” message and the last variance zone number displays in the EVIC.

4. Press and release FUNCTION SELECT button until the proper variance zone is selected according to the map.

5. Press and release the compass button to exit.

Telephone — If Equipped

Press and release the MENU button until “Telephone” displays in the EVIC.

When the appropriate conditions exist, the EVIC provides the following telephone information:

- Phone status: idle, voice mail, roaming, battery strength, and signal strength in increments of 20 percent.
- Call status: Incoming call, connecting, connected, air time in minutes and seconds, call ended, call failed, roaming, and no phone connection.
- UConnect Active.
- Caller ID phone number display.

When the appropriate conditions exist, and if supported by the cell phone, the EVIC will display the following telephone symbols:

Signal Strength

The EVIC displays this symbol to indicate the signal strength of the UConnect™ phone. The number of horizontal bars increases as the strength of the UConnect™ phone signal increases.

Incoming Call

The EVIC displays this symbol to indicate an incoming call.

Analog

The EVIC displays this symbol to indicate that the UConnect™ phone is currently in analog mode.

Roaming

The EVIC displays this symbol to indicate that the UConnect™ phone is currently roaming.

Voice Mail

The EVIC displays this symbol to indicate that you have voice mail.

Text Message

The EVIC displays this symbol to indicate a text message.

Battery Strength

The EVIC displays this symbol to indicate the battery strength of the UConnect™ phone.

Call in Progress

The EVIC displays this symbol to indicate that a phone connection has been made.

Phone Not Available

The EVIC displays this symbol to indicate that the Connect™ phone is currently not available.

Personal Settings (Customer Programmable Features)

Personal Settings allows the driver to set and recall features when the transmission is in PARK.

Press and release the MENU button until Personal Settings displays in the EVIC.

Use the SCROLL 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 FUNCTION SELECT button while in this display to select English, Espanol, or Francais. Then, as you continue, the information will display in the selected language.

NOTE: The EVIC will not change the UConnect™ language selection. Please refer to "Language Selection" in the HANDS–FREE COMMUNICATION (UConnect™) section of this manual for details.

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 FUNCTION 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 P (Park) or N (Neutral) position and the driver’s door is opened. To make your selection, press and release the FUNCTION 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 unlock button. When Driver Door 1st Press is selected, you must press of the remote keyless entry 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 remote keyless entry unlock button. To make your selection, press and release the FUNCTION SELECT button until “Driver Door 1st Press” or “All Doors 1st Press” appears.

Sound Horn with Remote Key Lock
When ON is selected, a short horn sound will occur when the remote keyless entry “Lock” button is pressed. This feature may be selected with or without the flash lights on lock/unlock feature. To make your selection, press and release the FUNCTION SELECT button until “ON” or “OFF” 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 remote keyless entry transmitter. This feature may be selected with or without the sound horn on lock feature selected. To make your selection, press and release the FUNCTION 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 FUNCTION SELECT button until “0,” “30,” “60,” or “90” appears.

Turn Headlights On with Remote Key Unlock
When this feature is selected, the headlights will activate and remain on for up to 90 seconds when the doors are unlocked with the remote keyless entry transmitter. To make your selection, press and release the FUNCTION SELECT button until “OFF,” “30 sec.,” “60 sec.,” or “90 sec.” 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 60 minutes after the ignition switch is turned off. Opening a vehicle door will cancel this feature. To make your selection, press and release the FUNCTION SELECT button until “Off,” “45 sec.,” “5 min.,” or “10 min.” appears.

Confirmation of Voice Commands — If Equipped
When ON is selected, all voice commands from the UConnect™ system are confirmed. To make your selection, press and release the FUNCTION SELECT button until “ON” or “OFF” appears.

Display Units of Measure in
The EVIC, odometer, and navigation system (if equipped) can be changed between English and Metric units of measure. To make your selection, press and release the FUNCTION SELECT button until “US” or “METRIC” appears.

RADIO GENERAL INFORMATION

Radio Broadcast Signals

Your new radio will provide excellent reception under most operating conditions. Like any system, however, car radios have performance limitations, due to mobile operation and natural phenomena, which might lead you to believe your sound system is malfunctioning. To help you understand and save you concern about these "apparent" malfunctions, you must understand a point or two about the transmission and reception of radio signals.

Two Types of Signals

There are two basic types of radio signals... AM or Amplitude Modulation, in which the transmitted sound causes the amplitude, or height, of the radio waves to vary... and FM or Frequency Modulation, in which the frequency of the wave is varied to carry the sound.

Electrical Disturbances

Radio waves may pick up electrical disturbances during transmission. They mainly affect the wave amplitude, and thus remain a part of the AM reception. They interfere very little with the frequency variations that carry the FM signal.

AM Reception

AM sound is based on wave amplitude, so AM reception can be disrupted by such things as lightning, power lines and neon signs.

FM Reception

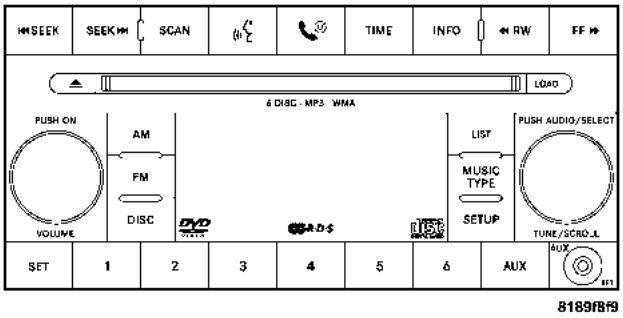
Because FM transmission is based on frequency variations, interference that consists of amplitude variations can be filtered out, leaving the reception relatively clear, which is the major feature of FM radio.

NOTE: The radio, steering wheel radio controls (if equipped), and 6 disc CD/DVD changer (if equipped)

will remain active for up to 10 minutes after the ignition switch has been turned off. Opening a vehicle front door will cancel this feature.

SALES CODE REQ — AM/FM STEREO RADIO AND 6–DISC CD/DVD CHANGER (MP3/WMA AUX JACK)

NOTE: The radio sales code is located on the lower right side of your radio faceplate.



REQ Radio

Operating Instructions - Radio Mode

NOTE: The ignition switch must be in the ON or ACC position to operate the radio.

Power Switch/Volume Control (Rotary)
Press the ON/VOL control to turn the radio ON. Press the ON/VOL a second time to turn OFF the radio.

Electronic Volume Control
The electronic volume control turns continuously (360 degrees) in either direction without stopping. Turning the volume control to the right increases the volume and to the left decreases it.

When the audio system is turned on, the sound will be set at the same volume level as last played.

SEEK Buttons (Radio Mode)
Press and release the SEEK buttons to search for the next listenable station in AM/FM mode. Press the right switch to seek up and the left switch to seek down. The radio will remain tuned to the new station until you make another selection. Holding either button will bypass stations without stopping until you release it.

SCAN Button (Radio Mode)
Pressing the SCAN button causes the tuner to search for the next listenable station, in either AM, FM or Satellite (if equipped) frequencies, pausing for 5 seconds at each listenable station before continuing to the next. To stop the search, press SCAN a second time.

INFO Button (Radio Mode)
Press the INFO button for an RDS station (one with call letters displayed). The radio will return a Radio Text message broadcast from an FM station (FM mode only).

TIME Button
Press the TIME button and the time of day will be displayed. In AM or FM mode, pressing the TIME button will switch between the time and frequency displays.

Clock Setting Procedure

1. Press and hold the TIME button, until the hours blink.

2. Adjust the hours by turning the right side TUNE control knob.

3. After the hours are adjusted, press the right side TUNE control knob to set the minutes. The minutes will begin to blink.

4. Adjust the minutes using the right side TUNE control knob. Press the TUNE control knob to save time change.

5. To exit, press any button/knob or wait 5 seconds.

The clock can also be set by pressing the SETUP button and selecting the "SET HOME CLOCK" entry. Once in this display follow the above procedure, starting at step 2.

RW/FF (Radio Mode)
Pressing the rewind or fast forward button causes the tuner to search for the next frequency in the direction of the arrows. This feature operates in either AM, FM or Satellite (if equipped) frequencies.

TUNE Control (Radio Mode)
Turn the right side rotary control clockwise to increase or counter-clockwise to decrease the frequency.

Setting the Tone, Balance, and Fade
Press the rotary TUNE control knob and BASS will display. Turn the TUNE control knob to the right or left to increase or decrease the Bass tones.

Press the rotary TUNE control knob a second time and MID will display. Turn the TUNE control knob to the right or left to increase or decrease the Mid Range tones.

Press the rotary TUNE control knob a third time and TREBLE will display. Turn the TUNE control knob to the right or left to increase or decrease the Treble tones.

Press the rotary TUNE control knob a fourth time and BALANCE will display. Turn the TUNE control knob to the right or left to adjust the sound level from the right or left side speakers.

Press the rotary TUNE control knob a fifth time and FADE will display. Turn the TUNE control knob to the left or right to adjust the sound level between the front and rear speakers.

Press the rotary TUNE control knob again to exit setting tone, balance and fade.

MUSIC TYPE Button (Radio Mode)
Pressing this button once will turn on the Music Type mode for 5 seconds. Pressing the Music Type button or turning the TUNE control knob within 5 seconds will allow the program format type to be selected. Many radio stations do not currently broadcast Music Type information.

Toggle the Music Type button to select the following format types:

Program Type	16 Digit-Character Display
No program type or undefined	None
Adult Hits	Adlt Hit
Classical	Classicl
Classic Rock	Cls Rock
College	College
Country	Country
Foreign Language	Language
Information	Inform
Jazz	Jazz
News	News
Nostalgia	Nostalga
Oldies	Oldies
Personality	Persnlty
Public	Public

Rhythm and Blues	R & B
Religious Music	Rel Musc
Religious Talk	Rel Talk
Rock	Rock
Soft	Soft
Soft Rock	Soft Rck
Soft Rhythm and Blues	Soft R&B
Sports	Sports
Talk	Talk
Top 40	Top 40
Weather	Weather

By pressing the SEEK button when the Music Type icon is displayed, the radio will be tuned to the next frequency station with the same selected Music Type name. The Music Type function only operates when in the FM mode.

If a preset button is activated while in the Music Type (Program Type) mode, the Music Type mode will be exited and the radio will tune to the preset station.

SETUP Button

Pressing the SETUP button allows you to select between the following items:

NOTE: Use Tune Control Knob to scroll through the entries, and push Audio/Select button to select an entry and make changes.

- **DVD Enter -** When the disc is in DVD Menu mode, selecting DVD Enter will allow you to play the current highlighted selection. Use the remote control to scroll up and down the menu (If Equipped).

- **DISC Play/Pause -** You can toggle between playing the DVD or pausing the DVD, by pushing the SELECT button (If Equipped).

- **DVD Play Options -** Selecting the DVD Play Options will display the following:
  - Subtitle – Repeatedly Pressing SELECT will switch subtitles to different subtitle languages that are available on the disc (If Equipped).
  - Audio Stream – Repeatedly Pressing SELECT will switch to different audio languages (if supported on the disc) (If Equipped).
  - Angle – Repeatedly Pressing SELECT will change the viewing angle if it is supported by the DVD disc (If Equipped).

NOTE: The available selections for each of the above entries varies depending upon the disc.

NOTE: These selections can only be made while playing a DVD.

- **VES Power -** Allows you to turn VES ON and OFF (If Equipped).
- **VES Lock -** Locks out rear VES remote controls (If Equipped).
- **VES CH1/CH2 -** Allows the user to change mode of either the IR1 or IR2, wireless headphones, by pressing the Audio/Select button (If Equipped).
- **Set Home Clock -** Pressing the SELECT button will allow user to set the clock. Turn TUNE control knob to adjust the hours then press and turn the TUNE control knob to adjust the minutes. Press the TUNE control knob again to save changes.
- **Player Defaults -** Selecting this item will allow the user to scroll through the following items, and set defaults according to customer preference.

Menu Language — If Equipped

Selecting this item will allow the user to choose the default startup DVD menu language (effective only if language supported by disc). If customer wishes to select a language not listed, then scroll down and select ″other″. Enter the 4 digit country code using the TUNE control knob to scroll up and down to select the # and then push to select.

Audio Language — If Equipped

Selecting this item will allow the user to choose a default audio language (effective only if language supported by disc). If customer wishes to select a language not listed, then scroll down and select ″other″. Enter the country code using the TUNE control knob to scroll up and down to select the # and then push to select.

Subtitle Language — If Equipped

Selecting this item will allow the user to choose a default subtitle language (effective only if language supported by disc). If customer wishes to select a language not listed, then scroll down and select ″other″. Enter the country code using the TUNE control knob to scroll up and down to select the # and then push to select.

Subtitles — If Equipped

Selecting this item will allow the user to choose between subtitle OFF or ON.

Audio DRC — If Equipped

Selecting this item will allow the user to limit maximum audio dynamic range - The default is set to ″High″ and under this setting, dialogues are played at 11 db higher than if the setting is ″Normal.″

Aspect Ratio — If Equipped

Selecting this item will allow the user to choose between wide screen, pan scan, and letter box.

AutoPlay — If Equipped

When this is set to ON and a DVD video is inserted, it will bypass the DVD menu screen and automatically play the movie. In some rare cases, the DVD player may not auto play the main title. In such cases, use the menu button on the remote control to select desired title to play.

NOTE: The user will have to set these defaults before loading a disc. If changes are made to these settings after a disc is loaded, changes will not be effective. Also, the defaults are effective only if the disc supports the customer preferred settings.

AM and FM Buttons (Radio Mode)
Press buttons to select AM or FM Modes.

SET Button (Radio Mode) — To Set the Push-Button Memory
When you are receiving a station that you wish to commit to push-button memory, press the SET button. The symbol SET 1 will now show in the display window. Select the button (1-6) you wish to lock onto this station and press and release that button. If a button is not selected within 5 seconds after pressing the SET button, the station will continue to play but will not be stored into push-button memory.

You may add a second station to each push-button by repeating the above procedure with this exception: Press the SET button twice and SET 2 will show in the display window. Each button can be set for SET 1 and SET 2 in both AM and FM. This allows a total of 12 AM,12 FM and 12 Satellite (if equipped) stations to be stored into push-button memory. The stations stored in SET 2 memory can be selected by pressing the push-button twice.

Every time a preset button is used a corresponding button number will be displayed.

Buttons 1 - 6 (Radio Mode)
These buttons tune the Radio to the stations that you commit to push-button memory {12 AM, 12 FM, and 12 Satellite (if equipped) stations}.

DISC Button
Pressing the DISC button will allow you to switch from AM/FM modes to Disc modes.

Operation Instructions - (DISC MODE for CD and MP3/WMA Audio Play, DVD-VIDEO)

The radio DVD player and many DVD discs are coded by geographic region. These region codes must match in order for the disc to play. If the region code for the DVD disc does not match the region code for the radio DVD player, it will not play the disc. Customers may take their vehicle to a authorized dealer to change the region code of the player a maximum total of 5 times.

CAUTION!

The radio may shut down during extremely hot conditions. When this occurs, the radio will indicate "Disc Hot" and shut off until a safe temperature is reached. This shutdown is necessary to protect the optics of the DVD player and other radio internal components.

NOTE: The ignition switch must be in the ON or ACC position to operate the radio.

LOAD Button — Loading Compact Disc(s)
Press the LOAD button and the push-button with the corresponding number (1-6) where the CD is being loaded. The radio will display PLEASE WAIT and prompt when to INSERT DISC. After the radio displays "INSERT DISC," insert the CD into the player.

Radio display will show "LOADING DISC" when the disc is loading and "READING DISC" when the radio is reading the disc.

CAUTION!

- **This CD player will accept 4 3/4 inch (12 cm) discs only. The use of other sized discs may damage the CD player mechanism.**

Eject Button — Ejecting Compact Disc(s)

Press the eject button and the push-button with the corresponding number (1-6) where the CD was loaded and the disc will unload and move to the entrance for easy removal. Radio display will show "EJECTING DISC" when the disc is being ejected and prompt the user to remove the disc.

Press and hold the eject button for 5 seconds and all CDs will be ejected from the radio.

The disc can be ejected with the radio and ignition OFF.

SEEK Button (CD MODE)

Press the right SEEK button for the next selection on the CD. Press the left SEEK button to return to the beginning of the current selection, or return to the beginning of the previous selection if the CD is within the first second of the current selection. Pressing and holding the SEEK button will allow to scroll through tracks faster in CD, MP3/MWA modes.

SCAN Button (CD MODE)

Press the Scan button to scan through each track on the CD currently playing.

TIME Button (CD MODE)

Press this button to change the display from a large CD playing time display to a small CD playing time display.

RW/FF (CD MODE)
Press and hold FF (Fast Forward) and the CD player will begin to fast forward until FF is released or RW or another CD button is pressed. The RW (Reverse) button works in a similar manner.

AM or FM Button (CD MODE)
Switches the Radio to the Radio mode.

RND Button (Random Play Button) (CD MODE)
Press this button while the CD is playing to activate Random Play. This feature plays the selections on the compact disc in random order to provide an interesting change of pace.

Press the right SEEK button to move to the next randomly selected track.

Press the RND button a second time to stop Random Play.

Notes On Playing MP3/WMA Files

The radio can play MP3/WMA files, however, acceptable MP3/WMA file recording media and formats are limited. When writing MP3/WMA files, pay attention to the following restrictions.

Supported Media (Disc Types)
The MP3/WMA file recording media supported by the radio are CDDA, CD-R, CD-RW, MP3,WMA, DVD Video, DVD-R, DVD-RW, DVD+R, DVD+RW, and CDDA+MP3.

Supported Medium Formats (File Systems)
The medium formats supported by the radio are ISO 9660 Level 1 and Level 2 and includes the Joliet extension. When reading discs recorded using formats other than ISO 9660 Level 1 and Level 2, the radio may fail to read files properly and may be unable to play the file normally. UDF and Apple HFS formats are not supported.

The radio uses the following limits for file systems:

- Maximum number of directory levels: 8
- Maximum number of files: 255
- Maximum number of folders: 100
- Maximum number of characters in file/folder names:
  - Level 1: 12 (including a separator "." and a 3-character extension)
  - Level 2: 31 (including a separator "." and a 3-character extension)

Multisession disc formats are supported by the radio. Multisession discs may contain combinations of normal CD audio tracks and computer files (including MP3/WMA files). Discs created with an option such as "keep disc open after writing" are most likely multisession discs. The use of multisession for CD audio or MP3/WMA playback may result in longer disc loading times.

If a disc contain multi formats, such as CD audio and mp3/wma tracks, the radio will only play the mp3/wma tracks on that disc.

Supported MP3/WMA File Formats

The radio will recognize only files with the *.MP3/WMA extension as MP3/WMA files. Non-MP3/WMA files named with the *.MP3/WMA extension may cause playback problems. The radio is designed to recognize the file as an invalid MP3/WMA and will not play the file.

When using the MP3/WMA encoder to compress audio data to an MP3/WMA file, the bit rate and sampling frequencies in the following table are supported. In addition, variable bit rates (VBR) are also supported. The majority of MP3/WMA files use a 44.1 kHz sampling rate and a 192, 160, 128, 96 or VBR bit rates.

MPEG Specification	Sampling Frequency (kHz)	Bit rate (kbps)
MPEG-1 Audio Layer 3	48, 44.1, 32	320, 256, 224, 192, 160, 128, 112, 96, 80, 64, 56, 48
MPEG-2 Audio Layer 3	24, 22.05, 16	160, 128, 144, 112, 96, 80, 64, 56, 48
WMA Specification	**Sampling Frequency (kHz)**	**Bit Rate (kbps)**
WMA	44.1 and 48	48, 64, 96, 128, 160, 192 VBR

ID3 Tag information for artist, song title and album title are supported for version 1 ID3 tags. ID3 version 2 is not supported by the radios.

Playlist files are not supported. MP3 Pro files are not supported.

Playback of MP3/WMA Files

When a medium containing MP3/WMA data is loaded, the radio checks all files on the medium. If the medium contains a lot of folders or files, the radio will take more time to start playing the MP3/WMA files.

Loading times for playback of MP3/WMA files may be affected by the following:

- Media - CD-RW media may take longer to load than CD-R media
- Medium formats - Multisession discs may take longer to load than non-multisession discs
- Number of files and folders - Loading times will increase with more files and folders

To increase the speed of disc loading, it is recommended to use CD-R media and single-session discs. To create a single-session disc, enable the Disc at Once option before writing to the disc.

LIST Button (DISC Mode for MP3/WMA Play)

Pressing the LIST button will bring up a list of all folders on the disc. Scrolling up or down the list is done by turning the TUNE control knob. Selecting a folder by pressing the TUNE control knob will begin playing the files contained in that folder (or the next folder in sequence if the selection does not contain playable files).

The folder list will time out after 5 seconds.

INFO Button (DISC Mode for MP3/WMA Play)

Pressing the INFO button repeatedly will scroll through the following TAG information: Song Title, Artist, File Name, and Folder Name (if available).

Press the INFO button once more to return to ″elapsed time″ priority mode.

Press and hold the INFO button for 3 seconds or more and radio will display song titles for each file.

Press and hold the INFO button again for 3 seconds to return to ″elapsed time″ display.

Operation Instructions - Auxiliary Mode

The auxiliary (AUX) jack is an audio input jack, which allows the user to plug in a portable device such as an MP3/WMA player, cassette player or microphone and utilize the vehicle's audio system to amplify the source and play through the vehicle speakers.

Pushing the AUX button will change the mode to auxiliary device if the AUX jack is connected.

NOTE: The AUX device must be turned on and the device's volume set to proper level. If the AUX audio is not loud enough, turn the device's volume up. If the AUX audio sounds distorted, turn the device's volume down.

SEEK Button (Auxiliary Mode)

No function.

SCAN Button (Auxiliary Mode)
No function.

EJECT Button (Auxiliary Mode)
No function.

PSCAN Button (Auxiliary Mode)
No function.

TIME Button (Auxiliary Mode)
Press this button to change the display from elapsed playing time to time of day. The time of day will be displayed for 5 seconds.

RW/FF (Auxiliary Mode)
No function.

SET Button (Auxiliary Mode)
No function.

Operating Instructions - Hands Free Phone (If Equipped)
Refer to Hands Free Phone in Section 3 of the Owner's Manual.

Operating Instructions - Satellite Radio Mode (If Equipped)
Refer to the Satellite Radio section of the Owner's Manual.

Operating Instructions - Video Entertainment System (VES®) (If Equipped)
Refer to separate Video Entertainment System (VES®) Guide.

Dolby
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DTS
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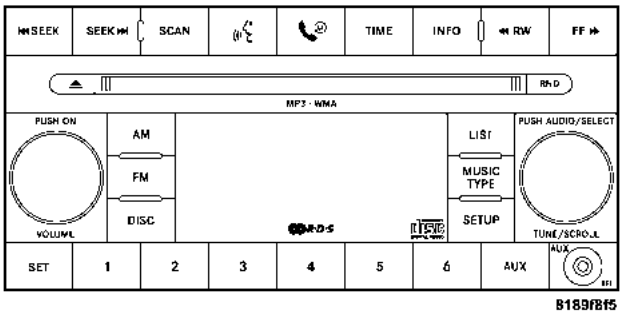
SALES CODE RES — AM/FM STEREO RADIO WITH CD PLAYER (MP3 AUX JACK)

NOTE: The radio sales code is located on the lower right side of your radio faceplate.



RES Radio

Operating Instructions - Radio Mode

NOTE: The ignition switch must be in the ON or ACC position to operate the radio.

Power Switch/Volume Control (Rotary)
Press the ON/VOLUME control knob to turn the radio on. Press the ON/VOLUME control knob a second time to turn the radio off.

Electronic Volume Control
The electronic volume control turns continuously (360 degrees) in either direction without stopping. Turning the ON/VOLUME control knob to the right increases the volume and to the left decreases it.

When the audio system is turned on, the sound will be set at the same volume level as last played.

SEEK Buttons
Press and release the SEEK buttons to search for the next listenable station in AM/FM mode. Press the right switch to seek up and the left switch to seek down. The radio will remain tuned to the new station until you make another selection. Holding either button will bypass stations without stopping until you release it.

SCAN Button
Pressing the SCAN button causes the tuner to search for the next listenable station, in either AM or FM frequencies, pausing for 5 seconds at each listenable station before continuing to the next. To stop the search, press SCAN a second time.

INFO Button
Press the INFO button for an RDS station (one with call letters displayed). The radio will return a Radio Text message broadcast from an FM station (FM mode only).

TIME Button
Press the TIME button and the time of day will be displayed. In AM or FM mode, pressing the TIME button will switch between the time and frequency displays.

Clock Setting Procedure

1. Press and hold the TIME button, until the hours blink.

2. Adjust the hours by turning the right side TUNE control knob.

3. After the hours are adjusted, press the right side TUNE control knob to set the minutes. The minutes will begin to blink.

4. Adjust the minutes using the right side TUNE control knob. Press the TUNE control knob to save time change.

5. To exit, press any button/knob or wait 5 seconds.

The clock can also be set by pressing the SETUP button, and selecting SET CLOCK. Once in this display follow the above procedure, starting at step 2.

RW/FF
Pressing the RW (Rewind) or FF (Fast Forward) buttons causes the tuner to search for the next frequency in the direction of the arrows. This feature operates in either AM or FM frequencies.

TUNE Control
Turn the right side rotary control clockwise to increase or counter-clockwise to decrease the frequency.

Setting the Tone, Balance, and Fade
Press the rotary TUNE control knob and BASS will display. Turn the TUNE control knob to the right or left to increase or decrease the Bass tones.

Press the rotary TUNE control knob a second time and MID will display. Turn the TUNE control knob to the right or left to increase or decrease the Mid Range tones.

Press the rotary TUNE control knob a third time and TREBLE will display. Turn the TUNE control knob to the right or left to increase or decrease the Treble tones.

Press the rotary TUNE control knob a fourth time and BALANCE will display. Turn the TUNE control knob to the right or left to adjust the sound level from the right or left side speakers.

Press the rotary TUNE control knob a fifth time and FADE will display. Turn the TUNE control knob to the left or right to adjust the sound level between the front and rear speakers.

Press the rotary TUNE control knob again to exit setting tone, balance and fade.

MUSIC TYPE Button

Pressing this button once will turn on the Music Type mode for 5 seconds. Pressing the Music Type button or turning the TUNE control knob within 5 seconds will allow the program format type to be selected. Many radio stations do not currently broadcast Music Type information.

Toggle the Music Type button to select the following format types:

Program Type	16 Digit-Character Display
No program type or undefined	None
Adult Hits	Adlt Hit
Classical	Classicl
Classic Rock	Cls Rock
College	College
Country	Country
Foreign Language	Language
Information	Inform
Jazz	Jazz
News	News
Nostalgia	Nostalga
Oldies	Oldies
Personality	Persnlty
Public	Public

Rhythm and Blues	R & B
Religious Music	Rel Musc
Religious Talk	Rel Talk
Rock	Rock
Soft	Soft
Soft Rock	Soft Rck
Soft Rhythm and Blues	Soft R&B
Sports	Sports
Talk	Talk
Top 40	Top 40
Weather	Weather

By pressing the SEEK button when the Music Type icon is displayed, the radio will be tuned to the next frequency station with the same selected Music Type name. The Music Type function only operates when in the FM mode.

If a preset button is activated while in the Music Type (Program Type) mode, the Music Type mode will be exited and the radio will tune to the preset station.

SETUP Button
Pressing the SETUP button allows you to select between the following items:

- **Set Clock** — Pressing the SELECT button will allow user to set the clock. Turn TUNE control knob to adjust the hours then press and turn the TUNE control knob to adjust the minutes. Press the TUNE control knob again to save changes.

AM and FM Buttons
Press buttons to select AM or FM Modes.

SET Button — To Set the Push-Button Memory
When you are receiving a station that you wish to commit to push-button memory, press the SET button. The symbol SET 1 will now show in the display window.

Select the button (1-6) you wish to lock onto this station and press and release that button. If a button is not selected within 5 seconds after pressing the SET button, the station will continue to play but will not be stored into push-button memory.

You may add a second station to each push-button by repeating the above procedure with this exception: Press the SET button twice and SET 2 will show in the display window. Each button can be set for SET 1 and SET 2 in both AM and FM. This allows a total of 12 AM and 12 FM stations to be stored into push-button memory. The stations stored in SET 2 memory can be selected by pressing the push-button twice.

Every time a preset button is used a corresponding button number will be displayed.

Buttons 1 - 6

These buttons tune the radio to the stations that you commit to push-button memory {12 AM and 12 FM stations}.

DISC Button

Pressing the DISC button will allow you to switch from AM/FM modes to Disc modes.

Operation Instructions - CD MODE for CD and MP3 Audio Play

NOTE: The ignition switch must be in the ON or ACC position to operate the radio.

NOTE: This Radio is capable of playing compact discs (CD), recordable compact discs (CD-R), rewritable compact discs (CD-RW) compact discs with MP3 tracks and multisession compact discs with CD and MP3 tracks.

Inserting Compact Disc(s)

Gently insert one CD into the CD player with the CD label facing up. The CD will automatically be pulled into the CD Player and the CD icon will illuminate on the radio display. If a CD does not go into the slot more than an inch, a disc may already be loaded and must be ejected before a new disc can be loaded.

If you insert a disc with the ignition ON and the radio ON, the unit will switch from radio to CD mode and begin to play when you insert the disc. The display will show the disc number, the track number, and index time in minutes and seconds. Play will begin at the start of track 1.

CAUTION!

- **This CD player will accept 4 3/4 inch (12 cm) discs only. The use of other sized discs may damage the CD player mechanism.**
- **Do not use adhesive labels. These labels can peel away and jam the player mechanism.**
- **RES is a single CD player. Do not attempt to insert a second CD if one is already loaded.**
- **Dual—media disc types (one side is a DVD, the other side is a CD) should not be used, and can cause damage to the player.**

EJECT Button - Ejecting a CD

Press the EJECT button to eject the CD.

If you have ejected a disc and have not removed it within 10 seconds, it will be reloaded. If the CD is not removed, the radio will reinsert the CD but will not play it.

A disc can be ejected with the radio and ignition OFF.

NOTE: Ejecting with ignition OFF is not allowed on convertible or soft-top models (if equipped).

SEEK Button
Press the right SEEK button for the next selection on the CD. Press the left SEEK button to return to the beginning of the current selection, or return to the beginning of the previous selection if the CD is within the first second of the current selection. Pressing and holding the SEEK button will allow to scroll through tracks faster in CD, MP3 modes.

SCAN Button
Press the Scan button to scan through each track on the CD currently playing.

TIME Button
Press this button to change the display from a large CD playing time display to a small CD playing time display.

RW/FF
Press the RW button to stop the CD at the beginning of the current CD track/title.

Press and hold FF (Fast Forward) and the CD player will begin to fast forward until FF is released or RW or another CD button is pressed. The RW (Reverse) button works in a similar manner.

AM or FM Button
Switches the Radio to the Radio mode.

RND Button (Random Play Button)
Press this button while the CD is playing to activate Random Play. This feature plays the selections on the compact disc in random order to provide an interesting change of pace.

Press the right SEEK button to move to the next randomly selected track.

Press the RND button a second time to stop Random Play.

Notes On Playing MP3 Files

The radio can play MP3 files, however, acceptable MP3 file recording media and formats are limited. When writing MP3 files, pay attention to the following restrictions.

Supported Media (Disc Types)

The MP3 file recording media supported by the radio are CDDA, CD-R, CD-RW, MP3, and CDDA+MP3.

Supported Medium Formats (File Systems)

The medium formats supported by the radio are ISO 9660 Level 1 and Level 2 and includes the Joliet extension. When reading discs recorded using formats other than ISO 9660 Level 1 and Level 2, the radio may fail to read files properly and may be unable to play the file normally. UDF and Apple HFS formats are not supported.

The radio uses the following limits for file systems:

- Maximum number of folder levels: 8
- Maximum number of files: 255
- Maximum number of folders (The radio display of file names and folder names is limited. For large numbers of files and/or folders, the radio may be unable to display the file name and folder name and will assign a number instead. With a maximum number of files, exceeding 20 folders will result in this display. With 200 files, exceeding 50 folders will result in this display.
- Maximum number of characters in file/folder names:
  - Level 1: 12 (including a separator "." and a 3-character extension)

- Level 2: 31 (including a separator "." and a 3-character extension)

Multisession disc formats are supported by the radio. Multisession discs may contain combinations of normal CD audio tracks and computer files (including MP3 files). Discs created with an option such as "keep disc open after writing" are most likely multisession discs. The use of multisession for CD audio or MP3 playback may result in longer disc loading times.

Supported MP3 File Formats

The radio will recognize only files with the *.MP3 extension as MP3 files. Non-MP3 files named with the *.MP3 extension may cause playback problems. The radio is designed to recognize the file as an invalid MP3 and will not play the file.

When using the MP3 encoder to compress audio data to an MP3 file, the bit rate and sampling frequencies in the following table are supported. In addition, variable bit rates (VBR) are also supported. The majority of MP3 files use a 44.1 kHz sampling rate and a 192, 160, 128, 96 or VBR bit rates.

MPEG Specification	Sampling Frequency (kHz)	Bit Rate (kbps)
MPEG-1 Audio Layer 3	48, 44.1, 32	320, 256, 224, 192, 160, 128, 112, 96, 80, 64, 56, 48, 40, 32
MPEG-2 Audio Layer 3	24, 22.05, 16	160, 128, 144, 112, 96, 80, 64, 56, 48, 40, 32, 24, 16, 8

ID3 Tag information for artist, song title and album title are supported for version 1 ID3 tags. ID3 version 2 is not supported by the radios.

Playlist files are not supported. MP3 Pro files are not supported.

Playback of MP3 Files

When a medium containing MP3 data is loaded, the radio checks all files on the medium. If the medium contains a lot of folders or files, the radio will take more time to start playing the MP3 files.

Loading times for playback of MP3 files may be affected by the following:

- Media - CD-RW media may take longer to load than CD-R media
- Medium formats - Multisession discs may take longer to load than non-multisession discs
- Number of files and folders - Loading times will increase with more files and folders

To increase the speed of disc loading, it is recommended to use CD-R media and single-session discs. To create a single-session disc, enable the Disc at Once option before writing to the disc.

LIST Button (CD Mode for MP3 Play)

Pressing the LIST button will bring up a list of all folders on the disc. Scrolling up or down the list is done by turning the TUNE control knob. Selecting a folder by pressing the TUNE control knob will begin playing the files contained in that folder (or the next folder in sequence if the selection does not contain playable files).

The folder list will time out after 5 seconds.

INFO Button (CD Mode for MP3 Play)

Pressing the INFO button repeatedly will scroll through the following TAG information: Song Title, Artist, File Name, and Folder Name (if available).

Press the INFO button once more to return to ″elapsed time″ priority mode.

Press and hold the INFO button for 3 seconds or more and radio will display song titles for each file.

Press and hold the INFO button again for 3 seconds to return to "elapsed time" display.

Operation Instructions - Auxiliary Mode
The auxiliary (AUX) jack is an audio input jack, which allows the user to plug in a portable device such as an MP3 player, or cassette player, and utilize the vehicle's audio system to amplify the source and play through the vehicle speakers.

Pushing the AUX button will change the mode to auxiliary device if the AUX jack is connected.

NOTE: The AUX device must be turned on and the device's volume set to proper level. If the AUX audio is not loud enough, turn the device's volume up. If the AUX audio sounds distorted, turn the device's volume down.

TIME Button (Auxiliary Mode)
Press this button to change the display to time of day. The time of day will be displayed for 5 seconds (when ignition is off).

Operating Instructions - Hands Free Phone (If Equipped)
Refer to Hands Free Phone in Section 3 of the Owner's Manual.

Operating Instructions - Satellite Radio Mode (If Equipped)
Refer to the Satellite Radio section of the Owner's Manual.

Operating Instructions - Video Entertainment System (VES®) (If Equipped)
Refer to separate Video Entertainment System (VES®) Guide.

SALES CODE RER — AM/FM/CD/DVD RADIO WITH NAVIGATION SYSTEM — IF EQUIPPED

NOTE: The radio sales code is located on the lower right side of your radio faceplate.

Satellite Navigation Radio with CD Player with MP3 Capability (RER) - combines a Global-Positioning System-based navigation system with an integrated color screen to provide maps, turn identification, selection menus and instructions for selecting a variety of destinations and routes.

This radio has a hard drive. CD's can be ripped to the hard drive, and the map data comes loaded on the hard drive. Refer to your "Navigation User's Manual" for detailed operating instructions.

Operating Instructions — Satellite Radio

Refer to your "Navigation User's Manual" for detailed operating instructions.

Clock Setting Procedure

The GPS receiver used in this system is synchronized to the time data being transmitted by the GPS satellite. The satellites' clock is Greenwich Mean Time (GMT). This is the worldwide standard for time. This makes the system's clock very accurate once the appropriate time zone and daylight savings information is set.

To manually set the clock, change the time zone, or change daylight savings information, use a ball point pen or similar object to press the hour (H) or minute (M) buttons on the radio. The **Setup** screen appears.

Setting the Clock

1. Turn the ignition switch to the ON or ACC position. Using the tip of a ballpoint pen or similar object, press

either the H button on the faceplate to change the hour or the M button on the faceplate to change the minute.

2. The time setting will increase each time you press the button. Holding either button in will fast forward the setting.

3. If no changes are made within 5 seconds of accessing the **Setup** screen, the screen will time out and you will be taken to the last mode.

NOTE: To reset the clock, select the appropriate time zone and press ENTER. The clock will revert to the accurate time based on the time zone you selected.

Changing the Time Zone

1. Highlight "Clock Setup" and press ENTER.

2. At the **Clock Setup** screen highlight the box next to "Time Zone" and press ENTER.

3. Highlight the appropriate time zone for you location and press ENTER to store your selection. Select "Done" when finished.

NOTE: When you are traveling and enter a new time zone, the cluck must be reset manually for the new zone.

Changing Daylight Savings Time

1. Highlight the box next to "Time" and press ENTER.

2. Select **Daylight Savings** when Daylight Savings Time is in effect or Select **Standard** if Daylight Savings Time is not being observed. press ENTER.

3. Select "Done" when finished.

Select "Done" to exit from the clock setting mode.

SATELLITE RADIO — IF EQUIPPED

Satellite radio uses direct satellite to receiver broadcasting technology to provide clear digital sound, coast to coast. The subscription service provider is Sirius™ Satellite Radio. This service offers up to 100 channels of music, sports, news, entertainment, and programming for children, directly from its satellites and broadcasting studios.

System Activation

Sirius Satellite Radio service is pre-activated, and you may begin listening immediately to the one year of SIRIUS audio service that is included with the factory-installed satellite radio system in your vehicle. Sirius will contact you to supply a welcome kit and to confirm subscription information, including the set up of your on-line listening account at no additional charge. For further information, call the toll-free number 888-539-7474, or visit the Sirius web site at www.sirius.com. Please have the following information available when calling:

1. The Electronic Serial Number/Sirius Identification Number (ESN/SID).

2. Your Vehicle Identification Number.

Electronic Serial Number/Sirius Identification Number (ENS/SID)

The Electronic Serial Number/Sirius Identification Number is needed to activate your Sirius Satellite Radio system. To access the ESN/SID, refer to the following steps:

ESN/SID Access With RSC Radios

With the ignition switch in the ON/RUN or ACCESSORY position and the radio ON, press the SETUP button and scroll using the TUNE control knob until Sirius ID is selected. Press the TUNE control knob and the Sirius ID number will be displayed. The Sirius ID number display will time out in 2 minutes. Press any button on the radio to exit this screen.

Selecting Satellite Mode (RSC Radios)

Press the SAT button until "SAT" appears in the display. A CD may remain in the radio while in the Satellite radio mode.

Satellite Antenna

To ensure optimum reception, do not place items on the roof around the rooftop antenna location or strap items to the trunk lid around the trunk lid antenna (if equipped). Metal objects placed within the line of sight of the antenna will cause decreased performance. Larger luggage items such as bikes should be placed as far rearward as possible, within the loading design of the rack. Do not place items directly on or above the antenna.

Reception Quality

Satellite reception may be interrupted due to one of the following reasons.

- The vehicle is parked in an underground parking structure or under a physical obstacle.
- Dense tree coverage may interrupt reception in the form of short audio mutes.
- Driving under wide bridges or along tall buildings can cause intermittent reception.
- Placing objects over or too close to the antenna can cause signal blockage.

Operating Instructions - Satellite Mode

NOTE: The ignition switch must be in the ON or ACC position to operate the radio.

SEEK Buttons

Press and release the SEEK buttons to search for the next channel in Satellite mode. Press the right switch to seek up and the left switch to seek down. The radio will remain tuned to the new channel until you make another selection. Holding either button will bypass channels without stopping until you release it.

SCAN Button
Pressing the SCAN button causes the tuner to search for the next channel, pausing for 8 seconds before continuing to the next. To stop the search, press SCAN a second time.

INFO Button
Pressing the INFO button will cycle between Artist, Song Title, and Composer (if available) information. Also, pressing and holding the INFO button for an additional 3 seconds will make the radio display the Song Title all of the time (press and hold again to return to normal display).

RW/FF
Pressing the RW (Rewind) or FF (Fast Forward) buttons causes the tuner to search for the next channel in the direction of the arrows.

TUNE Control (Rotary)
Turn the right side rotary control clockwise to increase or counter-clockwise to decrease the channel.

MUSIC TYPE Button
Pressing this button once will turn on the Music Type mode for 5 seconds. Pressing the MUSIC TYPE button or turning the TUNE control knob within 5 seconds will allow the program format type to be selected.

Toggle the MUSIC TYPE button again to select the music type.

By pressing the SEEK button when the Music Type function is active, the radio will be tuned to the next channel with the same selected Music Type name.

If a preset button is activated while in the Music Type (Program Type) mode, the Music Type mode will be exited and the radio will tune to the preset channel.

SETUP Button
Pressing the SETUP button allows you to select the following items:

- Display Sirius ID number — Press the SELECT button to display the Sirius ID number. This number is used to activate, deactivate, or change the Sirius subscription.

SET Button — To Set the Push-Button Memory
When you are receiving a channel that you wish to commit to push-button memory, press the SET button. The symbol SET 1 will now show in the display window. Select the button (1-6) you wish to lock onto this channel and press and release that button. If a button is not selected within 5 seconds after pressing the SET button, the channel will continue to play but will not be stored into push-button memory.

You may add a second channel to each push-button by repeating the above procedure with this exception: Press the SET button twice and SET 2 will show in the display window. Each button can be set for SET 1 and SET 2. This allows a total of 12 Satellite channels to be stored into push-button memory. The channels stored in SET 2 memory can be selected by pressing the push-button twice.

Every time a preset button is used a corresponding button number will be displayed.

Buttons 1 - 6
These buttons tune the radio to the channels that you commit to push-button memory {12 Satellite stations}.

Operating Instructions - Hands Free Phone (If Equipped)

Refer to Hands Free Phone in Section 3 of the Owner's Manual.

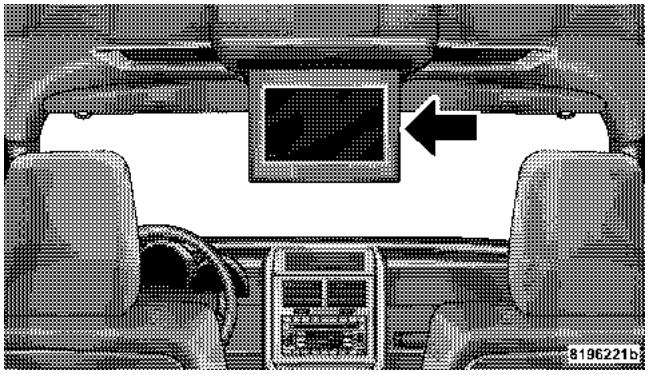
Operating Instructions - Video Entertainment System (VES®) (If Equipped)

Refer to separate Video Entertainment System (VES®) Guide.

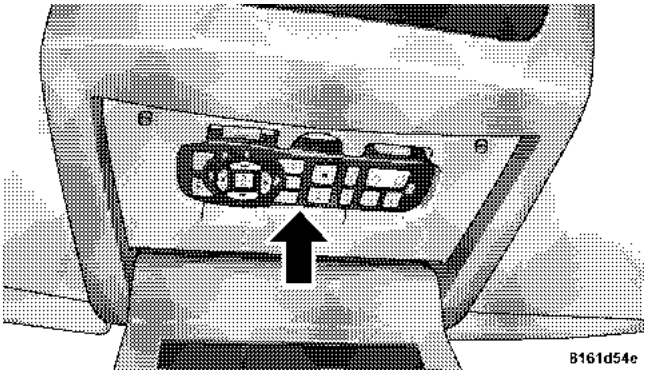
VIDEO ENTERTAINMENT SYSTEM (SALES CODE XRV) — IF EQUIPPED

The optional VES™ (Video Entertainment System) consists of a DVD player and LCD (liquid crystal display) screen, a battery-powered remote control, and two headsets. Refer to your VES™ User's Manual for detailed operating instructions.

The LCD screen is located on the headliner behind the front seats. Press the release button and lower the screen.



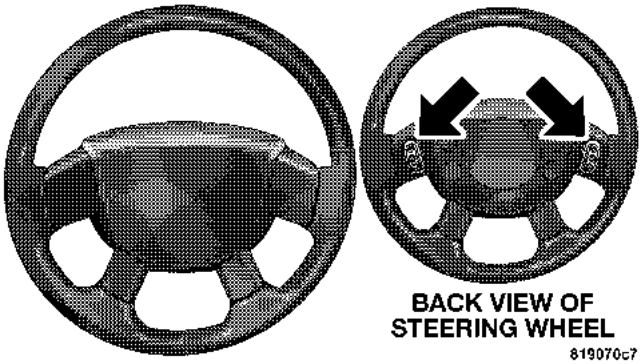
Overhead Display Screen



Remote Control Location

REMOTE SOUND SYSTEM CONTROLS — IF EQUIPPED

The remote sound system controls are located on the rear surface of the steering wheel. Reach behind the wheel to access the switches.



The right hand control is a rocker type switch with a push button in the center. Pressing the top of the switch will increase the volume and pressing the bottom of the switch will decrease the volume.

The button located in the center of the right hand control will switch modes to Radio or CD.

The left hand control is a rocker type switch with a push button 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 pre-set station that you have programmed in the radio pre-set push-buttons.

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 button in the center of the left hand switch changes CD's on the 6–Disc in-dash CD changer radio. This button does not function for all other radios.

CD/DVD DISC MAINTENANCE

To keep the CD/DVD discs 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, paper CD labels, or tape to the disc; avoid scratching the disc.

4. Do not use solvents such as benzine, thinner, cleaners, or antistatic sprays.

5. Store the disc in its case after playing.

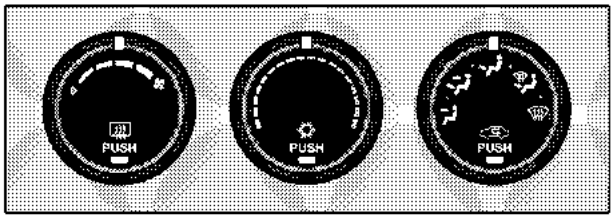
6. Do not expose the disc to direct sunlight.

7. Do not store the disc where temperatures may become too high.

CLIMATE CONTROLS

Manual Air Conditioning and Heating System

The controls for the heating/air conditioning and ventilation system in this vehicle consist of a series of rotary knobs. These comfort controls can be set to obtain desired interior conditions.



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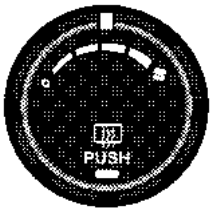
Manual Air Conditioning and Heating Controls

The instrument panel features four airflow registers. Two registers are located on the outer ends of the instrument panel and two are located in the center of the instrument panel. These registers can be fully closed to partially block airflow, and they can be adjusted to direct airflow where the occupant desires.

Blower Control



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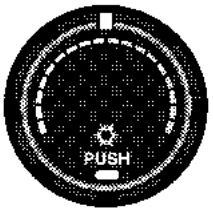
Use this control to regulate the amount of air forced through the system in any mode you select. The fan speed increases as you turn the outer control ring to the right from the OFF position.

Temperature Control



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Use this control to regulate the temperature of the air inside the passenger compartment. The blue area of the scale indicates cooler temperatures while 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 air flow to the condenser, reducing air conditioning performance.

Mode Control

8191de23

The mode control allows you to choose from several patterns of air distribution. You can select either a primary mode, as identified by the symbols, or a blend of two of these modes. The closer the control is to a particular mode, the more air distribution you receive from that mode.

Panel

Air is directed through the four outlets in the instrument panel. These outlets can be adjusted to direct air flow.

Bi-Level

Air is directed through the panel and floor outlets.

NOTE: There is a difference in temperature between the upper and lower outlets for added comfort. The warmer air goes to the floor outlets. This feature gives improved comfort during sunny but cool conditions.

Floor

Air is directed through the floor outlets and side window demist outlets with a small amount through the defrost outlet.

Mix

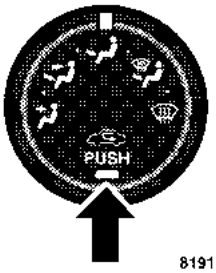
Air is directed through the floor, defrost and side window demist outlets. This setting works best in cold or snowy conditions that require extra heat at the windshield. This setting is good for maintaining comfort while reducing moisture on the windshield.

Defrost

Air is directed through the windshield and side window demist outlets. Use this mode with maximum fan and temperature (Hot) settings for best windshield and side window defrosting.

NOTE: The air conditioning compressor operates in both Mix and Defrost or a blend of these modes even if the fan switch is not in the A/C position. This dehumidifies the air to help dry the windshield. To improve fuel economy, use these modes only when necessary.

Circulation Control



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Press the mode control knob to activate the recirculation mode. A lamp (in the knob) will illuminate when you are in recirculate mode. Press the knob again to deactivate the system. Only use the recirculation mode to temporarily block out any outside odors, smoke, or dust and to cool the interior rapidly upon initial start up in very hot or humid weather.

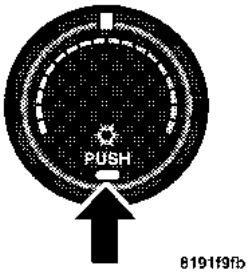
NOTE: Continuous use of the recirculation mode may make the inside air stuffy and window fogging may occur. Extended use of this mode is not recommended.

In cold or damp weather, the use of the recirculation mode will cause windows to fog on the inside because of

moisture build up inside the vehicle. For maximum defogging, select the Outside Air position.

NOTE: Recirculation mode will not operate in floor, mix or defrost modes.

Air Conditioning Operation



Press the temperature control knob to activate the air conditioning mode. A lamp will illuminate when the Air Conditioning System is engaged. Press the knob again to deactivate the system.

NOTE: The air conditioning compressor will not engage until the engine has been running for about 10 seconds.

Operating Tips

Window Fogging

Windows will fog on the inside when the humidity inside the vehicle is high. This often occurs in mild or cool temperatures when it's rainy or humid. In most cases, turning on the air conditioning (pressing the snowflake button) will clear the fog. Adjust the temperature control, air direction, and blower speed to maintain comfort.

As the temperature gets colder it may be necessary to direct air onto the windshield. Adjust the temperature control and blower speed to maintain comfort. Higher blower speeds will reduce fogging. Interior fogging on the windshield can be quickly removed by selecting the defrost mode.

Regular cleaning of the inside of the windows with a non-filming cleaning solution (vinegar and water works very well) will help prevent contaminates (cigarette

smoke, perfumes, etc.) from sticking to the windows. Contaminates increase the rate of window fogging.

Summer Operation

Air conditioned vehicles must be protected with a high quality antifreeze coolant during summer to provide proper corrosion protection and to raise the boiling point of the coolant for protection against overheating. A 50 % concentration is recommended. Refer to Fluids and Genuine Parts in Section 7 for the proper coolant type.

When using the air conditioner in extremely heavy traffic in hot weather especially when towing a trailer, additional engine cooling may be required. If this situation is encountered, operate the transmission in a lower gear to increase engine RPM, coolant flow and fan speed. When stopped in heavy traffic, it may be necessary to shift into N (Neutral) and depress the accelerator slightly for fast idle operation to increase coolant flow and fan speed.

Your air conditioning system is also equipped with an automatic recirculation system. When the system senses a heavy load or high heat conditions, it may use partial Recirculation A/C mode to provide additional comfort.

Winter Operation

When operating the system during the winter months, make sure the air intake, located directly in front of the windshield, is free of ice, slush, snow, or other obstructions.

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 setting. This will insure adequate system lubrication to minimize the possibility of compressor damage when the system is started again.

STARTING AND OPERATING

CONTENTS

■ Starting Procedures 239
- □ Manual Transmission 239
- □ Automatic Transmission 239
- □ Normal Starting 239
- □ Extreme Cold Weather (Below –20°F Or –29°C) 240
- □ If Engine Fails To Start 240
- □ After Starting 242

■ Engine Block Heater — If Equipped 243

■ Manual Transmission — If Equipped 243
- □ 6-Speed Manual Transmission 243

■ Automatic Transmission 247
- □ Shift Lock Manual Override — If Equipped . . . 248
- □ Brake/Transmission Interlock System 249
- □ 4–Speed Automatic Transmission (3.7L Engine) 249
- □ 5–Speed Automatic Transmission (4.0L Engine) 254
- □ Gear Ranges 255

■ Four-Wheel Drive Operation 259
□ Mp 143 Single-Speed Part-Time Transfer Case — If Equipped 259
□ Shifting Procedure - Electronically Shifted Transfer Case 261
□ Mp 140 Single-Speed Full-Time Transfer Case — If Equipped 262
■ On-Road Driving Tips 262
■ Parking Brake 263
■ Anti-Lock Brake System 265
■ Power Steering 268
■ Tire Safety Information 269
□ Tire Markings 269
□ Tire Identification Number (TIN) 272
□ Tire Loading And Tire Pressure 274
■ Tires — General Information 278
□ Tire Pressure 278
□ Tire Inflation Pressures 279
□ Tire Pressures For High Speed Operation 281
□ Radial-Ply Tires 281
□ Tire Spinning 281
□ Tread Wear Indicators 282
□ Life Of Tire 283
□ Replacement Tires 283
□ Alignment And Balance 284
■ Tire Chains 285
■ Tire Rotation Recommendations 286

■ Tire Pressure Monitoring System (TPMS) — If Equipped 287
□ Base System — If Equipped 290
□ Premium System — If Equipped 291
□ General Information 295
■ Fuel Requirements 296
□ 3.7L Engine (If Equipped) 296
□ 4.0L Engine (If Equipped) 296
□ Reformulated Gasoline 297
□ Gasoline/Oxygenate Blends 297
□ MMT In Gasoline 298
□ Materials Added To Fuel 298
□ Fuel System Cautions 298
□ Carbon Monoxide Warnings 299
■ Adding Fuel 300
□ Fuel Filler Cap (Gas Cap) 300
□ Loose Fuel Filler Cap Message 302
■ Vehicle Loading 303
□ Certification Label 303
■ Trailer Towing 305
□ Common Towing Definitions 306
□ Trailer Hitch Classification 310
□ Trailer Towing Weights (Maximum Trailer Weight Ratings) 310
□ Trailer And Tongue Weight 314
□ Towing Requirements 315

□ Towing Tips 319

■ Recreational Towing
(Behind Motorhome, Etc.) 321

□ Towing – 2WD Models 321

□ Towing — 4WD Or All-Wheel
Drive Models 321

STARTING PROCEDURES

Before starting your vehicle, adjust your seat, adjust both inside and outside mirrors, and fasten your seat belts.

CAUTION!

Long periods of engine idling, especially at high engine speeds can cause excessive exhaust temperatures which can damage your vehicle. Do not leave your vehicle unattended with the engine running.

WARNING!

Do not leave children or animals inside parked vehicles in hot weather. Interior heat build up may cause serious injury or death.

Manual Transmission

Apply the parking brake, place the gearshift control lever in N (Neutral) and depress the clutch pedal before starting vehicle. This vehicle is equipped with a clutch interlocking ignition system. It will not start unless the clutch pedal is pressed to the floor.

Automatic Transmission

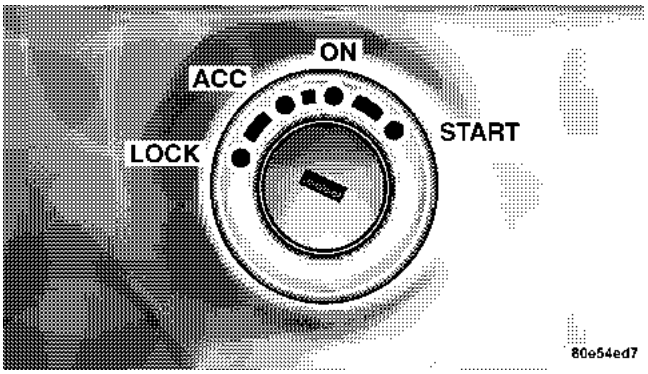
Start the engine with the selector lever in the N (Neutral) or P (Park) position. Apply the brake before shifting to any driving range.

Normal Starting

Normal starting of either a cold or a warm engine is obtained without pumping or depressing the accelerator pedal. Turn the key to the START position and release when the engine starts. If the engine fails to start within 10 seconds, turn the key to the OFF position, wait 5 seconds, then repeat the normal starting procedure.

Tip Start Feature — Automatic Transmission Only

Do not press the accelerator. Turn the ignition key briefly to START position, and release it. The starter motor will continue to run, but will automatically disengage itself when the engine is running.



Ignition Key Positions

Extreme Cold Weather (below –20°F or –29°C)

To insure reliable starting at these temperatures, use of an externally powered electric engine block heater (available from your dealer) is recommended.

If Engine Fails to Start

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.

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.

WARNING!

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 Section 6 of this manual for proper jump starting procedures and follow them carefully.

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 accelerator pedal held to the floor, the "Normal Starting" or "Extreme Cold Weather" procedures should be repeated.

After Starting

The idle speed will automatically decrease as the engine warms up.

CAUTION!

Long periods of engine idling, especially at high engine speeds can cause excessive exhaust temperatures which can damage your vehicle. Do not leave your vehicle unattended with the engine running.

WARNING!

Do not leave children or animals inside parked vehicles in hot weather. Interior heat build up may cause serious injury or death.

ENGINE BLOCK HEATER — IF EQUIPPED

The engine block heater warms engine coolant and permits quicker starts in cold weather. Connect the cord to a standard 110-115 volt AC electrical outlet with a grounded, three wire extension cord.

WARNING!
Remember to disconnect the cord before driving. Damage to the 110-115 volt AC electrical cord could cause electrocution.

Use the heater when temperatures below 0°F (-18°C) are expected to last for several days.

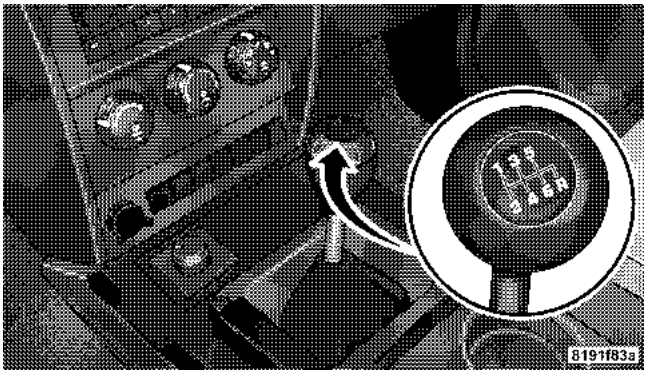
MANUAL TRANSMISSION — IF EQUIPPED

6-Speed Manual Transmission

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.

Follow the shift pattern on the gearshift knob.

NOTE: The backup lights will come on when your vehicle is in R (Reverse) gear and the ignition is in the ON position.



Manual Shift Controls

WARNING!

When parking your vehicle, always leave a manual transmission in first gear and apply the parking brake fully to guard against vehicle movement and possible injury or damage. Never use any gear as a substitute for the parking brake.

CAUTION!

To drive as safely as possible and to prolong the life of your manual transmission, follow these tips:

- Before shifting from a forward gear into reverse, or from reverse to a forward gear, stop vehicle completely. Otherwise, accelerated transmission wear may result.

- Do not operate at sustained high engine or road speeds in lower gears. Engine damage may result.
- Do not downshift into a low gear while traveling at too high a speed for that gear. Engine, clutch, or transmission damage may result.
- Do not rest your foot on the clutch pedal. This causes heat buildup and damages the clutch.
- When you slow down or go up a grade, downshift as speed requires or the engine may overheat.
- Never hold the vehicle stopped on a hill by using the clutch pedal. The clutch may be damaged.
- During cold weather, you may experience increased effort in shifting until the transmission fluid warms up. This is normal.
- Push in the clutch pedal completely when shifting. Otherwise, transmission or clutch damage may result.
- When "rocking" a stuck vehicle by shifting between a forward gear and reverse, do not spin wheels faster than 15 mph (24 km/h), or drivetrain damage may result.

Recommended Manual Transmission Shifting Speeds

The manufacturer recommends that you use the shift speeds listed in the chart below.

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
3.7L	Accel.	15 (24)	24 (39)	34 (55)	47 (76)	56 (90)
	Cruise	10 (16)	19 (31)	27 (43)	37 (60)	41 (66)

Recommended Manual Transmission Downshifting Speeds

To prevent clutch and transmission damage, your vehicle should be downshifted at speeds no greater than those listed in the chart below:

Manual Transmission Downshift Speeds in MPH (KM/H)					
Gear Selection	6th to 5th	5th to 4th	4th to 3rd	3rd to 2nd	2nd to 1st
Maximum Speed	100 mph (160 km/h)	80 mph (128 km/h)	60 mph (96 km/h)	40 mph (64 km/h)	20 mph (32 km/h)

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 depressed.

AUTOMATIC TRANSMISSION

CAUTION!

Damage to the transmission may occur if the following precautions are not observed:

- **Shift into P (Park) only after the vehicle has come to a complete stop.**
- **Shift into or out of R (Reverse) only after the vehicle has come to a complete stop and the engine is at idle speed.**
- **Do not shift from R (Reverse), P (Park), or N (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 shift the selector lever out of P (Park) or N (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.

Shift Lock Manual Override — If Equipped

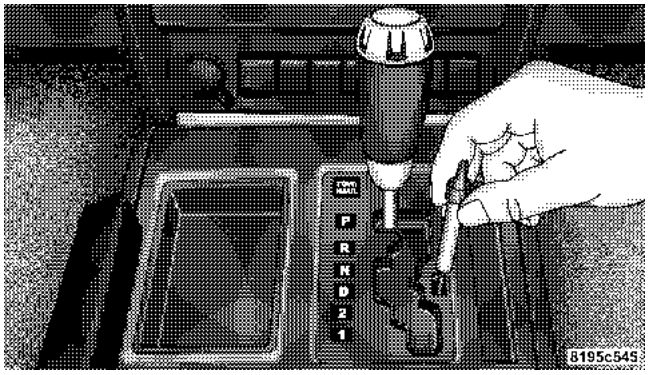
Your vehicle may be equipped with a shift lock manual override. The manual override may be used in the event that the shift lever should fail to move from Park with the key in the ON position and the brake pedal depressed. To operate the shift lock manual override, perform the following steps:

1. Firmly set the parking brake.

2. Using a flat blade screwdriver, carefully remove the shift lock manual override cover which is located on the PRNDL bezel.

3. Depress and maintain firm pressure on the service brake pedal.

4. Using the screwdriver, reach into the manual override opening. Press and hold the shift lock lever down.



5. Move the shift lever into the N (Neutral) position.

6. The vehicle may then be started in N (Neutral).

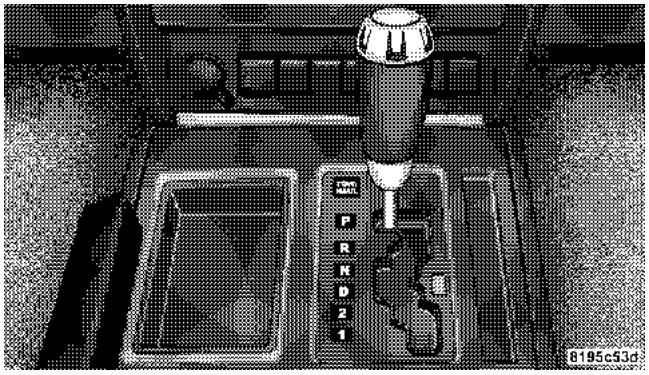
Have your vehicle inspected by your local authorized dealer, if the shift lock manual override has been used.

Brake/Transmission Interlock System

This system prevents you from moving the gear shift out of P (Park) and into any gear unless the brake pedal is pressed. Always depress the **brake pedal first,** before moving the gear selector out of P (Park).

4–Speed Automatic Transmission (3.7L Engine)

Shifting from D (Drive) to P (Park) or R (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.



Automatic Shift Controls

Gear Ranges

DO NOT race the engine when shifting from P (Park) or N (Neutral) position into another gear range.

P (Park)

This gear position supplements the parking brake by locking the transmission. The engine can be started in this range. Never use P (Park) while the vehicle is in motion. Apply the parking brake when leaving the vehicle in this range. Always apply parking brake first, then place the selector in P (Park) position.

WARNING!

Never use P (Park) position as a substitute for the parking brake. Always apply parking brake fully when parked to guard against vehicle movement and possible injury or damage.

WARNING!

It is dangerous to shift the selector lever out of P (Park) or N (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.

R (Reverse)
Use this range only after the vehicle has come to a complete stop.

N (Neutral)
Shift into N (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 selector lever in N (Neutral) can result in severe transmission damage. Refer to "Recreational Towing" in Section 5 and "Towing a Disabled Vehicle" in Section 6 of this manual.

D (Drive)
For most city and highway driving.

2 (Second)
For moderate grades and to assist braking on dry pavement or in mud and snow. Begins at a stop in low gear with automatic upshift to 2nd gear. Will not shift to 3rd.

1 (First)
For hard pulling at low speeds in mud, sand, snow, or on steep grades. Begins and stays in low gear with no upshift. Provides engine compression braking at low speeds.

Overdrive Operation
The overdrive automatic transmission contains an electronically controlled fourth and fifth speed (Overdrive). The transmission will automatically shift from 3rd gear to Overdrive if the following conditions are present:

- the transmission selector is in D (Drive);
- the engine coolant has reached normal operating temperature;
- vehicle speed is above approximately 30 mph (48 km/h);
- the "TOW/HAUL" button has not been activated;
- 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 also to the Note under torque converter clutch, later in this section.

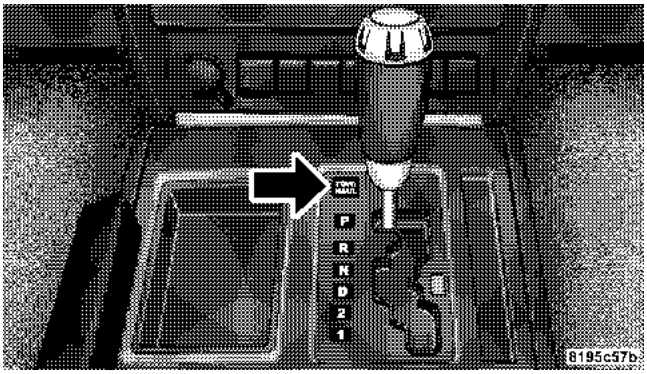
If the transmission temperature gets extremely hot, the transmission will automatically select the most desirable gear for operation at this temperature. If the transmission temperature becomes hot enough the "Transmission Temperature Warning Light" may illuminate and the transmission may downshift out of Overdrive until the transmission cools down. After cooldown, the transmission will resume normal operation.

The transmission will downshift from Overdrive to Drive if the accelerator pedal is fully depressed at vehicle speeds above approximately 35 mph (56 km/h).

When To Use "TOW/HAUL" Mode

When driving in hilly areas, towing a trailer, carrying a heavy load, etc., and frequent transmission shifting occurs, press the "TOW/HAUL" button. This will improve performance and reduce the potential for transmission overheating or failure due to excessive shifting. When

operating in "TOW/HAUL" mode, the transmission will shift to 3rd gear and 4th will be enabled under steady cruise conditions.



Tow/Haul Button

The "TOW/HAUL Indicator Light" will illuminate in the instrument cluster to indicate when the switch has been activated. Pressing the switch a second time restores normal operation. If the "TOW/HAUL" mode is desired, the switch must be pressed each time the engine is started.

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 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 P (Park) position.

3. Turn off the engine, 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.

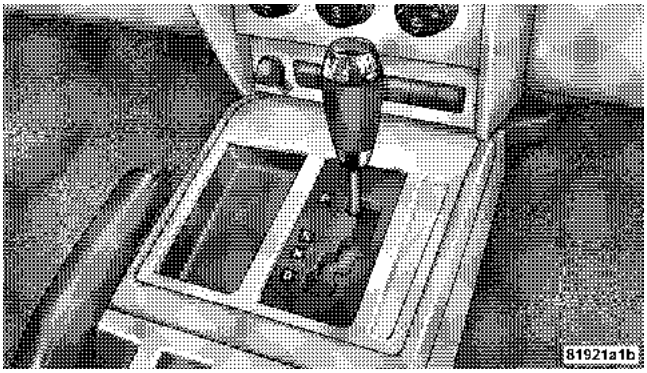
If the problem is no longer detected, the transmission will return to normal operation. If the problem persists, P (Park), R (Reverse), and N (Neutral) will continue to operate. Only Second gear range will operate in the D (Drive) shifter position. Have the transmission checked at your authorized dealer 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.

5–Speed Automatic Transmission (4.0L 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.



Automatic Shift Controls

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.

P (Park)

This gear position supplements the parking brake by locking the transmission. The engine can be started in this range. Never use P (Park) while the vehicle is in motion. Apply the parking brake when leaving the vehicle in this range. Always apply parking brake first, then place the selector in P (Park) position.

WARNING!

Never use P (Park) position as a substitute for the parking brake. Always apply parking brake fully when parked to guard against vehicle movement and possible injury or damage.

WARNING!

It is dangerous to shift the selector lever out of P (Park) or N (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.

R (Reverse)
Use this range only after the vehicle has come to a complete stop.

N (Neutral)
Shift into N (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 selector lever in N (Neutral) can result in severe transmission damage. Refer to "Recreational Towing" in Section 5 and "Towing a Disabled Vehicle" in Section 6 of this manual.

D (Drive)
The transmission automatically upshifts through fifth gear. The D (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 shifter left (-) or right (+) when the shifter is in the D (Drive) position, allowing the selection

of the desired top gear. For example, if the driver shifts the transmission into 3 (third gear), the transmission will never shift above third gear, but can shift down to 2 (second) or 1 (first), 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) Allowed	1	1-2	1-3	1-4	1-5

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 5th speed (Overdrive). The transmission will automatically shift from 4th gear to Overdrive if the following conditions are present:

- the transmission selector is in D (Drive);
- the engine coolant has reached normal operating temperature;
- vehicle speed is above approximately 30 mph (48 km/h);
- 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 also 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 2nd (2) gear to 1st (1) gear after the initial 1st (1) to 2nd (2) 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 transmission 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 P (Park) position.
3. Turn off the engine, 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, P (Park), R (Reverse), and N (Neutral) will continue to operate. Only Second gear range will operate in the D (Drive) shifter 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. The feature is operational in Overdrive and in Drive.

NOTE: The torque converter clutch will not engage until the transmission fluid and engine coolant are warm [usually after 1-3 miles (1.6 - 4.8 km) of driving]. Because the engine speed is higher when the torque converter clutch is not engaged, it may seem as if the transmission is not shifting into Overdrive when cold. This is normal. Manually shifting between 3 (third gear) and 4 (fourth gear) positions (using the ERS shift control) will demonstrate that the transmission is able to shift into and out of Overdrive.

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 shifting from Park into any other gear position.

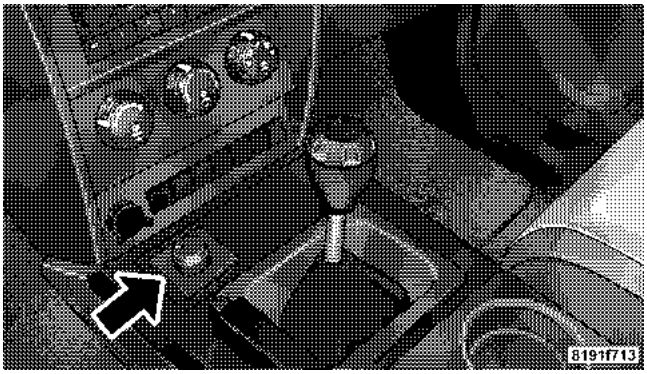
FOUR-WHEEL DRIVE OPERATION

MP 143 Single-Speed Part-Time Transfer Case — If Equipped

Operating Information/Precautions

This is an electric shift transfer case and is operated by the 4WD Control Switch (Transfer Case Switch), which is located on the center console.

This electronically shifted transfer case provides 2 mode positions: 2 (rear) wheel drive high range (2WD) and 4 wheel drive high range (4WD LOCK).



Transfer Case Switch

The electronically shifted transfer case is designed to be driven in the 2 wheel drive position (2WD) for normal street and highway conditions (dry hard surfaced roads).

When additional traction is required, the transfer case 4WD LOCK position can be used to lock the front and rear driveshafts together and force the front and rear wheels to rotate at the same speed. This is accomplished by rotating the 4WD Control Switch to the desired position - refer to "Shifting Procedure" for specific shifting instructions. The 4WD LOCK position is designed for loose, slippery road surfaces only. Driving in the 4WD LOCK position on dry hard surfaced roads may cause increased tire wear and damage to the driveline components.

NOTE: Do not attempt to make a shift while only the front or rear wheels are spinning. Shifting while only the front or rear wheels are spinning can cause damage to the transfer case.

Proper operation of 4 wheel drive vehicles depends on tires of equal size, type and circumference on each wheel. Any difference in tire size can cause damage to the transfer case.

Since 4 wheel drive provides improved traction, there is a tendency to exceed safe turning and stopping speeds. Do not go faster than road conditions permit.

Shifting Procedure - Electronically Shifted Transfer Case

NOTE: If any of the requirements to select a new transfer case position have not been met, the transfer case will not shift. The "4WD" Indicator Light (located in the display under the tachometer) will flash until all the requirements for the selected position have been met. To retry a shift: return the control knob back to the original position, make certain all shift requirements have been met, wait five (5) seconds and try the shift again.

2WD⇔ 4WD LOCK

Rotate the 4WD Control Switch to the desired position. Shifts between 2WD and 4WD LOCK can be done 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 turning the control switch. If the vehicle is stopped, the ignition key must be in the ON position with the engine either RUNNING or OFF. This shift cannot be completed if the key is in the accessory position.

NOTE: The 4x4 system will not allow shifts between 2WD/4WD LOCK if the front and/or rear wheels are spinning (no traction). In this situation, the "4WD" Indicator Light (located in the display under the tachometer) will flash. At this time, reduce speed and stop spinning the wheels to complete the shift.

NOTE: Delayed shifting out of 4WD LOCK may be experienced due to uneven tire wear, low tire pressure, or excessive loading.

MP 140 Single-Speed Full-Time Transfer Case — If Equipped

Operating Information/Precautions

The MP 140 is a single speed (HI range only) transfer case which provides convenient full-time all-wheel drive. No driver interaction is required. This transfer case employs an inter-axle differential that divides engine torque almost evenly with 48 percent torque to the front axle and 52 percent torque to the rear axle, this allows the front and rear wheels to rotate at different speeds, on all road surfaces. The Brake Traction Control System (BTC), which combines standard ABS and Traction Control, provides resistance to any wheel that is slipping to allow additional torque transfer to wheels with traction.

ON-ROAD DRIVING TIPS

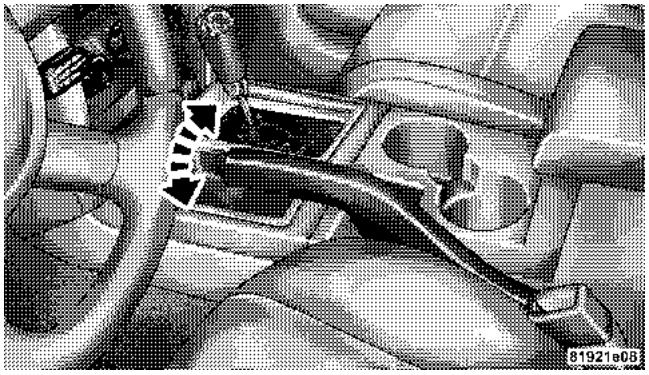
Utility vehicles have higher ground clearance and a narrower track to make them capable of performing in a wide variety of off-road applications. Specific design characteristics give them a higher center of gravity than ordinary cars.

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 2-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.

PARKING BRAKE

To set the parking brake, pull the lever up as firmly as possible. When the parking brake is applied with the ignition ON, the "Brake Warning Light" in the instrument cluster will light. To release the parking brake, pull up slightly, press the center button, then lower the lever completely.

NOTE: The instrument cluster "Brake Warning Light" indicates only that the parking brake is applied. You must be sure the parking brake is fully applied before leaving the vehicle.



Parking Brake

Be sure the parking brake is firmly set when parked, and the gear shift lever is in the P (Park) position (automatic transmission) or R (Reverse) or 1st gear (manual transmission). When parking on a hill, you should apply the parking brake before placing the gear shift lever in P (Park), otherwise the load on the transmission locking mechanism may make it difficult to move the selector out of P (Park).

WARNING!

- **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 P (Park), a manual transmission in R (Reverse) or 1st gear. Failure to do so may allow the vehicle to roll and cause damage or injury.**
- **Leaving children in a vehicle unattended is dangerous for a number of reasons. A child or others could be injured. Don't leave the keys 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 problems due to excessive heating of the rear brakes.**

When parking on a hill, turn the front wheels toward the curb on a downhill grade and away from the curb on an uphill grade.

The parking brake should always be applied whenever the driver is not in the vehicle.

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 you have your foot lightly on the brake while this test is occurring you may feel slight pedal movement. The movement can be more apparent on ice and snow. This is normal.

The Anti-Lock Brake System pump motor runs during the self-test at 12 mph (20 km/h) and during an ABS stop. The pump motor makes a low humming noise during operation, which is normal.

WARNING!

Pumping of the Anti-Lock Brakes will diminish their effectiveness and may lead to an accident. Pumping makes the stopping distance longer. Just press firmly on your brake pedal when you need to slow down or stop.

WARNING!

- **The Anti-Lock Brake System (ABS) cannot prevent the natural laws of physics from acting on the vehicle, nor can it 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 accidents, including those resulting from excessive speed in turns, following another vehicle too closely, or hydroplaning. Only a safe, attentive, and skillful driver can prevent accidents.**
- **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.

WARNING!

To use your brakes and accelerator more safely, follow these tips:

- Do not "ride" the brakes by resting your foot on the pedal. This could overheat the brakes and result in unpredictable braking action, longer stopping distances, or brake damage.
- When descending mountains or hills, repeated braking can cause brake fade with loss of braking control. Avoid repeated heavy braking by downshifting the transmission or locking out overdrive whenever possible.
- Engines may idle at higher speeds during warm-up, which could cause rear wheels to spin and result in loss of vehicle control. Be especially careful while driving on slippery roads, in close-quarter maneuvering, parking or stopping.
- Do not drive too fast for road conditions, especially when roads are wet or slushy. A wedge of water can

build up between the tire tread and the road. This hydroplaning action can cause loss of traction, braking ability, and control.

- After going through deep water or a car wash, brakes may become wet, resulting in decreased performance and unpredictable braking action. Dry the brakes by gentle, intermittent pedal action while driving at very slow speeds.

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 does not in any way damage the steering system.

WARNING!

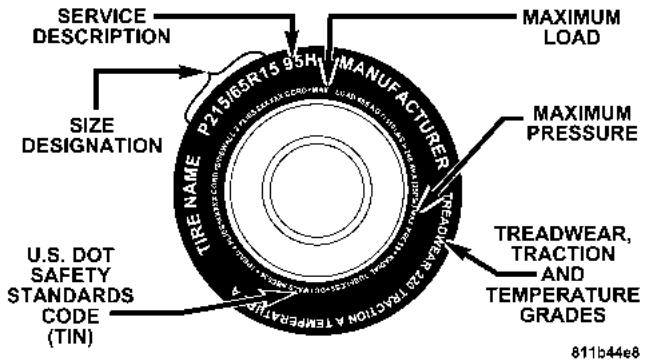
Continued operation with reduced power steering assist could pose a safety risk to yourself and others. Service should be obtained as soon as possible.

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.

TIRE SAFETY INFORMATION

Tire Markings



NOTE:

- P (Passenger)-Metric tire sizing is based on U.S. design standards. P-Metric tires have the letter "P" molded into the sidewall preceding the size designation. Example: P215/65R15 95H.

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- European Metric tire sizing is based on European design standards. Tires designed to this standard have the tire size molded into the sidewall beginning with the section width. The letter ″P″ is absent from this tire size designation. Example: 215/65R15 96H
- LT (Light Truck)-Metric tire sizing is based on U.S. design standards. The size designation for LT-Metric tires is the same as for P-Metric tires except for the letters "LT" that are molded into the sidewall preceding the size designation. Example: LT235/85R16.
- Temporary Spare tires are high-pressure compact spares designed for temporary emergency use only. Tires designed to this standard have the letter "T" molded into the sidewall preceding the size designation. Example: T145/80D18 103M.
- High Flotation tire sizing is based on U.S. design standards and it begins with the tire diameter molded into the sidewall. Example: 31x10.5 R15 LT.

Tire Sizing Chart

EXAMPLE:
Size Designation:
P = Passenger car tire size based on U.S. design standards
″....blank....″ = Passenger car tire based on European design standards
LT = Light Truck tire based on U.S. design standards
T = Temporary Spare tire

EXAMPLE:
31 = Overall Diameter in Inches (in)
215 = Section Width in Millimeters (mm)
65 = Aspect Ratio in Percent (%) —Ratio of section height to section width of tire. **10.5** = Section Width in Inches (in)
R = Construction Code —"R" means Radial Construction. —"D" means Diagonal or Bias Construction.
15 = Rim Diameter in Inches (in)
Service Description:
95 = Load Index —A numerical code associated with the maximum load a tire can carry.
H = Speed Symbol —A symbol indicating the range of speeds at which a tire can carry a load corresponding to its load index under certain operating conditions.

EXAMPLE:
—The maximum speed corresponding to the Speed Symbol should only be achieved under specified operating conditions. (i.e. tire pressure, vehicle loading, road conditions, and posted speed limits).
Load Identification:
"....blank...." = Absence of any text on sidewall of the tire indicates a Standard Load (SL) Tire
Extra Load (XL) = Extra Load (or Reinforced) Tire
Light Load = Light Load Tire
C,D,E = Load range associated with the maximum load a tire can carry at a specified pressure
Maximum Load — Maximum Load indicates the maximum load this tire is designed to carry.
Maximum Pressure — Maximum Pressure indicates the maximum permissible cold tire inflation pressure for this tire.

Tire Identification Number (TIN)

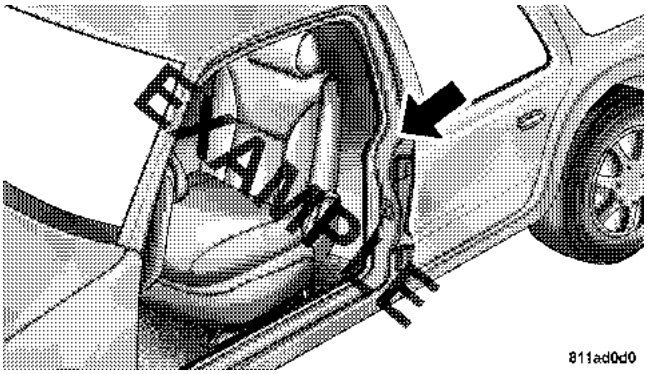
The TIN may be found on one or both sides of the tire; however, the date code may only be on one side. Tires with white sidewalls will have the full TIN including date code located on the white sidewall side of the tire. Look for the TIN on the outboard side of black sidewall tires as mounted on the vehicle. If the TIN is not found on the outboard side then you will find it on the inboard side of the tire.

EXAMPLE:
DOT MA L9 ABCD 0301
DOT = Department of Transportation —This symbol certifies that the tire is in compliance with the U.S. Department of Transportation tire safety standards, and is approved for highway use.
MA = Code representing the tire manufacturing location. (2 digits)
L9 = Code representing the tire size. (2 digits)
ABCD = Code used by tire manufacturer. (1 to 4 digits)
03 = Number representing the week in which the tire was manufactured. (2 digits) —03 means the 3rd week.
01 = Number representing the year in which the tire was manufactured. (2 digits) —01 means the year 2001. —Prior to July 2000, tire manufacturers were only required to have 1 number to represent the year in which the tire was manufactured. Example: 031 could represent the 3rd week of 1981 or 1991.

Tire Loading and Tire Pressure

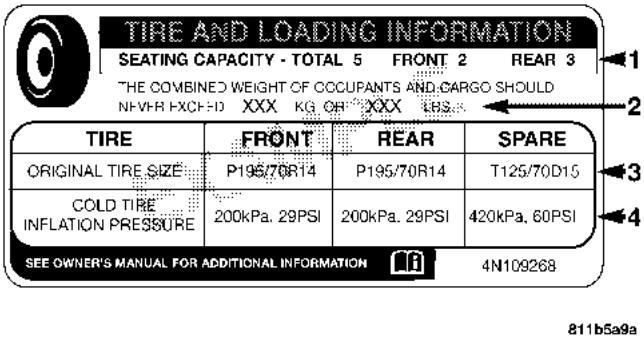
Tire Placard Location

NOTE: The proper cold tire inflation pressure is listed on either the face of the driver's door or the driver's side "B" pillar.



Tire Placard Location

Tire and Loading Information Placard



Tire and Loading Information

This placard tells you important information about the:

1) number of people that can be carried in the vehicle
2) the total weight your vehicle can carry

3) the tire size designed for your vehicle

4) the cold tire inflation pressures for the front, rear and spare tires.

Loading

The vehicle maximum load on the tire must not exceed the load carrying capacity of the tire on your vehicle. You will not exceed the tire's load carrying capacity if you adhere to the loading conditions, tire size, and cold tire inflation pressures specified on the "Tire and Loading Information" placard and in the "Vehicle Loading" section of this manual.

NOTE: Under a maximum loaded vehicle condition, gross axle weight ratings (GAWR's) for the front and rear axles must not be exceeded. For further information on GAWR's, vehicle loading, and trailer towing, refer to the "Vehicle Loading" section of this manual.

To determine the maximum loading conditions of your vehicle, locate the statement "The combined weight of occupants and cargo should never exceed XXX kg or XXX lbs." on the Tire and Loading Information placard. The combined weight of occupants, cargo/luggage and trailer tongue weight (if applicable) should never exceed the weight referenced here.

Steps for Determining Correct Load Limit

1. Locate the statement "The combined weight of occupants and cargo should never exceed XXX pounds" on your vehicle's placard.

2. Determine the combined weight of the driver and passengers that will be riding in your vehicle.

3. Subtract the combined weight of the driver and passengers from XXX kilograms or XXX pounds.

4. The resulting figure equals the available amount of cargo and luggage load capacity. For example, if "XXX" amount equals 1400 lbs. and there will be five 150 lb.

passengers in your vehicle, the amount of available cargo and luggage load capacity is 650 lbs. (since 5 x 150 = 750, and 1400 – 750 = 650 lbs.)

5. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage load capacity calculated in Step 4.

6. If your vehicle will be towing a trailer, load from your trailer will be transferred to your vehicle. Consult this manual to determine how this reduces the available cargo and luggage load capacity of your vehicle.

NOTE: The following table shows examples on how to calculate total load, cargo/luggage, and towing capacities of your vehicle with varying seating configurations and number and size of occupants. This table is for illustration purposes only and may not be accurate for the seating and load carry capacity of your vehicle.

NOTE: For the following example, the combined weight of occupants and cargo should never exceed 865 lbs. (392 Kg).

Occupants			Combined weight of occupants and cargo from Tire Placard	MINUS	Combined Occupant's weight	=	AVAILABLE Cargo/Luggage and Trailer Tongue Weight
TOTAL	FRONT	REAR					
EXAMPLE 1							
5	2	3			Occupant 1: 200 lbs Occupant 2: 130 lbs Occupant 3: 160 lbs Occupant 4: 150 lbs Occupant 5: 80 lbs TOTAL WEIGHT: 670 lbs		
			865 lbs	minus	670 lbs	=	195 lbs
EXAMPLE 2							
3	2	1			Occupant 1: 210 lbs Occupant 2: 180 lbs Occupant 3: 150 lbs TOTAL WEIGHT: 540 lbs		
			865 lbs	minus	540 lbs	=	325 lbs
EXAMPLE 3							
2	2	0			Occupant 1: 200 lbs Occupant 2: 200 lbs TOTAL WEIGHT: 400 lbs		
			865 lbs	minus	400 lbs	=	465 lbs

EXAMPLE

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WARNING!

Overloading of your tires is dangerous. Overloading can cause tire failure, affect vehicle handling, and increase your stopping distance. Use tires of the recommended load capacity for your vehicle. Never overload them.

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:

1. Safety—

WARNING!

Improperly inflated tires are dangerous and can cause accidents.
• Under inflation increases tire flexing and can result in 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.
• Overinflated 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.
Always drive with each tire properly inflated.

2. 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.

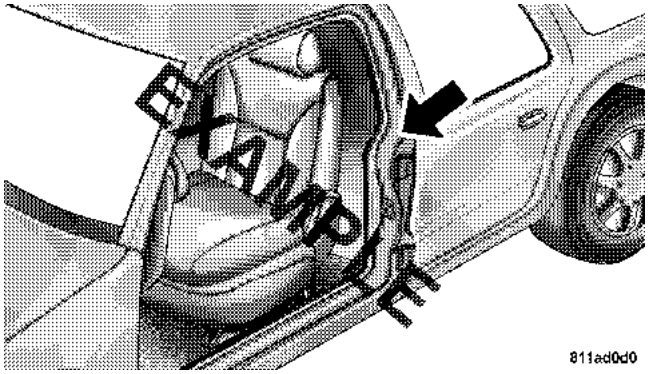
3. Ride Comfort and Vehicle Stability—
Proper tire inflation contributes to a comfortable ride. Over inflation produces a jarring and uncomfortable ride. Both under inflation and over inflation affect the stability of the vehicle and can produce a feeling of sluggish response or over responsiveness in the steering.

Unequal tire pressures can cause erratic and unpredictable steering response.

Unequal tire pressure from side to side may cause the vehicle to drift left or right.

Tire Inflation Pressures

The proper cold tire inflation pressure is listed on either the face of the driver's door, or the driver's side "B" pillar.



Tire Placard Location

The pressure should be checked and adjusted as well as inspecting 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–if equipped. This will prevent moisture and dirt from entering the valve stem, which could damage the valve stem.

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 3 hours, or driven less than 1 mile (1 km) after a 3 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 build up 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 maximum load is dangerous. The added strain on your tires could cause them to fail. You could have a serious accident. Don't drive a vehicle loaded to the 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 dealer for radial tire repairs.

Tire Spinning

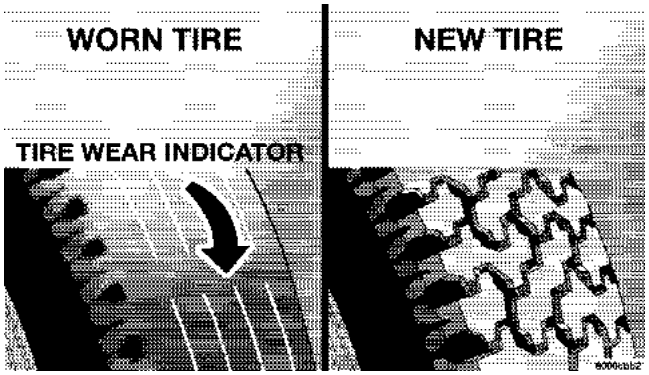
When stuck in mud, sand, snow, or ice conditions, do not spin your vehicle's wheels above 35 mph (55 km/h).

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 35 mph (55 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.



These indicators are molded into the bottom of the tread grooves and will appear as bands when the tread depth becomes 1/16 inch (2 mm). When the indicators appear in 2 or more adjacent grooves, the tire should be replaced.

Many states have laws requiring tire replacement at this point.

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 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 contact your original equipment or 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.**
- **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.

Alignment and Balance

Poor suspension alignment may result in:

- Fast tire wear.
- Uneven tire wear, such as feathering and one-sided wear.
- Vehicle pull to right or left.

Tires may also cause the vehicle to pull left or right. Alignment will not correct this problem. See your authorized dealer for proper diagnosis.

Improper alignment will not cause vehicle vibration. Vibration may be a result of tire and wheel out-of-balance. Proper balancing will reduce vibration and avoid tire cupping and spotty wear.

TIRE CHAINS

Use "Class S" chains or other traction aids that meet SAE Type "S" specifications.

NOTE: Chains must be the proper size for the vehicle, as recommended by the chain manufacturer.

CAUTION!

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

- **Because of limited chain clearance between tires and other suspension components, it is important that only chains in good condition are used. Broken chains can cause serious vehicle damage. Stop the vehicle immediately if noise occurs that could suggest chain breakage. Remove the damaged parts of the chain before further use.**
- **Install chains as tightly as possible and then retighten after driving about 1/2 mile (0.8 km).**
- **Do not exceed 45 mph (72 km/h).**
- **Drive cautiously and avoid severe turns and large bumps, especially with a loaded vehicle.**
- **Do not drive for a prolonged period on dry pavement.**
- **Observe the tire chain manufacturer's instructions on method of installation, operating speed, and conditions for usage. Always use the lower suggested operating speed of the chain manufacturer if different than the speed recommended by the manufacturer.**

These cautions apply to all chain traction devices, including link and cable (radial) chains.

Tire chain use is permitted only on the rear tires.

NOTE: The use of class "S" chains is permitted with P235/65R17 tires.

CAUTION!

Do not use tire chains on vehicles equipped with tires other than P235/65R17 tires. There may not be adequate clearance for the chains and you are risking structural or body damage to your vehicle.

TIRE ROTATION RECOMMENDATIONS

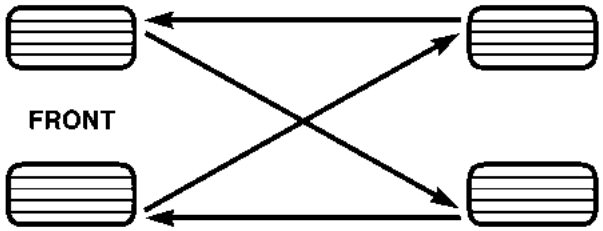
Tires on the front and rear axles of vehicles operate at different loads and perform different steering, handling, and braking functions. For these reasons, they wear at unequal rates, and develop irregular wear patterns.

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.

Follow the recommended tire rotation frequency for your type of driving found in the "Maintenance Schedules" Section of this manual. More frequent rotation is permissible if desired. The reasons for any rapid or unusual wear should be corrected prior to rotation being performed.

NOTE: The Premium Tire Pressure Monitor System will automatically locate the pressure values displayed in the correct vehicle position following a tire rotation.

The suggested rotation method is the "forward-cross" shown in the following diagram.



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TIRE PRESSURE MONITORING SYSTEM (TPMS) — IF EQUIPPED

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 (7 kPa) for every 12°F (–11°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 3 hours - and in outside ambient temperature. Refer to the "Tires — General Information" in this section 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 TPM System 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.

The TPM System 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 low tire pressure warning 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 10 minutes above 15 mph (24 km/h) to receive this information.

For example, your vehicle has a recommended cold (parked for more than 3 hours) placard of 33 psi (227 kPa). If the ambient temperature is 68°F (20°C) and the measured tire pressure is 28 psi (193 kPa), a temperature drop to 20°F (-7°C) will decrease the tire pressure to approximately 24 psi (165 kPa). This tire pressure is sufficiently low enough to turn ON the "Tire Pressure Monitoring Telltale Light." Driving the vehicle may cause the tire pressure to rise to approximately 28 psi (193 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. 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. After-market 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.

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.

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 TPM system will monitor the actual tire pressure in the tire.

Base System — If Equipped

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
- 4 Tire Pressure Monitoring Sensors
- Tire Pressure Monitoring Telltale Light

The "Tire Pressure Monitoring Telltale Light" will illuminate in the instrument cluster, and an audible chime will be activated when one or more of the four active road tire pressures are low. The audible chime will sound once every ignition cycle for each condition that it detects. 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 pressure recommended by the vehicle manufacturer. 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 10 minutes above 15 mph (24 km/h) to receive this information. 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 flash on and off for 60 seconds, and an audible chime will sound when a system fault is detected. The flash cycle will repeat every ten minutes, without an audible chime, until the fault condition no longer exists. If the ignition key is cycled, this sequence will repeat, providing the system fault still exists.

NOTE: Your vehicle is either equipped with the standard compact spare tire or an optional non-matching full size spare tire. Both of these spare tires do not have a tire pressure monitoring sensor. Therefore, they will not be monitored by the Tire Pressure Monitor System (TPMS). In the event that the non-matching full size or compact spare tire is swapped with a low pressure road tire, each ignition key cycle will still show the "Tire Pressure Monitoring Telltale Light" to be ON, and a chime to sound. After the original road tire has been properly repaired, and put back onto the vehicle in place of the non-matching full size or compact spare tire, the TPMS will update automatically, and the "Tire Pressure Monitoring Telltale Light" will be OFF as long as none of the road tires are below the low pressure warning threshold. The vehicle may need to be driven for up to 10 minutes above 15 mph (24 km/h) to receive this information.

Premium System — If Equipped

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 TPMS consists of the following components:

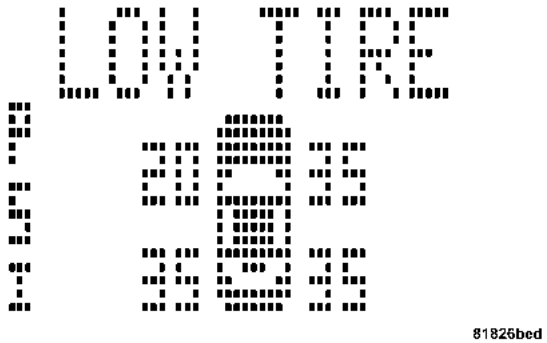
- Receiver Module
- 4 Tire Pressure Monitoring Sensors
- 3 Trigger Modules (mounted in three of the four wheel wells)
- Various Tire Pressure Monitoring System Messages, which display in the Electronic Vehicle Information Center (EVIC)
- Tire Pressure Monitoring Telltale Light

Tire Pressure Monitoring Low Pressure Warnings

The "Tire Pressure Monitoring Telltale Light" will illuminate in the instrument cluster, and an audible chime will sound when one or more of the four active road tire pressures are low. The audible chime will sound once every ignition cycle for each condition that it detects.

In addition, the Electronic Vehicle Information Center (EVIC) will display a graphic of the pressure value(s) with the low tire(s) flashing.

NOTE: Your system can be set to display pressure units in PSI, kPA or BAR.



NOTE: A low spare tire will not cause the "Tire Pressure Monitoring Telltale Light" to illuminate or the chime to sound.

Should a low tire condition occur on any of the four active road tire(s), you should stop as soon as possible, and inflate the low tire(s) that is flashing on the graphic display to the vehicle's recommended cold placard pressure value. The system will automatically update, the graphic display of the pressure value(s) will stop flashing, and the "Tire Pressure Monitoring Telltale Light" will extinguish once the updated tire pressure(s) have been received. The vehicle may need to be driven for up to 10 minutes above 15 mph (24 km/h) to receive this information.

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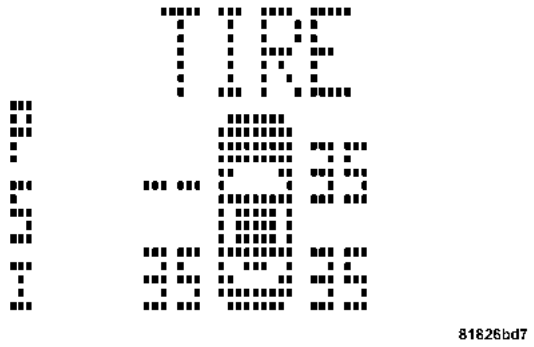
Check TPM System Message

The "Tire Pressure Monitoring Telltale Light" will flash on and off for 60 seconds and an audible chime will sound when a system fault is detected. The flash cycle will repeat every ten minutes, without an audible chime until the fault condition no longer exists.

The EVIC will display the "CHECK TPM SYSTEM" message for 3 seconds. This text message is then followed

by a graphic display, with "- -" in place of the pressure value(s) indicating which Tire Pressure Monitoring Sensor(s) is not being received.

NOTE: Your system can be set to display pressure units in PSI, kPA or BAR.



If the ignition key is cycled, this sequence will repeat, providing the system fault still exists. If the system fault no longer exists, the "Tire Pressure Monitoring Telltale Light" will no longer flash, the "CHECK TPM SYSTEM" text message will not be present, and a pressure value will be displayed instead of dashes.

NOTE: Your vehicle is either equipped with the standard compact spare tire or an optional non-matching full size spare tire. Both of these spare tires do not have a tire pressure monitoring sensor. Therefore, they will not be monitored by the Tire Pressure Monitor System (TPMS). In the event that the non-matching full size or compact 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 chime to sound, and the Electronic Vehicle Information Center (EVIC) will still show the low tire pressure value flashing on the graphic display.

However, driving the vehicle for up to 10 minutes above 15 mph (24 km/h) will display a "CHECK TPM SYSTEM" text message on the EVIC. This text message will then be followed by a graphic display, with "- -" in place of the flashing low pressure value. For every subsequent key cycle, the "Tire Pressure Monitoring Telltale Light" will be ON, a chime will sound, a "CHECK TPM SYSTEM" text message will be displayed in the EVIC, and the graphic display will have "- -" in place of a pressure value. After the original road tire has been properly repaired, and put back onto the vehicle in place of the non-matching full size or compact spare tire, the TPMS will update the graphic display on the EVIC with a new tire pressure value instead of "- -", and the "Tire Pressure Monitoring Telltale Light" will be OFF as long as none of the road tires are below the low pressure warning threshold. The vehicle may need to be driven for up to 10 minutes above 15 mph (24 km/h) to receive this information.

General Information

This device complies with part 15 of the FCC rules and RSS 210 of Industry Canada. Operation is subject to the following conditions:

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

The tire pressure sensors are covered under one of the following licenses:

United States KR5S120123
Canada 2671-S120123

FUEL REQUIREMENTS

3.7L Engine (If Equipped)

The 3.7L engine is designed to meet all emissions regulations and provide excellent fuel economy and performance when using high quality unleaded "regular" gasoline having an octane rating of 87. The use of premium gasoline is not recommended. Under normal conditions, the use of premium gasoline will not provide a benefit over high quality regular gasolines, and in some circumstances may result in poorer performance.

4.0L Engine (If Equipped)

The 4.0L engine is designed to meet all emissions regulations and provide satisfactory fuel economy and performance when using high quality unleaded gasoline having an octane range of 87 to 89. The manufacturer recommends the use of 89 octane for optimum performance. The use of premium gasoline is not recommended. Under normal conditions, the use of premium gasoline will not provide a benefit over high quality regular and mid-grade gasolines, and in some circumstances may result in poorer performance.

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 world wide have issued and endorsed consistent gasoline specifications (the Worldwide Fuel Charter, WWFC) to define fuel properties necessary to deliver enhanced emissions, performance, and durability for your vehicle. The manufacturer recommends the use of gasoline that meets the WWFC specifications if they are available.

Reformulated Gasoline

Many areas of the country require the use of cleaner burning gasoline referred to as "Reformulated Gasoline".

Reformulated gasolines contain oxygenates, and are specifically blended to reduce vehicle emissions and improve air quality.

The manufacturer supports the use of reformulated gasolines. Properly blended reformulated gasolines will provide excellent performance and durability of engine and fuel system components.

Gasoline/Oxygenate Blends

Some fuel suppliers blend unleaded gasoline with oxygenates such as 10% ethanol, MTBE, and ETBE. Oxygenates are required in some areas of the country during the winter months to reduce carbon monoxide emissions. Fuels blended with these oxygenates may be used in your vehicle.

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.

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.

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.

It is even more important to look for gasolines without MMT in Canada, because MMT can be used at levels higher than those allowed in the United States.

MMT is prohibited in Federal and California reformulated gasoline.

Materials Added To Fuel

All gasoline sold in the United States is required to contain effective detergent additives. Use of additional detergents or other additives is not needed under normal conditions and would result in additional cost. Therefore you should not have to add anything to the fuel.

Fuel System Cautions

CAUTION!

Follow these guidelines to maintain your vehicle's performance:

- The use of leaded gas is prohibited by Federal law. Using leaded gasoline can impair engine performance, damage the emission control system.

- An out-of-tune engine, or certain fuel or ignition malfunctions, can cause the catalytic converter to overheat. If you notice a pungent burning odor or some light smoke, your engine may be out of tune or malfunctioning and may require immediate service. Contact your dealer for service assistance.
- The use of fuel additives which are now being sold as octane enhancers is not recommended. Most of these products contain high concentrations of methanol. Fuel system damage or vehicle performance problems resulting from the use of such fuels or additives is not the responsibility of the manufacturer.

NOTE: Intentional tampering with emissions control systems can result in civil penalties being assessed against you.

Carbon Monoxide Warnings

WARNING!

Carbon monoxide (CO) in exhaust gases is deadly. Follow the precautions below to prevent carbon monoxide poisoning:

- 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

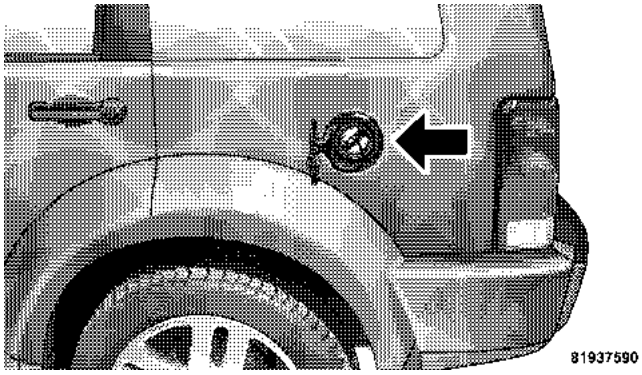
the vehicle is raised. Have any abnormal conditions repaired promptly. Until repaired, drive with all side windows fully open.

- Keep the liftgate closed when driving your vehicle to prevent carbon monoxide and other poisonous exhaust gases from entering the vehicle.

ADDING FUEL

Fuel Filler Cap (Gas Cap)

The gas cap is located behind the fuel filler door, on the driver's side of the vehicle. If the gas cap is lost or damaged, be sure the replacement cap has been designed for use with this vehicle.



Fuel Filler Cap (Gas Cap)

CAUTION!

Damage to the fuel system or emission control system could result from using an improper fuel cap (gas cap). A poorly fitting cap could let impurities into the fuel system. Also, a poorly fitting after-market cap can cause the MIL (Malfunction Indicator Light) to illuminate, due to fuel vapors escaping from the system.

CAUTION!

A poorly fitting gas cap may cause the Malfunction Indicator Light to turn on.

CAUTION!

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

NOTE: When the fuel nozzle "clicks" or shuts off, the fuel tank is full.

WARNING!

- **Never have any smoking materials lit in or near the vehicle when the gas cap is removed or the tank filled.**
- **Never add fuel when the engine is running. This is in violation of most state and federal fire regulations and will cause the malfunction indicator light to turn on.**

NOTE: Tighten the gas cap about 1/4 turn until you hear one click. This is an indication that cap is properly tightened.

If the gas cap is not tighten properly, the Malfunction Indicator Light will come on. Be sure the gas cap is tightened every time the vehicle is refueled.

WARNING!

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.

Loose Fuel Filler Cap Message

If the vehicle diagnostic system determines that the fuel filler cap is loose, improperly installed, or damaged, a "CHECK GASCAP" message will be displayed in the EVIC (Electronic Vehicle Information Center). Refer to "Electronic Vehicle Information Center" in Section 4 of this manual. Tighten the fuel filler cap until a "clicking" sound is heard. This is an indication that the fuel filler cap is properly tightened. Refer to "Onboard Diagnostic System — OBDII" in Section 7 of this manual for more information.

CAUTION!

Damage to the fuel system or emission control system could result from using an improper fuel tank filler cap (gas cap). A poorly fitting cap could let impurities into the fuel system.

WARNING!

- **Never add fuel when the engine is running.**
- **Never have any smoking materials lit in or near the vehicle when the fuel cap is removed or the tank filled.**

VEHICLE LOADING

Certification Label

As required by National Highway Traffic Safety Administration Regulations, your vehicle has a certification label affixed to the driver's side door or pillar.

This label contains the month and year of manufacture, Gross Vehicle Weight Rating (GVWR), Gross Axle Weight Rating (GAWR) front and rear, and Vehicle Identification Number (VIN). A Month-Day-Hour (MDH) number is included on this label and indicates the Month, Day and Hour of manufacture. The bar code that appears on the bottom of the label is your Vehicle Identification Number (VIN).

Gross Vehicle Weight Rating (GVWR)

The GVWR is the total permissible weight of your vehicle including driver, passengers, vehicle, options, trailer tongue weight, and cargo. The label also specifies maximum capacities of front and rear axle systems (GAWR). Total load must be limited so GVWR and front and rear GAWR are not exceeded.

Payload

The payload of a vehicle is defined as the allowable load weight a truck can carry, including the weight of the driver, all passengers, options and cargo.

Gross Axle Weight Rating (GAWR)

The GAWR is the maximum permissible load on the front and rear axles. The load must be distributed in the cargo area so that the GAWR of each axle is not exceeded.

Each axle GAWR is determined by the components in the system with the lowest load carrying capacity (axle, springs, tires or wheels). Heavier axles or suspension components sometimes specified by purchasers for increased durability does not necessarily increase the vehicle's GVWR.

Tire Size
The tire size on the Label represents the actual tire size on your vehicle. Replacement tires must be equal to the load capacity of this tire size.

Rim Size
This is the rim size that is appropriate for the tire size listed.

Inflation Pressure
This is the cold tire inflation pressure for your vehicle for all loading conditions up to full GAWR.

Curb Weight
The curb weight of a vehicle is defined as the total weight of the vehicle with all fluids, including vehicle fuel, at full capacity conditions, and with no occupants or cargo loaded into the vehicle. The front and rear curb weight values are determined by weighing your vehicle on a commercial scale before any occupants or cargo are added.

Loading
The actual total weight and the weight of the front and rear of your vehicle at the ground can best be determined by weighing it when it is loaded and ready for operation.

The entire vehicle should first be weighed on a commercial scale to insure that the GVWR has not been exceeded. The weight on the front and rear of the vehicle should then be determined separately to be sure that the load is properly distributed over front and rear axle. Weighing the vehicle may show that the GAWR of either the front

or rear axles has been exceeded but the total load is within the specified GVWR. If so, weight must be shifted from front to rear or rear to front as appropriate until the specified weight limitations are met. Store the heavier items down low and be sure that the weight is distributed equally. Stow all loose items securely before driving.

Improper weight distributions can have an adverse effect on the way your vehicle steers and handles and the way the brakes operate.

CAUTION!

Do not load your vehicle any heavier than the GVWR or the maximum front and rear GAWR. If you do, parts on your vehicle can break, or it can change the way your vehicle handles. This could cause you to lose control. Also overloading can shorten the life of your vehicle.

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 gross trailer weight (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.

WARNING!

If the gross trailer weight (GTW) is 3,500 lbs. (1 587 kg) or more, it is mandatory to use a weight-distributing hitch to ensure stable handling of your vehicle. If you use a standard weight- carrying hitch, you could lose control of your vehicle and cause an accident.

Gross Combination Weight Rating (GCWR)

The gross combination weight rating (GCWR) is the total permissible weight of your vehicle and trailer when weighed in combination. (Note that GCWR ratings include 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 downward force exerted on the hitch ball by the trailer. In most cases it should not be less than 10% or more than 15% of the trailer load. You must consider this as part of the load on your vehicle.

Frontal Area
The maximum height and maximum width of the front of a trailer.

Trailer Sway Control
The trailer sway control is a telescoping link that can be installed between the hitch receiver and the trailer tongue that typically provides adjustable friction associated with the telescoping motion to dampen any unwanted trailer swaying motions while traveling.

Weight-Carrying Hitch
A weight-carrying hitch supports the trailer tongue weight, just as if it were luggage located at a hitch ball or some other connecting point of the vehicle. These kind of hitches are the most popular on the market today and they're commonly used to tow small- and medium-sized trailers.

Weight-Distributing Hitch

A weight-distributing system works by applying leverage through spring (load) bars. They are typically used for heavier loads, to distribute trailer tongue weight to the tow vehicle's front axle and the trailer axle(s). When used in accordance with the manufacturers' directions, it provides for a more level ride, offering more consistent steering and brake control thereby enhancing towing safety. The addition of a friction/hydraulic sway control also dampens sway caused by traffic and crosswinds and contributes positively to tow vehicle and trailer stability. Trailer sway control and a weight distributing (load equalizing) hitch are recommended for heavier Tongue Weights (TW) and may be required depending on Vehicle and Trailer configuration/loading to comply with gross axle weight rating (GAWR) requirements.

WARNING!

An improperly adjusted Weight Distributing Hitch system may reduce handling, stability, braking performance, and could result in an accident.

Weight Distributing Systems may not be compatible with Surge Brake Couplers. Consult with your hitch and trailer manufacturer or a reputable Recreational Vehicle dealer for additional information.

EXAMPLE ONLY

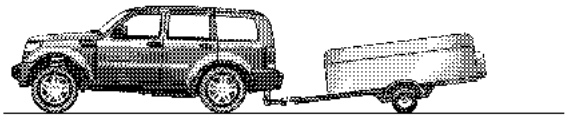


FIG. 1 WITHOUT WEIGHT DISTRIBUTION (INCORRECT)

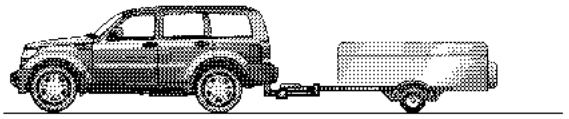


FIG 2. WITH WEIGHT DISTRIBUTION (CORRECT)

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Weight Distributing Hitch System

EXAMPLE ONLY

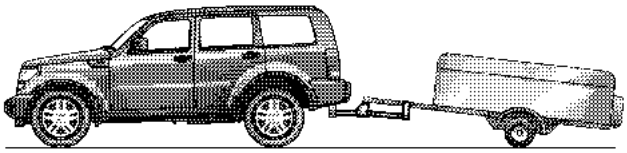

FIG. 3 IMPROPER ADJUSTMENT (INCORRECT)

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Improper Adjustment of Weight Distributing System

Trailer Hitch Classification

Your vehicle is capable of towing trailers up to 2,000 lbs (907 kg) without added equipment or alterations to the standard equipment. Your vehicle may be factory equipped for safe towing of trailers weighing over 2,000 lbs (907 kg) with the optional Trailer Tow Prep Package. See your dealer for package content.

The following chart provides the industry standard for the maximum trailer weight a given trailer hitch class can tow and should be used to assist you in selecting the correct trailer hitch for your intended towing condition. Refer to the Trailer Towing Weights (Maximum Trailer Weight Ratings) chart for the Max. GTW towable for your given drivetrain.

Trailer Hitch Classification	
Class	**Max. GTW (Gross Trailer Wt.)**
Class I - Light Duty	2,000 lbs (907 kg)
Class II - Medium Duty	3,500 lbs (1 587 kg)
Class III - Heavy Duty	5,000 lbs (2 268 kg)
Class IV - Extra Heavy Duty	10,000 lbs (4 540 kg)

All trailer hitches should be professionally installed on your vehicle.

Trailer Towing Weights (Maximum Trailer Weight Ratings)

The following chart provides the maximum trailer weight ratings towable for your given drivetrain.

Engine/ Transmission	Model	GCWR (Gross Combined Wt. Rating)	Frontal Area	Max. GTW (Gross Trailer Wt.)	Tongue Wt. (See Note)
3.7L/6-Speed Manual	4x2	8,500 lbs (3 855 kg)	40 Sq. Ft. (3.72 square meters)	3,500 lbs (1 587 kg)	350 lbs (159 kg)
3.7L/6-Speed Manual	4x4	8,750 lbs (3 969 kg)	40 Sq. Ft. (3.72 square meters)	3,500 lbs (1 587 kg)	350 lbs (159 kg)
3.7L/ Automatic	4x2	7,150 lbs (3 243 kg)	32 Sq. Ft. (2.97 square meters)	2,000 lbs (907 kg)	200 lbs (91 kg)
3.7L/ Automatic	4x4	7,400 lbs (3 356 kg)	32 Sq. Ft. (2.97 square meters)	2,000 lbs (907 kg)	200 lbs (91 kg)
3.7L/ Automatic w/ Cooler	4x2	9,850 lbs (4 468 kg)	64 Sq. Ft. (5.94 square meters)	3,500 lbs (1 588 kg)	350 lbs (159 kg)
3.7L/ Automatic w/Cooler	4x4	10,100 lbs (4 581 kg)	64 Sq. Ft. (5.94 square meters)	3,500 lbs (1 588 kg)	350 lbs (159 kg)
4.0L/ Automatic	4x2	7,150 lbs (3 243 kg)	32 Sq. Ft. (2.97 square meters)	2,000 lbs (907 kg)	200 lbs (91 kg)

4.0L/ Automatic	4x4	7,400 lbs (3 356 kg)	32 Sq. Ft. (2.97 square meters)	2,000 lbs (907 kg)	200 lbs (91 kg)
4.0L/ Automatic w/ Cooler	4x2	9,850 lbs (4 468 kg)	64 Sq. Ft. (5.94 square meters)	3,500 lbs (1 588 kg)	350 lbs (159 kg)
4.0L/ Automatic w/ Cooler	4x4	10,100 lbs (4 581 kg)	64 Sq. Ft. (5.94 square meters)	3,500 lbs (1 588 kg)	350 lbs (159 kg)
Refer to local laws for maximum trailer towing speeds.					

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 the Tire–Safety Information section in this manual.

When Towing Trailers with Gross Trailer Weight (GTW) between 3,500 lbs (1 588 kg) and 5,000 lbs (2 268 kg)

The following chart provides maximum trailer weight ratings towable for the following engine/transmission combinations, **ONLY** if using a weight distributing hitch.

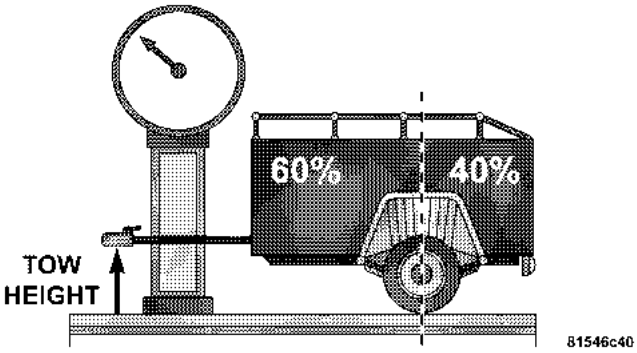
Engine/ Transmission	Model	GCWR (Gross Combined Wt. Rating)	Frontal Area	Max. GTW (Gross Trailer Wt.)	Tongue Wt. (See Note)
3.7L/ Automatic w/ Cooler	4x2	9,850 lbs (4 468 kg)	64 Sq. Ft. (5.94 square meters)	5,000 lbs (2 268 kg)	500 lbs (227 kg)
3.7L/ Automatic w/Cooler	4x4	10,100 lbs (4 581 kg)	64 Sq. Ft. (5.94 square meters)	5,000 lbs (2 268 kg)	500 lbs (227 kg)
4.0L/ Automatic w/ Cooler	4x2	9,850 lbs (4 468 kg)	64 Sq. Ft. (5.94 square meters)	5,000 lbs (2 268 kg)	500 lbs (227 kg)
4.0L/ Automatic w/ Cooler	4x4	10,100 lbs (4 581 kg)	64 Sq. Ft. (5.94 square meters)	5,000 lbs (2 268 kg)	500 lbs (227 kg)
Refer to local laws for maximum trailer towing speeds.					

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 the Tire–Safety Information section in this manual.

Trailer and Tongue Weight

Always load a trailer with 60% to 65% of the weight in the front of the trailer. This places 10% to 15% of the Gross Trailer Weight (GTW) on the tow hitch of your vehicle. 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 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 bumper or 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 in the Tire Safety Information section of this manual 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!

- **Avoid towing a trailer for the first 500 miles (805 km) of vehicle operation. Doing so may damage your vehicle.**
- **During the first 500 miles (805 km) of trailer towing, limit your speed to 50 mph (80 km/h).**

Perform the maintenance listed in Section 8 of this manual. When towing a trailer, never exceed the GAWR, or GCWR, ratings.

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.

- 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 brakes, axle, engine, transmission, steering, suspension, chassis structure or tires.
- 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 P (Park). With a manual transmission, shift the transmission into R (Reverse). 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 (This requirement may limit the ability to always achieve the 10% to 15% range of tongue weight as a percentage of total trailer weight).

Towing Requirements — Tires

– Do not attempt to tow a trailer while using a compact spare tire.

– Proper tire inflation pressures are essential to the safe and satisfactory operation of your vehicle. Refer to the Tires–General Information section of this manual on Tire Pressures for proper tire inflation procedures.

– Also, 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 the Tires–General Information section of this manual on Tread Wear Indicators for the proper inspection procedure.

– When replacing tires refer to the Tires–General Information section of this manual on Replacement Tires 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.

– An electronically actuated trailer brake controller is required when towing a trailer with electronically actuated brakes. 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 (454 kg) and required for trailers in excess of 2,000 lbs (907 kg).

CAUTION!

If the trailer weighs more than 1,000 lbs (454 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.

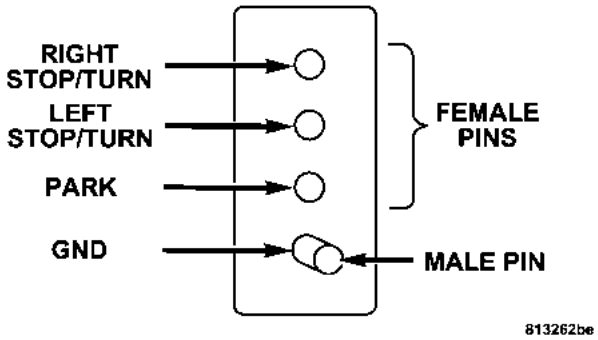
Towing Requirements — Trailer Lights & Wiring

Whenever you pull a trailer, regardless of the trailer size, stop lights and turn signals on the trailer are required for motoring safety.

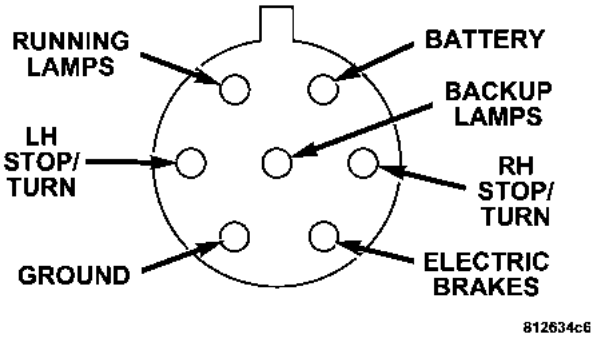
The Trailer Tow Package may include a 4 and 7 pin wiring harness. Use a factory approved trailer harness and connector.

NOTE: Do not cut or splice wiring into the vehicles wiring harness.

The electrical connections are all complete to the vehicle but you must mate the harness to a trailer connector. Refer to the following illustrations.



4 - Pin Connector



7- Pin Connector

Towing Tips

Before setting out on a trip, practice turning, stopping and backing the trailer in an area away from heavy traffic.

If using a manual transmission vehicle for trailer towing, all starts must be in FIRST gear to avoid excessive clutch slippage.

Towing Tips — Automatic Transmission
The "D" range can be selected when towing. However, if frequent shifting occurs while in this range, the "3" range should be selected.

NOTE: Using the "3" range 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. See Schedule "B" in section 8 of this manual for transmission fluid change intervals.

NOTE: Check the automatic transmission fluid level before towing.

Towing Tips — TOW/HAUL (If Equipped)
To reduce potential for automatic transmission overheating, press the "TOW HAUL" button when driving in hilly areas or shift the transmission to Drive position 2 on more severe grades. Refer to "Transmission Shifting" in this section.

Towing Tips — Electronic Speed Control (If Equipped)

- Don't 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.

Towing Tips — Cooling System
To reduce potential for engine and transmission overheating, take the following actions:

– *City Driving*
When stopped for short periods of time, put transmission in neutral and increase engine idle speed.

– *Highway Driving*
Reduce speed.

– *Air Conditioning*
Turn off temporarily.

– refer to Cooling System Operating information in the Maintenance section of this manual for more information.

RECREATIONAL TOWING (BEHIND MOTORHOME, ETC.)

Towing – 2WD Models

Recreational towing is allowed ONLY if the driveshaft is removed. Towing with the rear wheels on the ground while the driveshaft is connected can result in severe transmission damage.

Towing — 4WD or All-Wheel Drive Models

Recreational towing is not allowed. These models do not have a N (Neutral) position in the transfer case.

WHAT TO DO IN EMERGENCIES

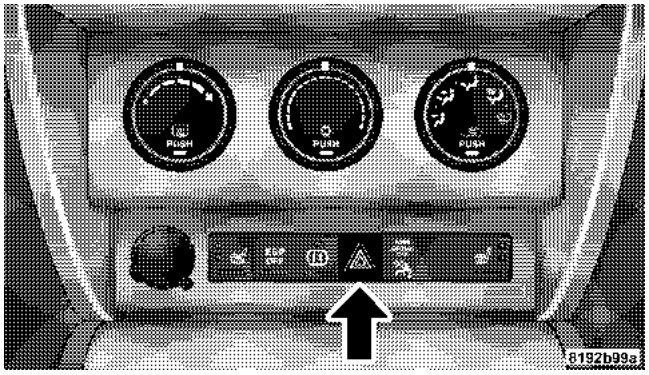
CONTENTS

- Hazard Warning Flashers 324
- If Your Engine Overheats 325
- Jacking And Tire Changing 326
  - Jack Location 326
  - Spare Tire Stowage 327
  - Spare Tire Removal 328
  - Preparations For Jacking 328
  - Jacking Instructions 329
- Jump Starting 331
- Towing A Disabled Vehicle 333
  - Two-Wheel Drive Vehicles 334
  - Four-Wheel Drive Vehicles 334

HAZARD WARNING FLASHERS

Your vehicle's hazard warning flasher is an emergency warning system. When you activate it, all front and rear directional signals will flash intermittently. Use it when your vehicle is disabled on or near the road. It warns other drivers to steer clear of you and your vehicle. This is an emergency warning system, not to be used when the vehicle is in motion.

To activate the warning flashers, press the button on the lower switch bank (below the climate controls). To turn the warning flashers off, press the button again.



Hazard Warning Switch

NOTE: With extended use, the 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, put transmission in N (Neutral), but do not increase engine idle speed.

NOTE: There are steps that you can take to slow down an impending overheat condition. If your air conditioner is on, turn it off. The air conditioning system adds heat to the engine cooling system and turning off the A/C removes this heat. You can also turn the Temperature Control to maximum heat, the Mode Control to floor, and the Fan 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.

CAUTION!

Driving with a hot cooling system could damage your vehicle. If the 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 for service.

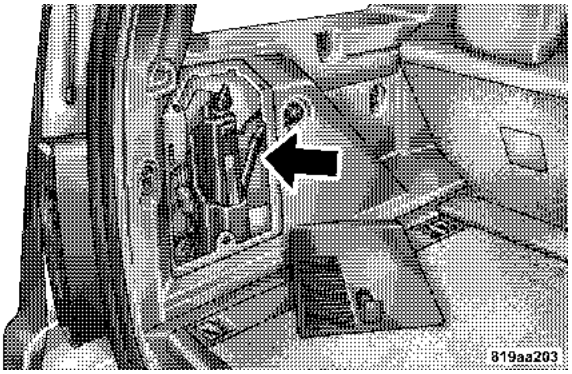
JACKING AND TIRE CHANGING

WARNING!

- **Getting under a jacked-up vehicle is dangerous. The vehicle could slip off the jack and fall on you. You could be crushed. Never get any part of your body under a vehicle that 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 scissor-type jack and tire changing tools are located in the left rear trim panel behind the second row seat.

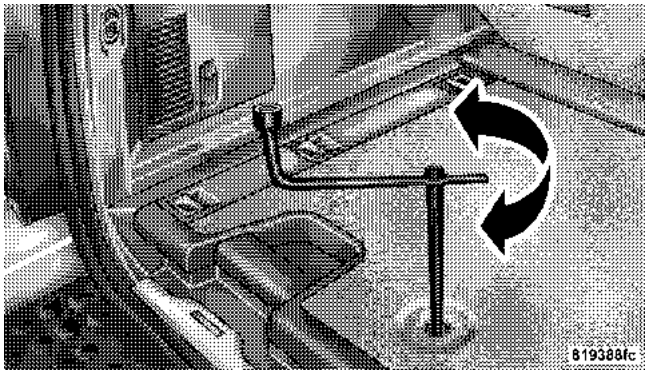


Jack Storage Location

Spare Tire Stowage

The spare tire is stowed under the rear of the vehicle by means of a cable winch mechanism. To remove or stow the spare, use the jack handle to rotate the "spare tire drive" nut. The nut is located under a plastic cover at the center-rear of the cargo floor area, just inside the liftgate opening.

WARNING!
Do not use power tools to winch the tire up or down. Impact type tools can damage the winch mechanism.



Lowering/Raising Spare Tire

Spare Tire Removal

Fit the jack handle extension over the drive nut. Use the Lug Wrench to rotate the nut counter clockwise until the spare is on the ground with enough slack in the cable to allow to pull the tire out from under the vehicle.

CAUTION!

The winch mechanism is designed for use with the jack extension tube only. Use of an air wrench or other power tools is not recommended and can damage the winch.

When the spare is clear, tilt the retainer at the end of the cable and pull it through the center of the wheel.

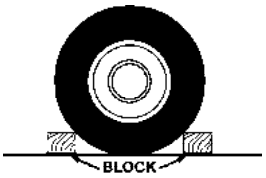
Preparations For Jacking

Park the vehicle on a firm level surface, avoid ice or slippery areas, **set the parking brake** and place the gear selector in P (Park). Turn OFF the ignition.

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.

- Turn on the Hazard Warning Flasher.



- 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.
- Passengers should not remain in the vehicle when the vehicle is being jacked.

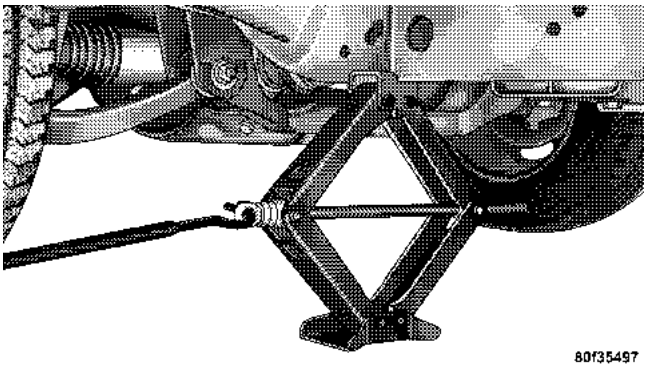
Jacking Instructions

1. Remove spare tire.

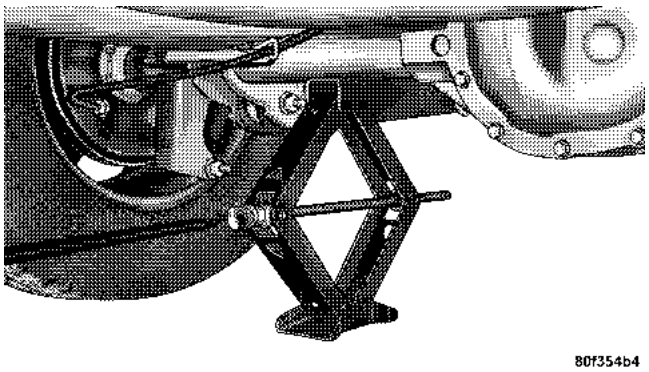
2. Loosen (but do not remove) the wheel lug nuts by turning them to the left one turn while the wheel is still on the ground.

3. Remove jack and tools from mounting bracket. Assemble the tools by connecting the driver to the extension, and then to the lug wrench.

4. Locate the jack as shown. For the front tires, place it in the notch on the body weld seam behind wheel to be changed. For the rear tires, place it under the axle by the wheel to be changed. Position the jack handle on the jack. **Do not raise the vehicle until you are sure the jack is fully engaged.**



Front Jacking Location



Rear 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 an accident. 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 lug nuts with cone-shaped end toward wheel. Lightly tighten the nuts. To avoid the risk of forcing the vehicle off the jack, do not tighten the nuts fully until the vehicle has been lowered.

8. Lower the vehicle by turning the jack screw to the left, and remove the jack and wheel blocks.

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. Correct wheel nut tightness is 130 N·m (95 ft. lbs). If in doubt about the correct tightness, have them checked with a torque wrench by your authorized dealer or at a service station.

10. Lower the jack to it's fully closed position.

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.

11. Secure the tire, jack, and tools in their proper locations.

JUMP STARTING

WARNING!

- **Battery fluid is a corrosive acid solution; do not allow battery fluid to contact eyes, skin or clothing. Don't lean over battery when attaching clamps or allow the clamps to touch each other. If acid splashes in eyes or on skin, flush the contaminated area immediately with large quantities of water.**
- **A battery generates hydrogen gas which is flammable and explosive. Keep flame or spark away from the vent holes. Do not use a booster battery or any other booster source with an output that exceeds 12 volts.**

Check the Battery Test Indicator (if equipped). If a light or bright colored dot is visible in the indicator (if equipped), DO NOT jump-start the battery.

If the indicator (if equipped) is dark or shows a green dot, proceed as follows:

1. Wear eye protection and remove all metal jewelry such as watch bands or bracelets which might make an unintended electrical contact.

2. Park the booster vehicle within cable reach but without letting the vehicles touch. Set the parking brake, place the automatic transmission in PARK and turn the ignition OFF on both vehicles.

3. Turn OFF heater, radio and all unnecessary electrical loads.

4. Connect one end of a jumper cable to the positive terminal of the booster battery. Connect the other end of the same cable to the positive terminal of the discharged battery.

WARNING!

Do not permit vehicles to touch each other as this could establish a ground connection and personal injury could result.

5. Connect the other cable, first to the negative terminal of the booster battery and then to the engine of the vehicle with the discharged battery. Make sure you have a good contact on the engine.

WARNING!

Do not connect the cable to the negative post of the discharge battery. The resulting electrical spark could cause the battery to explode.

During cold weather when temperatures are below freezing point, electrolyte in a discharged battery may freeze. Do not attempt jump starting because the battery could rupture or explode. The battery temperature must be brought up above freezing point before attempting jump start.

6. Start the engine in the vehicle which has the booster battery, let the engine idle a few minutes, then start the engine in the vehicle with the discharged battery.

7. When removing the jumper cables, reverse the above sequence exactly. Be careful of the moving belts and fan.

WARNING!

Any procedure other than above could result in:
1. Personal injury caused by electrolyte squirting out the battery vent;
2. Personal injury or property damage due to battery explosion;
3. Damage to charging system of booster vehicle or of immobilized vehicle.

TOWING A DISABLED VEHICLE

Proper towing or lifting equipment is required to prevent damage to your vehicle. Use of safety chains is recommended. **Attach 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.**

Two-Wheel Drive Vehicles

Provided that the transmission is operable, tow with the transmission in N (Neutral) and the ignition key in the OFF position along with the front wheels raised and the rear wheels on the ground. The speed must not exceed 30 mph (50 km/h) and the distance must not exceed 15 miles (25 km).

If the vehicle is to be towed more than 15 miles (25 km) or faster than 30 mph, it must be towed on a flatbed, or with the rear wheels raised and the front wheels on the ground, or with the front end raised and the rear wheels on a towing dolly.

NOTE: Towing the vehicle, with the rear wheels on the ground, at more than 30 mph (50 km/h) or for more than 15 miles (25 km) can cause severe transmission damage.

Four-Wheel Drive Vehicles

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 the vehicle raised and the opposite end on a towing dolly.

MAINTAINING YOUR VEHICLE

CONTENTS

- Engine Compartment – 3.7L 338
- Engine Compartment – 4.0L 339
- Onboard Diagnostic System — OBD II 340
  - Loose Fuel Filler Cap Message 340
- Emissions Inspection And Maintenance Programs 341
- Replacement Parts 342
- Dealer Service 343
- Maintenance Procedures 343
  - Engine Oil 343
  - Drive Belts — Check Condition And Tension 347
  - Spark Plugs 347
  - Catalytic Converter 348
  - Crankcase Emission Control System 350
  - Fuel Filter 350
  - Engine Air Cleaner Filter 350
  - Maintenance-Free Battery 351

- Air Conditioner Maintenance 351
- Power Steering Fluid Check 352
- Driveline And Steering Component Lubrication 353
- Body Lubrication 353
- Windshield Wiper Blades 354
- Windshield Washers 354
- Exhaust System 355
- Cooling System 355
- Hoses And Vacuum/Vapor Harnesses 360
- Brake System 361
- Automatic Transmission 363
- Hydraulic Clutch Fluid — Manual Transmission 364
- Manual Transmission 364
- Transfer Case 365
- Front/Rear Axle Fluid 366
- Appearance Care And Protection From Corrosion 366

■ Fuses (Integrated Power Module) 371

■ Replacement Light Bulbs 378

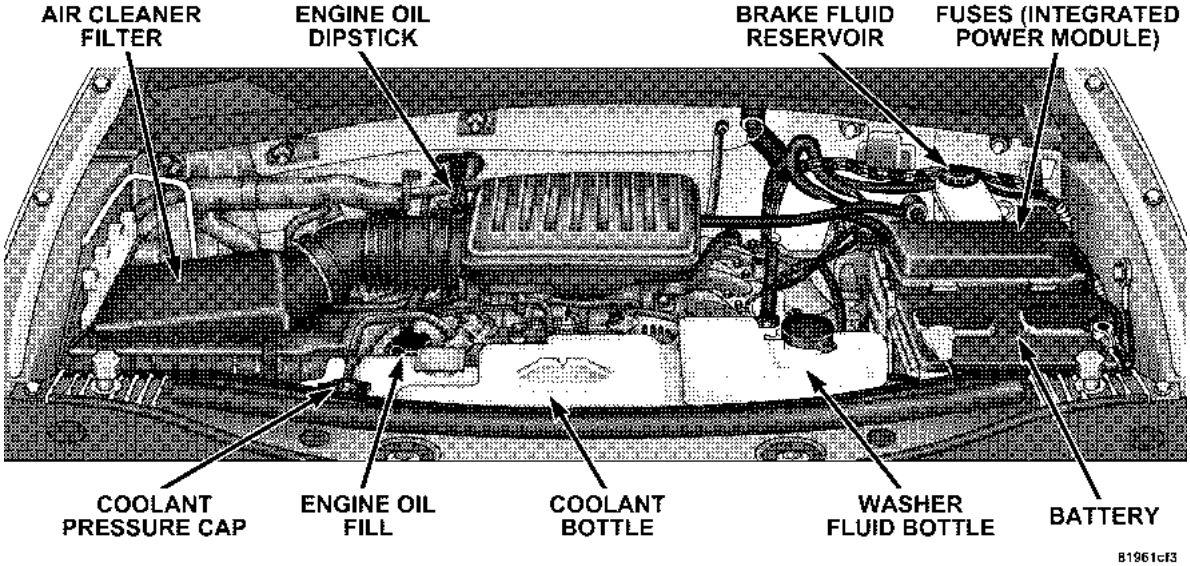
■ Bulb Replacement 379
- Head Light 379
- Left Front Turn Signal 379
- Right Front Turn Signal 379
- Front Side Marker 380
- Front Fog Light (Front Fascia Mounted) 380

- Rear Tail, Stop, Turn Signal, And Back-Up Lights 381
- Center High Mounted Stop Light (CHMSL) . . .381

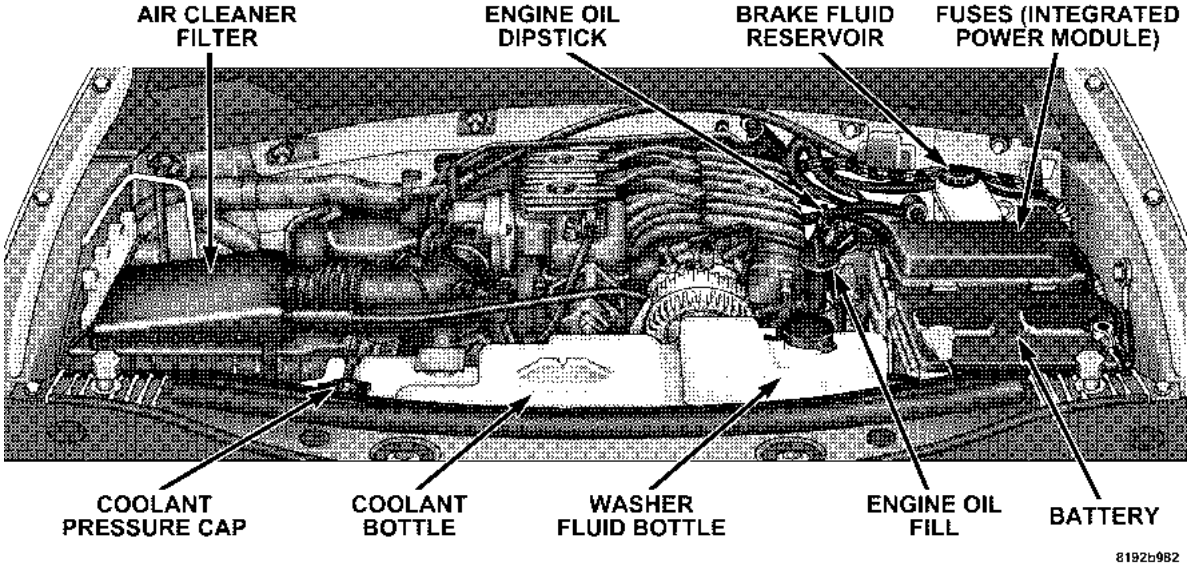
■ Fluid Capacities 382

■ Fluids, Lubricants And Genuine Parts 383
- Engine 383
- Chassis 384

ENGINE COMPARTMENT – 3.7L



ENGINE COMPARTMENT – 4.0L



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." 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 dealer for service as soon as possible.

CAUTION!

- **Prolonged driving with the "Malfunction Indicator Light" on could cause further damage to the emission control system. It could also affect fuel economy and driveability. The vehicle must be serviced before any emissions tests can be performed.**
- **If the "Malfunction Indicator Light" 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 loose, improperly installed, or damaged. A loose fuel filler cap message will be displayed in the instrument cluster. 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.

EMISSIONS INSPECTION AND MAINTENANCE PROGRAMS

In some localities, it may be a legal requirement to pass an inspection of your vehicle's emissions control system. Failure to pass could prevent vehicle registration.

For states, which have an I/M (Inspection and Maintenance) requirement, this check verifies the following: the MIL (Malfunction Indicator Lamp) is functioning and is not on when the engine is running, and that the OBD (On Board Diagnostic) system is ready for testing.

Normally, the OBD system will be ready. The OBD system may **not** be ready if your vehicle was recently serviced, if you recently had a dead battery, or a battery replacement. If the OBD system should be determined not ready for the I/M test, your vehicle may fail the test.

Your vehicle has a simple ignition key actuated test, which you can use prior to going to the test station. To check if your vehicle's OBD system is ready, you must do the following:

1. Insert your ignition key into the ignition switch.

2. Turn the ignition to the ON position, but do not crank or start the engine.

3. If you crank or start the engine, you will have to start this test over.

4. As soon as you turn your key to the ON position, you will see your MIL symbol come on as part of a normal bulb check.

5. Approximately 15 seconds later, one of two things will happen:

a. The MIL will flash for about 10 seconds and then return to being fully illuminated until you turn off the ignition key or start the engine. This means that your vehicle's OBD system is **not ready** and you should **not** proceed to the I/M station.

b. The MIL will not flash at all and will remain fully illuminated until you turn off the ignition key or start the engine. This means that your vehicle's OBD system is **ready** and you can proceed to the I/M station.

If your OBD system is **not ready,** you should see your authorized dealer or repair facility. If your vehicle was recently serviced or had a battery failure or replacement, you may need to do nothing more than drive your vehicle as you normally would in order for your OBD system to update. A recheck with the above test routine may then indicate that the system is now ready.

Regardless of whether your vehicle's OBD system is ready or not ready, if the MIL symbol is illuminated during normal vehicle operation, you should have your vehicle serviced before going to the I/M station. The I/M station can fail your vehicle because the MIL symbol is on with the engine running.

REPLACEMENT PARTS

Use of genuine Mopar® parts for normal/scheduled maintenance and repairs is highly recommended to insure 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.

DEALER SERVICE

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

NOTE: Intentional tampering with emissions control systems can result in civil penalties being assessed against you.

WARNING!

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

MAINTENANCE PROCEDURES

The pages that follow contain the **required** maintenance services determined by the engineers who designed your vehicle.

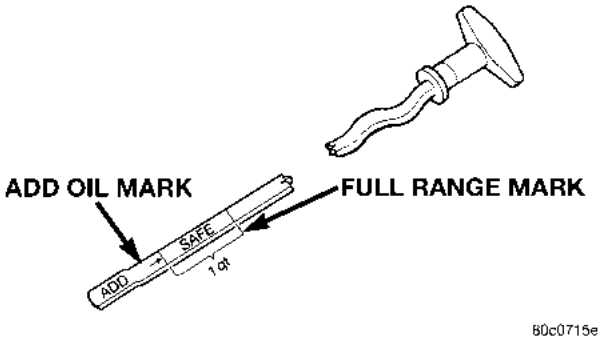
Besides the maintenance items for which there are fixed maintenance intervals, there are other items that should operate satisfactorily without periodic maintenance. However, if a malfunction of these items does occur, it could adversely affect the engine or vehicle performance. These items should be inspected if a malfunction is observed or suspected.

Engine Oil

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 5 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

Road conditions as well as your kind of driving affect the interval at which your oil should be changed. Check the following to determine if any apply to you:

- Day or night temperatures are below 32°F (0°C)
- Stop and go driving
- Extensive engine idling
- Driving in dusty conditions
- Short trip driving of less than 10 miles (16.2 km)

- More than 50% of your driving is at sustained high speeds during hot weather, above 90°F (32°C)
- Taxi, Police, or delivery service (commercial service)
- Trailer towing
- If equipped for and operating with E–85 (ethanol) fuel

If **ANY** of these apply to you, then change your engine oil at every interval shown in schedule "B" of the "Maintenance Schedules" section of this manual.

If none of these apply to you, then change your engine oil at every interval shown on schedule "A" of the "Maintenance Schedules" section of this manual

NOTE: Under no circumstances should oil change intervals exceed 6,000 miles (10 000 km) or 6 months whichever comes first.

Engine Oil Selection

For best performance and maximum protection for all engines under all types of operating conditions, the manufacturer recommends engine oils that are API Certified and meet the requirements of DaimlerChrysler 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.

Engine Oil Viscosity (3.7L Engine)
SAE 5W-20 engine oil is recommended for all operating temperatures. This engine oil improves low temperature starting and vehicle fuel economy. Your engine oil filler cap shows the recommended engine oil viscosity for your vehicle.

Lubricants which do not have both, the engine oil certification mark and the correct SAE viscosity grade number should not be used.

Engine Oil Viscosity (4.0L Engine)
SAE 10W-30 engine oil is recommended for all operating temperatures. This engine oil improves low temperature starting and vehicle fuel economy. Your engine oil filler cap shows the recommended engine oil viscosity for your vehicle.

Lubricants which do not have both, the engine oil certification mark and the correct SAE viscosity grade number should not be used.

Materials Added To Engine Oils
The manufacturer **strongly recommends** against the addition of any additives (other than leak detection dyes) to engine oil. Engine oil is an engineered product and it's performance may be impaired by supplemental additives.

Disposing of Used Engine Oil
Care should be taken in disposing of used engine oil from your vehicle. Used oil, 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 can be safely discarded in your area.

Engine Oil Filter
The engine oil filter should be replaced at every engine oil change.

NOTE: For best access to the oil filter, a drive on hoist should be used instead of a chassis hoist (3.7L Only).

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 efficient service. Mopar® engine oil filters are high quality oil filters and are recommended.

Drive Belts — Check Condition and Tension

Belt tension is controlled by means of an automatic tensioner. No belt tension adjustments are required. However, belt and belt tensioner condition should be inspected at the specified intervals, and replaced if required. See your authorized dealer for service

At the mileage indicated in the appropriate "Maintenance Schedule", all belts and tensioner should be checked for condition. Improper belt tension can cause belt slippage and failure.

Belts should be inspected for evidence of cuts, cracks, glazing, or frayed cords and replaced if there is indication of damage which could result in belt failure. Low generator belt tension can cause battery failure.

Also check belt routing to make sure there is no interference between the belts and other engine components.

Spark Plugs

Spark plugs must fire properly to assure engine performance and emission control. New plugs should be installed at the mileage specified in the appropriate maintenance chart. The entire set should be replaced if there is any malfunction due to a faulty spark plug.

Refer to the "Vehicle Emission Control Information" label in the engine compartment for spark plug information.

Catalytic Converter

The catalytic converter requires the use of unleaded fuel only. Leaded gasoline will destroy the effectiveness of the converter as an emission control device.

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 vehicle to run out of fuel.

NOTE: Intentional tampering with emissions control systems can result in civil penalties being assessed against you.

Crankcase Emission Control System

Proper operation of this system depends on freedom from sticking or plugging due to deposits. As vehicle mileage builds up, the PCV valve and passages may accumulate deposits. If a valve is not working properly, replace it with a new valve. DO NOT ATTEMPT TO CLEAN THE OLD PCV VALVE!

Check ventilation hose for indication of damage or plugging deposits. Replace if necessary.

Fuel Filter

A plugged fuel filter can cause hard starting or limit the speed at which a vehicle can be driven. Should an excessive amount of dirt accumulate in the fuel tank, frequent replacement of the fuel filter which is mounted in the fuel tank may be necessary.

Engine Air Cleaner Filter

Under normal driving conditions, replace the air filter at the intervals shown on "Maintenance Schedule A." If, however, you drive the vehicle frequently under dusty or severe conditions, the filter element should be inspected periodically and replaced if necessary at the intervals shown on "Maintenance Schedule B."

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.

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 identified on the battery case. Also, if a "fast charger" is used while battery is in the vehicle, disconnect both vehicle battery cables before connecting the charger to 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.

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. Refer to Section 3 of the Warranty Information Book for additional warranty information.**
- **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.**

Refrigerant Recovery and Recycling

R-134a Air Conditioning Refrigerant is a hydrofluorocarbon (HFC) that is endorsed by the Environmental Protection Agency and is an ozone-saving product. However, the manufacturer recommends that air conditioning service be performed by dealers or other service facilities using recovery and recycling equipment.

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 a certified DaimlerChrysler Dealership."

WARNING!

Fluid level should be checked on a level surface with the engine off to prevent injury from moving parts, and to insure accurate fluid level reading. Do not overfill. Use only the manufacturer's recommended 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 for correct fluid type.

NOTE: Upon initial start-up in cold weather, the power steering pump may make noise for a short period of time. This is due to the cold, thick fluid in the steering system. This noise should be considered normal, and does not in any way damage the steering system.

Driveline And Steering Component Lubrication

All driveline and steering components are sealed and do not require lubrication. Driveshafts are not serviceable.

Body Lubrication

Locks and all body pivot points, including such items as seat tracks, doors, tailgate and hood hinges, should be lubricated periodically 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 insure 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 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.

Windshield Washers

The fluid reservoir in the engine compartment should be checked for fluid level at regular intervals. Fill the reservoir with windshield antifreeze (not radiator antifreeze) rated not to freeze at -25°F (-31°C). Operate the system for a few seconds to flush out the residual water.

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.

Cooling System

WARNING!

You or others can be badly burned by hot antifreeze/coolant or steam from your radiator. If you see or hear steam coming from under the hood, don't 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 antifreeze/coolant protection every 12 months (before the onset of freezing weather, where applicable). If antifreeze/coolant is dirty or rusty in appearance, the system should be drained, flushed and refilled with fresh antifreeze/coolant. 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 antifreeze/coolant from the radiator drain cock. If the cap is sealing properly, the antifreeze/coolant 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

At the intervals shown in the appropriate "Maintenance Schedule," the system should be drained, flushed, and refilled.

If the solution 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 old antifreeze/coolant solution.

Discard old antifreeze/coolant solution according to recommended procedure.

Selection Of Engine Coolant

Use only the manufacturer's recommended antifreeze/coolant, refer to Fluids, Lubricants, and Genuine Parts for correct antifreeze/coolant type.

CAUTION!

- **Mixing of antifreeze/coolant other than the specified HOAT antifreeze/coolant may result in decreased corrosion protection and engine damage. If a non-HOAT antifreeze/coolant is introduced into the cooling system in an emergency, it should be replaced with the specified antifreeze/coolant as soon as possible.**
- **Do not use plain water alone or alcohol base antifreeze/coolant products. Do not use additional rust inhibitors or antirust products, as they may not be compatible with the antifreeze/coolant and may plug the radiator.**
- **This vehicle has not been designed for use with Propylene Glycol based antifreeze/coolant. Use of Propylene Glycol base antifreeze/coolant is not recommended.**

Adding Engine Coolant

Your vehicle has been built with an improved antifreeze/coolant that allows extended maintenance intervals. This antifreeze/coolant can be used up to 5 Years or 100,000 miles before replacement. To prevent reducing this extended maintenance period, it is important that you use the same antifreeze/coolant throughout the life of your vehicle. Please review these recommendations for using Hybrid Organic Additive Technology (HOAT) antifreeze/coolant.

When adding antifreeze/coolant, a minimum solution of 50% recommended Mopar Antifreeze/ Coolant 5 Year/ 100,000 Mile Formula HOAT (Hybrid Organic Additive Technology), or equivalent, in water should be used. 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/antifreeze (coolant) 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 antifreeze/coolant types will decrease the life of the antifreeze/coolant and will require more frequent antifreeze/coolant changes.

Cooling System Pressure Cap

The cap must be fully tightened to prevent loss of antifreeze/coolant, and to insure that antifreeze/coolant 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 antifreeze/coolant 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 antifreeze/coolant 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 antifreeze/coolant in open containers or allow it to remain in puddles on the ground. If ingested by a child, contact a physician 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 antifreeze/coolant in the bottle should be between the ranges indicated on the bottle.

The radiator normally remains completely full, so there is not need to remove the radiator cap unless checking for antifreeze/coolant freeze point or replacing antifreeze/coolant. 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 antifreeze/coolant 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 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 antifreeze/coolant 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 antifreeze/coolant freeze point in the radiator and in the coolant recovery bottle. If antifreeze/

coolant needs to be added, contents of coolant recovery bottle must also be protected against freezing.

- If frequent antifreeze/coolant 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 antifreeze/coolant concentration at 50% HOAT antifreeze/coolant (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, also.
- 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.

Hoses and Vacuum/Vapor Harnesses

Inspect surfaces of hoses and nylon tubing for evidence of heat and mechanical damage. Hard or soft spots, brittle rubber, cracking, tears, cuts, abrasions, and excessive swelling indicate deterioration of the rubber.

Pay particular attention to the hoses nearest to high heat sources such as the exhaust manifold. Inspect hose routing to be sure hoses do not touch any heat source or moving component that may cause heat damage or mechanical wear.

Insure nylon tubing in these areas has not melted or collapsed. Inspect all hose connections such as clamps and couplings to make sure they are secure and no leaks

are present. Components should be replaced immediately if there is any evidence of degradation that could cause failure.

Brake System

In order to assure brake system performance, all brake system components should be inspected periodically. Refer to the appropriate "Maintenance Schedule" in Section 8 for suggested service 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 wouldn't have your full braking capacity in an emergency.

Brake and Power Steering System Hoses

When servicing the vehicle for scheduled maintenance, inspect surface of hoses for evidence of heat and mechanical damage. Hard and brittle rubber, cracking, tears, cuts, abrasion, and excessive swelling suggest deterioration of the rubber. Particular attention should be made to examining those hose surfaces nearest to high heat sources, such as the exhaust manifold.

Inspect all hose clamps and couplings to make sure they are secure and no leaks are present.

NOTE: Inspection of brake hoses should be done whenever the brake system is serviced and every engine oil change.

WARNING!

Worn brake hoses can burst and cause brake failure. You could have an accident. If you see any signs of cracking, scuffing, or worn spots, have the brake hoses replaced immediately.

Brake Master Cylinder

The fluid level in the master cylinder should be checked when performing under hood services, or immediately if the BRAKE warning light shows system failure

Be sure to clean the top of the master cylinder area before removing the cap. If necessary, add fluid to bring the fluid level up to the requirements described on the brake fluid reservoir. With disc brakes, fluid level can be expected to fall as the brake pads wear. Brake fluid level should be checked when pads are replaced. However, low fluid level may be caused by a leak and a checkup may be needed.

Use only manufacturer's recommended brake fluid, refer to Fluids, Lubricants, and Genuine Parts for correct fluid type.

WARNING!

- **Use of a brake fluid that may have a lower initial boiling point or unidentified as to specification, may result in sudden brake failure during hard prolonged braking. You could have an accident.**
- **Overfilling the brake fluid reservoir can result in spilling brake fluid on hot engine parts and the brake fluid catching fire.**

Use only brake fluid that has been in a tightly closed container to avoid contamination from foreign matter. Do not allow petroleum base fluid to contaminate the brake fluid as seal damage will result.

Automatic Transmission

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 for correct fluid type. It is important that the transmission fluid be maintained at the prescribed level using the recommended fluid.

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 for correct fluid type.

Fluid Level Check — 42RLE (3.7L Engine)

Your vehicle is equipped with a capped dipstick tube, it is sealed and should not be tampered with. Your authorized dealer has the proper tools to ensure that the fluid level is set properly.

Fluid Level Check — W5A580 (4.0L Engine)
Your vehicle is equipped with a capped dipstick tube, it is sealed and should not be tampered with. Your authorized dealer has the proper tools to ensure that the fluid level is set properly.

Special Additives
The manufacturer strongly recommends against the addition of any additives to the transmission. The only exception to this policy is the use of special dyes to aid in detecting fluid leaks. The use of transmission sealers should be avoided as they may adversely affect seals.

Hydraulic Clutch Fluid — Manual Transmission

The clutch hydraulic system is fed by a segregated volume of fluid within the brake system master cylinder reservoir. In the event of leakage or wear, use only manufacturer's recommended brake fluid, refer to Fluids, Lubricants, and Genuine Parts for correct fluid type.

Manual Transmission

Selection of Lubricant
Use only manufacturer's recommended manual transmission fluid, refer to Fluids, Lubricants, and Genuine Parts for correct fluid type.

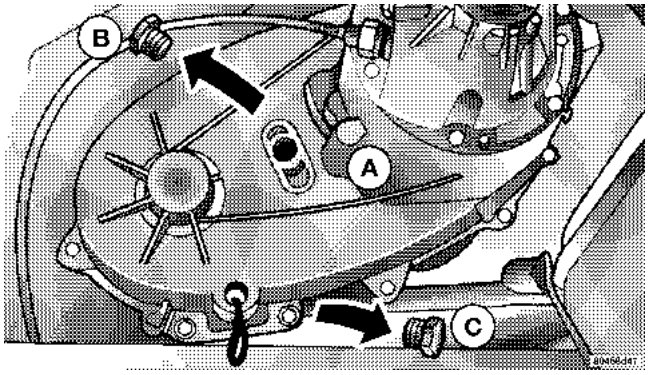
Fluid Level Check
Check the fluid level by removing the fill plug. The fluid level should be between the bottom of the fill hole and a point not more than 3/16" (4.76 mm) below the bottom of the hole.

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

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 fill plug (B), then drain plug (C). Recommended tightening torque for drain and fill plugs is 15–25 ft.lbs. (20–34 N·m).

CAUTION!

When replacing plugs, do not overtighten. 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 for correct fluid type.

Front/Rear Axle Fluid

Fluid Level Check
Lubricant should be at 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 for correct fluid type.

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 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 to remove.
- Use Mopar® Cleaner Wax 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.

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 must be 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 mud or stone shields behind each wheel.
- Use Mopar® Touch Up Paint 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 select a non-abrasive, non-acidic cleaner. Do not use scouring pads, steel wool, a bristle brush or metal polishes. Only Mopar® cleaners 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.

YES Essentials® Fabric Cleaning Procedure – If Equipped

YES Essentials® seats may be cleaned in the following manner:

- Remove as much of the stain as possible by blotting with a clean, dry towel.
- Blot any remaining stain with a clean, damp towel.
- For tough stains, apply Mopar® Total Clean or a mild soap solution to a clean, damp cloth and remove stain. Use a fresh, damp towel to remove soap residue.
- For grease stains, apply Mopar® Multi-Purpose Cleaner to a clean, damp cloth and remove stain. Use a fresh, damp towel to remove soap residue.
- Do not use any solvents or protectants on Yes Essentials® products.

Interior Care

Use Mopar® Total Clean to clean fabric upholstery and carpeting.

Interior Trim should be cleaned starting with a damp cloth, a damp cloth with Mopar® Total Clean, then Mopar® Spot & Stain Remover if absolutely necessary. Do not use harsh cleaners or Armorall. Use Mopar® Total Clean 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.

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 rear view 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 tissue.

Seat Belt Maintenance

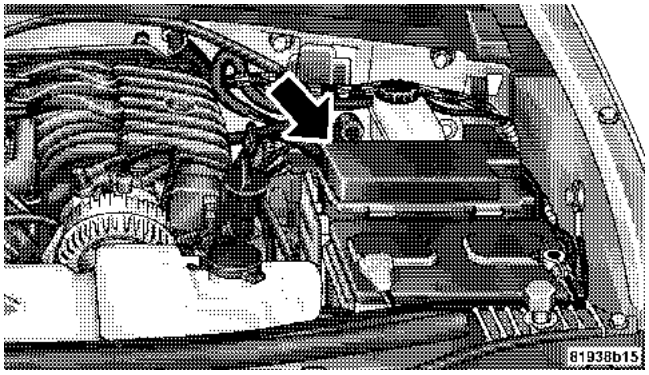
Do not bleach, dye or clean the belts with chemical solvents or abrasive cleaners. This will weaken the fabric. Sun damage will also weaken the fabric.

If the belts need cleaning, use Mopar® Total Clean, 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.

FUSES (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.



Integrated Power Module (TIPM)

Cavity	Cartridge Fuse	Mini Fuse	Description
J1	40 Amp Green		Power Folding Seat
J2	30 Amp Pink		Transfer Case/Pwr Liftgate Module
J3	40 Amp Green		Rear Door Module (RR DOOR NODE)
J4	25 Amp Natural		Driver Door Node
J5	25 Amp Natural		Passenger Door Node
J6	40 Amp Green		Anti-Lock Brake System (ABS) Pump/ESP
J7	30 Amp Pink		Anti-Lock Brake System (ABS) Valve/ESP
J8	40 Amp Green		Power Memory Seat (If Equipped)
J9	40 Amp Green		PZEV Motor/Flex Fuel

Cavity	Cartridge Fuse	Mini Fuse	Description
J10	30 Amp Pink		Hdlp Wash Relay/ Manual Tuning Valve
J11	30 Amp Pink		Sway Bar/ THATCHAM Lock-Unlock/Power Sliding Door Module
J13	60 Amp Yellow		Ignition Off Draw (IOD) — Main
J14	40 Amp Green		EBL (Rear Window Defogger)
J15	30 Amp Pink		Rear Blower
J17	40 Amp Green		Starter Solenoid
J18	20 Amp Yellow		Powertrain Control Module (PCM) Trans Range

Cavity	Cartridge Fuse	Mini Fuse	Description
J19	60 Amp Yellow		Radiator Fan
J20	30 Amp Pink		Front Wiper LO/HI
J21	20 Amp Yellow		Front/Rear Washer
J22	25 Amp Natural		Sunroof Module
M1		20 Amp Yellow	Center High Mounted Stop Light (CHMSL)/ Brake Switch
M2		20 Amp Yellow	Trailer Lighting
M3		20 Amp Yellow	Frt/Rear Axle Lockers
M4		10 Amp Red	Trailer Tow

Cavity	Cartridge Fuse	Mini Fuse	Description
M5		25 Amp Natural	Inverter
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
M9		20 Amp Yellow	Rear Heated Seat (If Equipped)

Cavity	Cartridge Fuse	Mini Fuse	Description
M10		20 Amp Yellow	Ignition Off Draw — Vehicle Entertainment System (IOD-VES), Satellite Digital Audio Receiver (SDARS), DVD, Hands Free Module (HFM), RADIO, Antenna (ANT), Universal Garage Door Opener (UGDO), Vanity Lamp (VANITY LP)
M11		10 Amp Red	(Ignition Off Draw) IOD-HVAC/ATC, MW SENSR, Underhood Lamp (UH LMP)

Cavity	Cartridge Fuse	Mini Fuse	Description
M12		30 Amp Green	Amplifier (AMP)
M13		20 Amp Yellow	Ignition Off Draw— Cabin Compartment Node (IOD-CCN), Wireless Control Module (WCM), SIREN, Clock Module (CLK MOD), Multi-Function Control Switch (MULTIFCTN SW)
M14		20 Amp Yellow	Trailer Tow (Export Only)

Cavity	Cartridge Fuse	Mini Fuse	Description
M15		20 Amp Yellow	COL MOD, IR SNS, Heater Ventilation, Air Conditioning/ Automatic Temperature Control (HVAC/ ATC), Rear View Mirror (RR VW MIR), Cabin Compartment Node (CCN), Transfer Case Switch (T-CASE SW), RUN/ST, Multi-Function Control Switch (MULTIFTCN SW), Tire Pressure Monitor (TPM), Glow Plug Module (GLW PLG MOD) — Export Diesel Only

Cavity	Cartridge Fuse	Mini Fuse	Description
M16		10 Amp Red	Occupant Restraint Controller/Occupant Classification Module (ORC/OCM)
M17		15 Amp Blue	Left Tail/License/ Park Lamp (LT-TAIL/ LIC/PRK LMP)
M18		15 Amp Blue	Right Tail/Park/Run Lamp (RT-TAIL/ PRK/RUN LMP)
M19		25 Amp Natural	Auto Shut Down (ASD #1 and #2)
M20		15 Amp Blue	Cabin Compartment Node Interior Light (CCN INT LIGHT), Switch Bank (SW BANK), Steering Control Module (SCM)

Cavity	Cartridge Fuse	Mini Fuse	Description
M21		20 Amp Yellow	Auto Shut Down (ASD #3)
M22		10 Amp Red	Right Horn (RT HORN (HI/LOW)
M23		10 Amp Red	Left Horn (LT HORN (HI/LOW)
M24		25 Amp Natural	Rear Wiper (REAR WIPER)
M25		20 Amp Yellow	Fuel Pump (FUEL PUMP), Diesel Lift Pump (DSL LIFT PUMP) — Export Only
M26		10 Amp Red	Power Mirror Switch (PWR MIRR SW), Driver Window Switch (DRVR WIND SW)

Cavity	Cartridge Fuse	Mini Fuse	Description
M27		10 Amp Red	Ignition Switch (IGN SW), Window Module (WIN MOD)
M28		10 Amp Red	Next Generation Controller (NGC), Transmission Feed (TRANS FEED), J1962
M29		10 Amp Red	Occupant Classification Module (OCM)
M30		15 Amp Blue	Rear Wiper Module (RR WIPER MOD), Power Folding Mirror (PWR FOLD MIR)
M31		20 Amp Yellow	Back-Up Lamps (B/U LAMPS)
M32		10 Amp Red	Occupant Restraint Controller (ORC), TT EUROPE

Cavity	Cartridge Fuse	Mini Fuse	Description
M33		10 Amp Red	Next Generation Controller (NGC), Global Powertrain Engine Controller (GPEC)
M34		10 Amp Red	Park Assist (PRK ASST), Heater Ventilation, Air Conditioning Module (HVAC MOD), Headlamp Wash (HDLP WASH), Compass (COMPAS)
M35		10 Amp Red	Heated Mirrors
M36		20 Amp Yellow	Power Outlet #3 (BATT)

Cavity	Cartridge Fuse	Mini Fuse	Description
M37		10 Amp Red	Anti-Lock Brake System (ABS), Electronic Stability Program (ESP), Stop Lamp Switch (STP LP SW), Fuel Pump Rly Hi Control
M38		25 Amp Natural	Lock/Unlock Motors (LOCK/UNLOCK MTRS)

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 a 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.**

REPLACEMENT LIGHT BULBS

LIGHT BULBS — Interior	Bulb No.
Dome Light	WL212–2
Liftgate Lamp	567
Overhead Console Lights	PLW214–2A
Reading Light	WL212–2

LIGHT BULBS — Outside	Bulb No.
Headlight	9008 H13
Front Park/Turn	3157AK
Front Sidemarker	168
Back-Up	4057K
Center High Mounted Stoplight	921
Fog Lamp	H10 9145
License Plate Light	168
Rear Tail, Stop, Turn Signal	4057K

BULB REPLACEMENT

Head Light

1. Open the hood.

2. Reach behind the headlamp unit in the engine compartment to access the headlamp bulb lock ring.

3. Firmly grasp the lock ring on the back of the headlamp unit housing.

4. Rotate the lock ring on the back of the headlamp housing counter-clockwise to unlock it.

CAUTION!
Do not touch the new bulb with your fingers. Oil contamination will severely shorten bulb life. If the bulb comes in contact with any oily surface, clean the bulb with rubbing alcohol.

5. Disconnect the electrical connector and replace the bulb.

Left Front Turn Signal

1. Turn the steering wheel all the way to the right (full right lock).

2. Remove the door in the left wheel liner by twisting counter clockwise. Access to the bulb can be gained through the wheel liner hole.

3. Disconnect the electrical connector.

4. Twist the bulb counter clockwise to remove.

Right Front Turn Signal

1. Open the hood.

2. Reach behind the headlamp unit in the engine compartment to access the turn signal bulb.

3. Twist the bulb counter clockwise to remove.

4. Disconnect the electrical connector and replace the bulb.

Front Side Marker

1. Open the hood.
2. Remove the grille assembly, as follows:
   a. Remove eight fasteners.
   b. Remove two screws from each headlamp.
   c. Remove two scrivets from the center of the grille.
   d. Remove one push pin from the top of each fender.
   e. Pull the grille assembly toward you to disconnect the grille clips to the fender and the headlamp ball-studs to the front end module.
3. Disconnect electrical connector.
4. Turn the bulb counterclockwise to remove.

Front Fog Light (Front Fascia Mounted)

1. Reach between the front fascia and wheel liner from under the vehicle.
2. Turn the front fog light bulb 1/4 turn counter clockwise to remove from housing.
3. Disconnect the electrical connector and replace bulb.

CAUTION!

Do not touch the new bulb with your fingers. Oil contamination will severely shorten bulb life. If the bulb comes in contact with any oily surface, clean the bulb with rubbing alcohol.

Rear Tail, Stop, Turn Signal, and Back-Up Lights

1. Open the lift gate.

2. Remove the two push pins.

3. Pull lamp straight back and disconnect electrical connection.

4. Remove the two screws attaching the backplate to the lamp assembly.

5. Pull the backplate straight back from the lamp housing.

6. Disconnect the electrical connector.

7. Remove the bulb from the backplate.

Center High Mounted Stop Light (CHMSL)

1. Remove the two screws securing the CHMSL.

2. Disconnect the electrical connector and washer hose (if equipped) from CHMSL.

3. Replace the CHMSL.

FLUID CAPACITIES

	U.S.	Metric
Fuel (Approximate)	19.5 Gallons	73.8 Liters
Engine Oil with Filter		
3.7 Liter Engine (SAE 5W-20, API Certified Engine Oil)	5 Qts	4.7 Liters
4.0 Liter Engine (SAE 10W-30, API Certified Engine Oil)	6 Qts	5.7 Liters
Cooling System *		
3.7 Liter Engine (Mopar® Antifreeze/Engine Coolant 5 Year/ 100,000 Mile Formula)	14 Qts	13 Liters
4.0 Liter Engine (Mopar® Antifreeze/Engine Coolant 5 Year/ 100,000 Mile Formula)	14 Qts	13 Liters

* Includes heater and coolant recovery bottle filled to MAX level.

FLUIDS, LUBRICANTS AND GENUINE PARTS

Engine

Component	Fluids, Lubricants and Genuine Parts
Engine Coolant	Mopar® Antifreeze/Coolant 5 Year/100,000 Mile Formula HOAT (Hybrid Organic Additive Technology) or equivalent.
Engine Oil (3.7L Engine)	Use SAE 5W-20, API Certified, meeting material standard MS-6395 or equivalent.
Engine Oil (4.0L Engine)	Use SAE 10W-30, API Certified, meeting material standard MS-6395 or equivalent.
Engine Oil Filter	Mopar® Engine Oil Filter, P/N 5281090 or equivalent.
Spark Plugs	Refer to the Vehicle Emission Control Information label in the engine compartment.
Fuel Selection (3.7L Engines)	87 Octane, (R+M)/2 Method
Fuel Selection (4.0L Engines)	87 Octane, (R+M)/2 Method Acceptable, 89 Octane, (R+M)/2 Method Preferred

Chassis

Component	Fluids, Lubricants and Genuine Parts.
Automatic Transmission	Mopar® ATF+4, Automatic Transmission Fluid.
Manual Transmission	Mopar® Manual Transmission Lubricant or equivalent (meeting the requirements of DaimlerChrysler Material Standard MS-9224)
Transfer Case	Mopar® ATF+4, Automatic Transmission Fluid.
Front Axle	SAE 80W-90 Multipurpose Type, GL-5 Gear Lubricant or equivalent.
Rear Axle	SAE 75W-140 Synthetic Gear Lubricant or equivalent.
Brake Master Cylinder/Manual Transmission Clutch System	Mopar® DOT 3 Brake Fluid, SAE J1703 should be used. If DOT 3, SAE J1703 brake fluid is not available, then DOT 4 is acceptable. Use only recommended brake fluids.
Power Steering Reservoir	Mopar® ATF+4, Automatic Transmission Fluid.

MAINTENANCE SCHEDULES

CONTENTS

■ Emission Control System Maintenance 386

■ Maintenance Schedules 386

□ Schedule “B” 389

□ Schedule “A” 403

EMISSION CONTROL SYSTEM MAINTENANCE

The "Scheduled" maintenance services, listed in **bold type** must be done at the times or mileages specified to assure the continued proper functioning of the emission control system. These, and all other maintenance services included in this manual, should be done to provide best vehicle performance and reliability. More frequent maintenance may be needed for vehicles in severe operating conditions such as dusty areas and very short trip driving.

Inspection and service also should be done any time a malfunction is suspected.

NOTE: Maintenance, replacement, or repair of the emission control devices and systems on your vehicle may be performed by any automotive repair establishment or individual using any automotive part, which has been certified pursuant to U.S. EPA or, in the State of California, California Air Resources Board regulations.

MAINTENANCE SCHEDULES

There are two maintenance schedules that show the **required** service for your vehicle.

First is Schedule **"B"**. It is for vehicles that are operated under the conditions that are listed below and at the beginning of the schedule.

- Day or night temperatures are below 32°F (0°C)
- Stop and go driving
- Excessive engine idling
- Driving in dusty conditions
- Short trips of less than 10 miles (16.2 km)
- More than 50% of your driving is at sustained high speeds during hot weather, above 90°F (32°C)
- Trailer towing
- Taxi, police, or delivery service (commercial service)

- Off-road or desert driving

NOTE: If **ANY** of these apply to you then change your engine oil every 3,000 miles (5 000 km) or 3 months, whichever comes first and follow "Schedule B" of the "Maintenance Schedules" section of this manual.

NOTE: If **ANY** of these apply to you then flush and replace your engine coolant/anti-freeze every 102,000 miles (170 000 km) or 60 months, whichever comes first, and follow "Schedule B" of the "Maintenance Schedules" section of this manual.

NOTE: Most vehicles are operated under the conditions listed for Schedule "B."

Second is Schedule **"A"**. It is for vehicles that are not operated under any of the conditions listed under Schedule "B."

Use the schedule that best describes your driving conditions. Where time and mileage are listed, follow the interval that occurs first.

CAUTION!

Failure to perform the required maintenance items may result in damage to the vehicle.

At Each Stop for Fuel

- Check the engine oil level about 5 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 and clean and tighten the terminals as required.
- Check the fluid levels of the coolant reservoir, 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.
- Inspect the CV joints (If equipped) and front suspension components.
- Check the coolant level, hoses, and clamps.
- After completion of off-road operation, the underside of the vehicle should be thoroughly inspected. Examine threaded fasteners for looseness.

Schedule "B"

Follow this schedule if you usually operate your vehicle under one or more of the following conditions.

- Day or night temperatures are below 32°F (0°C)
- Stop and go driving
- Excessive engine idling
- Driving in dusty conditions
- Short trips of less than 10 miles (16.2 km)
- More than 50% of your driving is at sustained high speeds during hot weather, above 90°F (32°C)
- Trailer towing
- Taxi, police, or delivery service (commercial service)
- Off-road or desert driving
- **If equipped for and operated with E-85 (ethanol) fuel.**

NOTE: If **ANY** of these apply to you then change your engine oil every 3,000 miles (5 000 km) or 3 months, whichever comes first and follow "Schedule B" of the "Maintenance Schedules" section of this manual.

NOTE: If **ANY** of these apply to you then flush and replace your engine coolant/anti-freeze every 102,000 miles (170 000 km) or 60 months, whichever comes first, and follow "Schedule B" of the "Maintenance Schedules" section of this manual.

Miles (Kilometers)	**3,000 (5 000)**	**6,000 (10 000)**	**9,000 (15 000)**	**12,000 (20 000)**	**15,000 (25 000)**
Change the engine oil and engine oil filter, if not replaced at 3 months.	X	X	X	X	X
Rotate the tires.		X		X	
Inspect the engine air filter element, replace if necessary.					X
Inspect the brake linings.				X	
Drain and refill the front and rear axle fluid.					X
Inspect the transfer case fluid, add if necessary.					X

Miles (Kilometers)	**18,000 (30 000)**	**21,000 (35 000)**	**24,000 (40 000)**	**27,000 (45 000)**	**30,000 (50 000)**
Change the engine oil and engine oil filter, if not replaced at 3 months.	X	X	X	X	X
Rotate the tires.	X		X		X
Inspect the engine air filter element, replace if necessary.					X
Inspect the PCV Valve, and replace if necessary. ◊					X
Replace the spark plugs (3.7L Only).					X
Inspect the brake linings.			X		
Drain and refill the front and rear axle fluid.					X
Inspect the manual transmission fluid, add as necessary (3.7L Only).					X
Inspect the transfer case fluid, add if necessary.					X

Miles (Kilometers)	**33,000 (55 000)**	**36,000 (60 000)**	**39,000 (65 000)**	**42,000 (70 000)**	**45,000 (75 000)**
Change the engine oil and engine oil filter, if not replaced at 3 months.	X	X	X	X	X
Rotate the tires.		X		X	
Inspect the engine air filter element, replace if necessary.					X
Inspect the brake linings.		X			
Drain and refill the front and rear axle fluid.					X
Inspect the transfer case fluid, add if necessary.					X
Inspect the drive belt, and replace as needed.					X

Miles (Kilometers)	**48,000 (80 000)**	**51,000 (85 000)**	**54,000 (90 000)**	**57,000 (95 000)**	**60,000 (100 000)**
Change the engine oil and engine oil filter, if not replaced at 3 months.	X	X	X	X	X
Rotate the tires.	X		X		X
Inspect the engine air filter element, replace if necessary.					X
Inspect the PCV Valve, and replace if necessary. ◊					X
Replace the spark plugs (3.7L Only).					X
Inspect the brake linings.	X				X
Drain and refill the front and rear axle fluid.					X
Inspect manual transmission fluid, add as necessary (3.7L Only).					X
Drain and refill the automatic transmission fluid. Replace main sump filter and spin-on cooler return filter (if equipped).‡					X
Inspect the drive belt, and replace as needed. Not required if belt was previously.					X

Miles (Kilometers)	**48,000 (80 000)**	**51,000 (85 000)**	**54,000 (90 000)**	**57,000 (95 000)**	**60,000 (100 000)**
Drain and refill the transfer case fluid.					X
Flush and replace the engine coolant/anti-freeze.					X

Miles (Kilometers)	**63,000 (105 000)**	**66,000 (110 000)**	**69,000 (115 000)**	**72,000 (120 000)**	**75,000 (125 000)**
Change the engine oil and engine oil filter, if not replaced at 3 months.	X	X	X	X	X
Rotate the tires.		X		X	
Inspect the engine air filter element, replace if necessary.					X
Inspect the brake linings.				X	
Inspect the transfer case fluid, add if necessary.					X
Drain and refill the front and rear axle fluid.					X
Inspect the drive belt, and replace as needed. Not required if belt was previously replaced.					X

Miles (Kilometers)	**78,000 (130 000)**	**81,000 (135 000)**	**84,000 (140 000)**	**87,000 (145 000)**	**90,000 (150 000)**
Change the engine oil and engine oil filter, if not replaced at 3 months.	X	X	X	X	X
Rotate the tires.	X		X		X
Inspect the engine air filter element, replace if necessary.					X
Inspect the PCV Valve, and replace if necessary. ◊					X
Replace the spark plugs (3.7L Only).					X
Inspect the brake linings.			X		
Drain and refill the front and rear axle fluid.					X
Inspect the drive belt, and replace as needed. Not required if belt was previously replaced.					X
Inspect the manual transmission fluid, add as necessary (3.7L Only).					X
Inspect the transfer case fluid, add if necessary.					X

Miles (Kilometers)	**93,000 (155 000)**	**96,000 (160 000)**	**99,000 (165 000)**	**102,000 (170 000)**	**105,000 (175 000)**
Change the engine oil and engine oil filter, if not replaced at 3 months.	X	X	X	X	X
Rotate the tires.		X		X	
Inspect the engine air filter element, replace if necessary.					X
Replace the spark plugs (4.0L Only).			X		
Inspect the timing belt, replace if necessary (4.0L Only).				X	
Inspect the brake linings.		X			
Drain and refill the front and rear axle fluid.					X
Inspect the transfer case fluid, add if necessary.					X
Inspect the drive belt, and replace as needed. Not required if belt was previously replaced.					X
Flush and replace the engine coolant/anti-freeze, if not done at 60,000 miles (100 000 km).				X	

Miles (Kilometers)	**108,000 (180 000)**	**111,000 (185 000)**	**114,000 (190 000)**	**117,000 (195 000)**	**120,000 (200 000)**
Change the engine oil and engine oil filter, if not replaced at 3 months.	X	X	X	X	X
Rotate the tires.	X		X		X
Inspect the engine air filter element, replace if necessary.					X
Inspect the PCV Valve, and replace if necessary. ◊					X
Replace the spark plugs (3.7L Only).					X
Inspect the brake linings.	X				X
Drain and refill the front and rear axle fluid.					X
Inspect the manual transmission fluid, add as necessary (3.7L Only).					X
Drain and refill the automatic transmission fluid. Replace main sump filter and spin-on cooler return filter (if equipped).‡					X
Inspect the drive belt, and replace as needed. Not required if belt was previously replaced.					X

Miles (Kilometers)	**108,000 (180 000)**	**111,000 (185 000)**	**114,000 (190 000)**	**117,000 (195 000)**	**120,000 (200 000)**
Drain and refill the transfer case fluid.					X
Flush and replace the engine coolant/anti-freeze, if not replaced at 102,000 miles (170 000 km).					X

400 SCHEDULE "B"

Miles (Kilometers)	**123,000 (205 000)**	**126,000 (210 000)**	**129,000 (215 000)**	**132,000 (220 000)**	**135,000 (225 000)**
Change the engine oil and engine oil filter, if not replaced at 3 months.	X	X	X	X	X
Rotate the tires.		X		X	
Inspect the engine air filter element, replace if necessary.					X
Inspect the brake linings.				X	
Drain and refill the front and rear axle fluid.					X
Inspect the transfer case fluid, add if necessary.					X
Inspect the drive belt, and replace as needed. Not required if belt was previously replaced.					X

Miles (Kilometers)	**138,000 (230 000)**	**141,000 (235 000)**	**144,000 (240 000)**	**147,000 (245 000)**	**150,000 (250 000)**
Change the engine oil and engine oil filter, if not replaced at 3 months.	X	X	X	X	X
Rotate the tires.		X		X	
Inspect the engine air filter element, replace if necessary.					X
Inspect the PCV Valve, and replace if necessary. ◊					X
Replace the spark plugs (3.7L Only).					X
Inspect the brake linings.			X		
Drain and refill the front and rear axle fluid.					X
Inspect the manual transmission fluid, add as necessary (3.7L Only).					X
Inspect the transfer case fluid, add if necessary.					X
Inspect the drive belt, and replace as needed. Not required if belt was previously replaced.					X
Flush and replace the engine coolant/anti-freeze, if not done at 120,000 miles (200 000 km).					X

Inspection and service should also be performed anytime a malfunction is observed or suspected. Retain all receipts.

† Applies only if vehicle is used for frequent trailer towing or fleet/commercial service.

◊ This maintenance is recommended by the manufacturer to the owner, but is not required to maintain emissions warranty.

‡Off-highway operation, trailer towing, taxi, limousine, bus, snow plowing, or other types of commercial service or prolonged operation with heavy loading, especially in hot weather, require front and rear axle service indicated with a ‡ in Schedule "B". Perform these services if the vehicle is usually operated under these conditions.

Schedule "A"

Miles **(Kilometers)** **[Months]**	**6,000** **(10 000)** **[6]**	**12,000** **(20 000)** **[12]**	**18,000** **(30 000)** **[18]**	**24,000** **(40 000)** **[24]**	**30,000** **(50 000)** **[30]**
Change the engine oil and engine oil filter.	X	X	X	X	X
Rotate the tires.	X	X	X	X	X
Inspect the engine air filter element, and replace if necessary.					X
Replace the spark plugs (3.7L Only).					X
Inspect the brake linings.			X		
Inspect the manual transmission fluid, add as necessary (3.7L Only).					X
Inspect the transfer case fluid, add as necessary.					X

Miles **(Kilometers)** **[Months]**	**36,000** **(60 000)** **[36]**	**42,000** **(70 000)** **[42]**	**48,000** **(80 000)** **[48]**	**54, 000** **(90 000)** **[54]**
Change the engine oil and engine oil filter.	X	X	X	X
Rotate the tires.	X	X	X	X
Inspect the brake linings.	X			X

Miles **(Kilometers)** **[Months]**	**60,000** **(100 000)** **[60]**	**66,000** **(110 000)** **[66]**	**72,000** **(120 000)** **[72]**	**78,000** **(130 000)** **[78]**
Change the engine oil and engine oil filter.	X	X	X	X
Rotate the tires.	X	X	X	X
Inspect the engine air filter element, and replace if necessary.	X			
Inspect the PCV Valve, and replace if necessary. ◊	X			
Replace the spark plugs (3.7L Only).	X			
Inspect the brake linings.			X	
Inspect the drive belt, and replace as needed.	X			
Inspect the drive belt, and replace as needed. Not required if belt was previously replaced.			X	
Flush and replace the engine coolant/anti-freeze. Where both time and mileage are indicated, follow the interval which occurs first.	X			
Inspect the manual transmission fluid, add as necessary (3.7L Only).	X			
Inspect transfer case fluid, add as necessary.	X			

Miles (Kilometers) [Months]	**84,000 (140 000) [84]**	**90,000 (150 000) [90]**	**96,000 (160 000) [96]**	**102, 000 (170 000) [102]**
Change the engine oil and engine oil filter.	X	X	X	X
Rotate the tires.	X	X	X	X
Inspect the engine air filter element, and replace if necessary.		X		
Inspect the PCV Valve, and replace if necessary. ◊		X		
Replace the spark plugs (3.7L Only).		X		
Replace the spark plugs (4.0L Only).			X	
Inspect the timing belt, replace if necessary (4.0L Only).				X
Inspect the brake linings.		X		
Inspect the drive belt, and replace as needed. Not required if previously replaced (3.7L Only).	X		X	
Inspect the drive belt, and replace as needed. Not required if previously replaced (4.0L Only).		X		X
Flush and replace the engine coolant/anti-freeze if not done at 60 months.				X

Miles **(Kilometers)** **[Months]**	**84,000** **(140 000)** **[84]**	**90,000** **(150 000)** **[90]**	**96,000** **(160 000)** **[96]**	**102, 000** **(170 000)** **[102]**
Inspect the manual transmission fluid, add as necessary (3.7L Only).		X		
Inspect the transfer case fluid, add as necessary.		X		

Miles **(Kilometers)** **[Months]**	**108,000** **(180 000)** **[108]**	**114,000** **(190 000)** **[114]**	**120,000** **(200 000)** **[120]**	**126,000** **(210 000)** **[126]**
Change the engine oil and engine oil filter.	X	X	X	X
Rotate the tires.	X	X	X	X
Inspect the engine air filter element, and replace if necessary.			X	
Inspect the PCV Valve, and replace if necessary. ◊			X	
Replace the spark plugs (3.7L Only).			X	
Inspect the brake linings.	X			
Inspect the drive belt, and replace as needed. Not required if previously replaced (3.7L Only).	X		X	
Inspect the drive belt, and replace as needed. Not required if previously replaced (4.0L Only).			X	
Inspect the manual transmission fluid, add as necessary (3.7L Only).			X	
Drain and refill the transfer case fluid.			X	
Flush and replace the engine coolant/anti-freeze, if not done at 102,000 miles (170 000 km).			X	

Miles **(Kilometers)** **[Months]**	**132,000** **(220 000)** **[132]**	**138,000** **(230 000)** **[138]**	**144,000** **(240 000)** **[144]**	**150,000** **(250 000)** **[150]**
Change the engine oil and engine oil filter.	X	X	X	X
Rotate the tires.	X	X	X	X
Inspect the engine air filter element, and replace if necessary.				X
Inspect the PCV Valve, and replace if necessary. ◊				X
Replace the spark plugs (3.7L Only).				X
Inspect the brake linings.	X			
Inspect the drive belt, and replace as needed. Not required if previously replaced (3.7L Only).	X		X	
Inspect the drive belt, and replace as needed. Not required if previously replaced (4.0L Only).				X
Inspect the manual transmission fluid, add as necessary (3.7L Only).				X
Inspect the transfer case fluid, add as necessary.				X

Miles **(Kilometers)** **[Months]**	**132,000** **(220 000)** **[132]**	**138,000** **(230 000)** **[138]**	**144,000** **(240 000)** **[144]**	**150,000** **(250 000)** **[150]**
Flush and replace the engine coolant/anti-freeze, if not done at 120,000 miles (200 000 km).				X

Inspection and service should also be performed anytime a malfunction is observed or suspected. Retain all receipts.

◊ This maintenance is recommended by the manufacturer to the owner, but is not required to maintain emissions warranty.

IF YOU NEED CONSUMER ASSISTANCE

CONTENTS

- Suggestions For Obtaining Service For Your Vehicle 412
  - Prepare For The Appointment 412
  - Prepare A List 412
  - Be Reasonable With Requests 412
- If You Need Assistance 412
- Warranty Information (U.S. Vehicles Only) 415
- Mopar® Parts 415
- Reporting Safety Defects 415
  - In Canada 415
- Publication Order Forms 416
- Department Of Transportation Uniform Tire Quality Grades 417
  - Treadwear 417
  - Traction Grades 417
  - Temperature Grades 418

SUGGESTIONS FOR OBTAINING SERVICE FOR YOUR VEHICLE

Prepare For The Appointment

If you're having warranty work done, be sure to have the right papers with you. Take your warranty folder. All work to be performed may not be covered by the warranty, discuss additional charges with the service manager. Keep a maintenance log of your vehicle's service history. This can often provide a clue to the current problem.

Prepare A List

Make a written list of your vehicle's problems or the specific work you want done. If you've had an accident, or work done that is not on your maintenance log, let the service advisor know.

Be Reasonable With Requests

If you list a number of items, and you must have your vehicle by the end of the day, discuss the situation with the service advisor and list the items in order of priority. At many dealers you may obtain a rental vehicle at a minimal daily charge. If you need a rental, it is advisable to make these arrangements when you call for an appointment.

IF YOU NEED ASSISTANCE

The manufacturer and its dealers are vitally interested in your satisfaction. We want you to be happy with our products and services.

Warranty service must be done by an authorized Chrysler, Dodge, or Jeep dealer. We strongly recommend that you take your vehicle to your selling dealer. They know you and your vehicle best, and are most concerned that you get prompt and high quality service. The manufacturer's dealers have the facilities, factory-trained

technicians, special tools, and the latest information to assure your vehicle is fixed correctly and in a timely manner.

This is why you should always talk to your dealer's service manager first. Most matters can be resolved with this process.

- If for some reason you are still not satisfied, talk to the general manager or owner of the dealership. They want to know if you need assistance.
- If your dealership is unable to resolve the concern, you may contact the Manufacturer's Customer Center.

Any communication to the Manufacturer's Customer Center should include the following information:

- Owner's name and address
- Owner's telephone number (home and office)
- Dealership name
- Vehicle identification number
- Vehicle delivery date and mileage

DaimlerChrysler Motors Corporation Customer Center
P.O. Box 21–8004
Auburn Hills, MI 48321–8004
Phone: (800) 992-1997

DaimlerChrysler Canada Inc. Customer Center
P.O. Box 1621
Windsor, Ontario N9A 4H6
Phone —(800) 465–2001

In Mexico contact:
Av. Prolongacion Paseo de la Reforma, 1240
Sante Fe C.P. 05109
Mexico, D. F.
In Mexico (915) 729–1248 or 729–1240
Outside Mexico (525) 729–1248 or 729–1240

Customer Assistance For The Hearing Or Speech Impaired (TDD/TTY)

To assist customers who have hearing difficulties, the manufacturer has installed special TDD (Telecommunication Devices for the Deaf) equipment at its Customer Center. Any hearing or speech impaired customer who has access to a TDD or a conventional teletypewriter (TTY) in the United States can communicate with the manufacturer by dialing 1–800–380–CHRY.

Service Contract

You may have purchased a service contract for your vehicle to help protect you from the high cost of unexpected repairs after your manufacturer's new vehicle limited warranty expires. The manufacturer stands behind only the manufacturer's Service Contracts. If you purchased a manufacturer's Service Contract, you will receive Plan Provisions and an Owner Identification Card in the mail within three weeks of your vehicle delivery date. If you have any questions about your service contract, call the manufacturer's Service Contract National Customer Hotline at 1-800-521-9922.

The manufacturer will not stand behind any service contract that is not the manufacturer's Service Contract. It is not responsible for any service contract other than the manufacturer's Service Contract. If you purchased a service contract that is not a manufacturer's Service Contract, and you require service after your manufacturer's new vehicle limited warranty expires, please refer to your contract documents, and contact the person listed in those documents.

We appreciate that you have made a major investment when you purchased your new vehicle. Your dealer has also made a major investment in facilities, tools, and training to assure that you are absolutely delighted with your ownership experience. You'll be pleased with their sincere efforts to resolve any warranty issues or related concerns.

WARRANTY INFORMATION (U.S. Vehicles Only)

See the Warranty Information Booklet for the terms and provisions of DaimlerChrysler's warranties applicable to this vehicle.

MOPAR® PARTS

Mopar® fluids, lubricants, parts, and accessories are available from your dealer. They will help you keep your vehicle operating at its best.

REPORTING SAFETY DEFECTS

In the 50 United States and Washington D.C.: If you believe that your vehicle has a defect, which could cause a crash or cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying the manufacturer.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, and the manufacturer.

To contact NHTSA, you may either call the Auto Safety Hotline toll free at 1–888–327–4236 (TTY: 1–800–424–9153), or go to http://www.NHTSA.gov. or write to: NHTSA, U.S. Dept. of Transportation, Washington DC 20590. You can also obtain other information about motor vehicle safety from the Hotline.

In Canada:

If you believe that your vehicle has a safety defect, you should contact the Customer Service Department immediately. Canadian customers who wish to report a safety defect to the Canadian government should write to Transport Canada, Motor Vehicle Defect Investigations and Recalls, 2780 Sheffield Road, Ottawa, Ontario K1B 3V9.

PUBLICATION ORDER FORMS

To order the following manuals, you may use either the website or the phone numbers listed below. Visa, Mastercard, American Express, and Discover orders are accepted. If you prefer mailing your payment, please call for an order form.

NOTE: A street address is required when ordering manuals. (No P.O. Boxes).

- *Service Manuals.*

  These comprehensive service manuals provide the information that students and professional technicians need in diagnosing/troubleshooting, problem solving, maintaining, servicing, and repairing DaimlerChrysler Corporation vehicles. A complete working knowledge of the vehicle, system, and/or components is written in straightforward language with illustrations, diagrams, and charts.

- *Diagnostic Procedure Manuals.*

  Filled with diagrams, charts and detailed illustrations, these practical manuals make it easy for students and technicians to find and fix problems on computer-controlled vehicle systems and features. They show exactly how to find and correct problems the first time, using step-by-step troubleshooting and driveability procedures, proven diagnostic tests and a complete list of all tools and equipment.

- *Owner's Manuals.*

  These manuals have been prepared with the assistance of service and engineering specialists to acquaint you with specific Chrysler group vehicles. Included are starting, operating, emergency and maintenance procedures as well as specifications, capabilities and safety tips.

Call Toll Free at:

- **1–800–890–4038 (U.S.)**
- **1–800–387–1143 (Canada)**

Or

Visit us on the World Wide Web at:

- **www.techauthority.daimlerchrysler.com**
- **www.daimlerchrysler.ca/manuals**

DEPARTMENT OF TRANSPORTATION UNIFORM TIRE QUALITY GRADES

The following describes the tire grading categories established by the National highway Traffic Safety Administration. The specific grade rating assigned by the tire's manufacturer in each category is shown on the sidewall of the tires on your car.

All Passenger Car Tires Must Conform to Federal Safety Requirements in Addition to These Grades.

Treadwear

The treadwear grade is a comparative rating based on the wear rate of the tire when tested under controlled conditions on a specified government test course. For example, a tire graded 150 would wear one and a half (1 1/2) times as well on the government course as a tire graded 100. The relative performance of tires depends upon the actual conditions of their use, however, and may depart significantly from the norm due to variations in driving habits, service practices and differences in road characteristics and climate.

Traction Grades

The traction grades, from highest to lowest, are AA, A, B, and C. Those grades represent the tire's ability to stop on wet pavement as measured under controlled conditions

on specified government test surfaces of asphalt and concrete. A tire marked C may have poor traction performance.

WARNING!

The traction grade assigned to this tire is based on straight-ahead braking traction tests, and does not include acceleration, cornering, hydroplaning, or peak traction characteristics.

Temperature Grades

The temperature grades are A (the highest), B, and C, representing the tire's resistance to the generation of heat and its ability to dissipate heat when tested under controlled conditions on a specified indoor laboratory test wheel. Sustained high temperature can cause the material of the tire to degenerate and reduce tire life, and excessive temperature can lead to sudden tire failure. The grade C corresponds to a level of performance which all passenger car tires must meet under the Federal Motor Vehicle Safety Standard No. 109. Grades B and A represent higher levels of performance on the laboratory test wheel than the minimum required by law.

WARNING!

The temperature grade for this tire is established for a tire that is properly inflated and not overloaded. Excessive speed, under inflation, or excessive loading, either separately or in combination, can cause heat buildup and possible tire failure.

INDEX

ABS (Anti-Lock Brake System) 169,265
Adding Fuel 300
Adding Washer Fluid 156
Air Cleaner, Engine (Engine Air Cleaner Filter) . . . 350
Air Conditioner Maintenance 351
Air Conditioning 228,232
Air Conditioning Controls 232
Air Conditioning, Operating Tips 232
Air Conditioning Refrigerant 352
Air Conditioning System 232
Air Filter 350
Air Pressure, Tires 279
Airbag 47,170
Airbag Deployment 59
Airbag Light 61,75
Airbag Maintenance 61
Alarm, Panic 23
Alarm (Security Alarm) 19,166
Alarm System (Security Alarm) 19
Alignment and Balance 284
Alterations/Modifications, Vehicle 9
Antenna, Satellite Radio 222
Antifreeze (Engine Coolant) 382
Anti-Lock Brake System (ABS) 128,265
Anti-Lock Warning Light 169
Anti-Theft System 19,166
Appearance Care 366
Auto Down Power Windows 32
Automatic Dimming Mirror 82
Automatic Door Locks 30
Automatic Transaxle 247
Automatic Transmission 249,254,363
Fluid and Filter Changes 363
Fluid Level Check 363,364
Fluid Type 363,384
Gear Ranges 249
Special Additives 364
Torque Converter 254,258

Autostick 256
Auxiliary Electrical Outlet (Power Outlet) 144
Auxiliary Power Outlet 144
Axle Fluid 384

Battery 351
  Charging 332
  Emergency Starting 332
  Gas Caution 332
  Keyless Transmitter Replacement (RKE) 24
Belts, Drive 347
Belts, Seat 38
Body Mechanism Lubrication 353
B-Pillar Location 274
Brake Assist System 129
Brake Control System, Electronic 128
Brake Fluid 384
Brake System 361
  Anti-Lock (ABS) 128,265
  Hoses 361
  Master Cylinder 362
  Parking 263
  Warning Light 167,169
Brake/Transmission Interlock 249
Break-In Recommendations, New Vehicle 74
Bulb Replacement 379
Bulbs, Light 378

Calibration, Compass 178,184
Capacities, Fluid 382
Caps, Filler
  Fuel 300
  Power Steering 352
Car Washes 367
Carbon Monoxide Warning 74,299
Cargo Area Features 150
Cargo Compartment 150
  Light 150

Cargo Light 150
Cargo Load Floor 151
Cargo Slide Out System
Load N Go 153
Cargo Tie-Downs 150
Catalytic Converter 348
CD (Compact Disc) Player Maintenance 227
Cellular Phone 84
Center High Mounted Stop Light 381
Certification Label 303
Changing A Flat Tire 326
Charging 332
Chart, Tire Sizing 270
Check Engine Light
(Malfunction Indicator Light) 341
Checks, Safety 75,76
Child Restraint 64,65,69,72
Child Restraint Tether Anchors 68,69
Child Safety Locks 30
Climate Control 228
Clock 193,208,219
Compact Disc (CD) Maintenance 227
Compass 175,178,183
Compass Calibration 178,184
Compass Variance 177,184
Computer, Trip/Travel 182
Console 149
Console, Floor 149
Contract, Service 414
Converter, Catalytic 348
Cooling System 355
Adding Coolant (Antifreeze) 357
Coolant Capacity 382
Coolant Level 359
Disposal of Used Coolant 358
Drain, Flush, and Refill 356
Inspection 355
Points to Remember 359
Pressure Cap 358

Selection of Coolant (Antifreeze) 356,382,383
Temperature Gauge 164
Corrosion Protection 366
Crankcase Emission Control System 350
Cup Holder 147
Customer Assistance 412

Data Recorder, Event 61
Daytime Running Lights 122
Dealer Service 343
Defroster, Rear Window 156
Defroster, Windshield 76,230,231
Delay (Intermittent) Wipers 122
Diagnostic System, Onboard 340
Dimmer Switch, Headlight 120,166
Dipsticks
Oil (Engine) 343
Disposal
Engine Oil 346
Used Coolant (Antifreeze) 358
Door Locks 27
Door Locks, Automatic 30
Door Opener, Garage 134
Drive Belts 347
Driving 262
DVD Player (Video Entertainment System) 225

Electric Remote Mirrors 83
Electrical Outlet, Auxiliary (Power Outlet) 144
Electrical Power Outlets 144
Electronic Brake Control System 128
Electronic Speed Control (Cruise Control) 125
Electronic Stability Program (ESP) 131,166
Electronic Vehicle Information Center (EVIC) 179
Emergency, In Case of
Hazard Warning Flasher 324
Jacking 326
Towing 334

Emission Control System Maintenance 341,386
Engine
Air Cleaner 350
Block Heater 243
Break-In Recommendations 74
Compartment 338,339
Compartment Identification 338,339
Coolant (Antifreeze) 383
Exhaust Gas Caution 74,299
Fails to Start 240
Flooded, Starting 240
Fuel Requirements 296,382
Jump Starting 332
Oil 343,382,383
Oil Disposal 346
Oil Filter 346
Oil Selection 382
Overheating 325
Starting 239
Temperature Gauge 164
Engine Oil Viscosity 346
Engine Oil Viscosity Chart 346
Enhanced Accident Response Feature 60
Entry System, Illuminated 20
Event Data Recorder 61
Exhaust Gas Caution 74,299
Exhaust System 355
Exterior Finish Care 367

Fabric Care 369
Filters
Air Cleaner 350
Engine Fuel 350
Engine Oil 346,383
Finish Care 367
Flashers
Hazard Warning 324
Turn Signal 167,379,381

Flooded Engine Starting 240
Fluid, Brake 384
Fluid Capacities 382
Fluid Leaks 76
Fluid Level Checks 366
  Automatic Transmission 363
  Engine Oil 343
  Manual Transmission 364
  Power Steering 352
Fluids, Lubricants and Genuine Parts 383
Fog Light Service 380
Fog Lights 121,380
Folding Rear Seat 115
Four Wheel Drive 259
  Operation 259
  Systems 259
Four Wheel Drive Operation 259
Four-Way Hazard Flasher 324
Front Axle (Differential) 366
Fuel 296
  Filler Cap (Gas Cap) 300
  Filter 350
  Gasoline 296
  Gauge 164
  Materials Added 298
  Octane Rating 296,383
  Requirements 382
  Tank Capacity 382
Fuel System Caution 298,301,302
Fuses 371

Garage Door Opener (HomeLink®) 134
Gas Cap (Fuel Filler Cap) 300,302,340
Gas Gauge (Fuel Gauge) 164
Gasoline (Fuel) 296
Gasoline, Reformulated 297
Gasoline/Oxygenate Blends 297

Gauges
Coolant Temperature 164
Fuel 164
Odometer 172
Speedometer 166
Tachometer 170
Gear Ranges 245,249,255
General Information 19,295
Glass Cleaning 370
Gross Axle Weight Rating 307
Gross Vehicle Weight Rating 306
GVWR 303

Hands-Free Phone (UConnect™) 84
Hazard Warning Flasher 324
Head Restraints 113
Head Rests 113
Headlights
Bulb Replacement 379
Dimmer Switch 120
Replacing 379
Switch 120
Heated Seats 113
Heater, Engine Block 243
High Beam Indicator 166
Hitches
Trailer Towing 310
Holder, Cup 147
HomeLink® (Garage Door Opener) Transmitter . . . 134
Hood Release 117
Hoses 360,361
Hydraulic Clutch Fluid 364

Ignition 14
Key 14
Ignition Key Removal 14
Illuminated Entry 20
Infant Restraint 64,65

Inflation Pressure Tires 279
Information Center, Vehicle 179
Inside Rearview Mirror 81
Instrument Cluster 163,164
Instrument Panel and Controls 162
Instrument Panel Lens Cleaning 370
Integrated Power Module (Fuses) 371
Interior Appearance Care 369
Interior Lights 119
Intermittent Wipers (Delay Wipers) 122
Introduction 4
Inverter, Power 146

Jack Location 326
Jack Operation 326,329
Jacking Instructions 329

Key, Replacement 17
Key, Sentry (Immobilizer) 16
Key-In Reminder 16
Keyless Entry System 21
Keys 14

Lane Change and Turn Signals 167
Lap/Shoulder Belts 38
LATCH
(Lower Anchors and Tether for CHildren) 68,69
Lead Free Gasoline 296
Leaks, Fluid 76
Life of Tires 283
Liftgate 35
Lights 76,119
  Airbag 61,170
  Alarm 75
  Anti-Lock Warning 169
  Back-Up 381
  Brake Assist Warning 134
  Brake Warning 167

Bulb Replacement 378,379
Cargo 150
Center Mounted Stop 381
Cruise 174
Daytime Running 122
Dimmer Switch, Headlight 120
Electronic Stability Program
(ESP) Indicator 132,166
Fog 121,170,380
Hazard Warning Flasher 324
Headlight Switch 120
Headlights 379
Illuminated Entry 20
Instrument Cluster 120,164
Interior 119
Lights On Reminder 120
Low Fuel 164
Malfunction Indicator (Check Engine) 173
Passing 121
Rear Servicing 381
Rear Tail 381
Seat Belt Reminder 165
Service 378,379
Side Marker 381
Traction Control 132
Turn Signal 121,379,381
Warning (Instrument Cluster Description) 164
Load Floor, Cargo 151
Load N Go
Sliding Cargo Floor 153
Loading Vehicle 303
Tires 274
Locks 27
Automatic Door 30
Child Protection 30
Door 27
Power Door 29
Steering Wheel 16

Lower Anchors and Tether
for CHildren (LATCH) 68,69
Lubrication, Body 353
Luggage Carrier 157

Maintenance Free Battery 351
Maintenance Procedures 343
Maintenance Schedule 386
Schedule "A" 403
Schedule "B" 389
Maintenance Schedules 386
Malfunction Indicator Light
(Check Engine) 173,341
Manual, Service 416
Manual Transmission 243,364
Fluid Level Check 364
Lubricant Selection 364,384
Shift Speeds 245
Master Cylinder (Brakes) 362
Mini-Trip Computer 175,182
Mirrors 81
Automatic Dimming 82
Electric Powered 83
Outside 82
Rearview 81
Vanity 84
Modifications/Alterations, Vehicle 9
Monitor, Tire Pressure System 287
Mopar Parts 342,415
Multi-Function Control Lever 119

Navigation Radio 219
Navigation System 219
New Vehicle Break-In Period 74

Occupant Restraints 36
Octane Rating, Gasoline (Fuel) 296

Odometer
Trip 174
Oil, Engine 343,383
Capacity 382
Dipstick 343
Filter 346,383
Identification Logo 345
Materials Added to 346
Recommendation 345,382
Viscosity 346,382
Onboard Diagnostic System 340,341
Opener, Garage Door (HomeLink®) 134
Outside Rearview Mirrors 82
Overdrive 171,251,257
Overdrive OFF Switch 251,257
Overheating, Engine 165,325
Owner's Manual (Operator Manual) 416

Paint Care 366
Paint Damage 366
Panic Alarm 23
Parking Brake 263
Parking On Hill 263
Passing Light 121
PCV Valve 350
Personal Settings 188
Pets 73
Pets, Transporting 73
Phone, Cellular 84
Phone, Hands-Free (UConnect™) 84
Placard, Tire and Loading Information 274
Polishing and Waxing 367
Power
Distribution Center (Fuses) 371
Door Locks 29
Inverter 146
Mirrors 83
Steering 268,352

Sunroof 141
Windows 31
Power Steering Fluid 384
Pregnant Women and Seat Belts 45
Preparation for Jacking 328
Pretensioners
Seat Belts 44
Programmable Electronic Features 136,140,188
Programming Transmitters
(Remote Keyless Entry) 24,136,140

Radial Ply Tires 281
Radio Broadcast Signals 191
Radio, Navigation 219
Radio, Satellite 219,221
Rear Axle (Differential) 366
Rear Window Defroster 156
Rear Window Features 155
Rear Wiper/Washer 155
Rearview Mirrors 81
Reclining Front Seats 111
Recorder, Event Data 61
Recreational Towing 321
Reformulated Gasoline 297
Refrigerant 352
Release, Hood 117
Reminder, Lights On 120
Reminder, Seat Belt 44
Remote Keyless Entry (RKE) 21
Remote Sound System (Radio) Controls 226
Remote Starting System 26
Replacement Parts 342
Replacement Tires 283
Reporting Safety Defects 415
Restraint, Head 113
Restraints, Child 64
Restraints, Occupant 36
Roof Type Carrier 157

Rotation, Tires 286

Safety Checks Inside Vehicle 75
Safety Checks Outside Vehicle 76
Safety Defects, Reporting 415
Safety Information, Tire 269
Safety Tips 74
Satellite Radio 219,221
Satellite Radio Antenna 222
Schedule, Maintenance 386
Seat Belt Maintenance 75
Seat Belt Reminder 44
Seat Belts 38
  Adjustable Upper Shoulder Anchorage 42
  And Pregnant Women 45
  Child Restraint 64,72
  Extender 46
  Front Seat 38
  Inspection 75
  Maintenance 75,370
  Pretensioners 44
  Reminder 165
  Shoulder Belt Anchorage 42
Seats 110
  Adjustment 110
  Cleaning 369
  Head Restraints 113
  Heated 113
  Rear Folding 115
  Reclining 111
Security Alarm (Theft Alarm) 19,166
Selection of Coolant (Antifreeze) 383
Selection of Oil 345
Sentry Key (Immobilizer) 16
Service Assistance 412
Service Contract 414
Service Manuals 416
Setting the Clock 193,208,219

Settings, Personal 188
Shift Lock Manual Override 248
Shift Speeds, Manual Transmission 245
Shifting
  Automatic Transmission 249,254
  Manual Transmission 243
Shoulder Belts 38
Signals, Turn 121,167,379,381
Sliding Cargo Floor
  Load N Go 153
Snow Chains (Tire Chains) 285
Spare Tire 327
Spark Plugs 347
Specifications
  Fuel (Gasoline) 296
  Oil 345
Speed Control (Cruise Control) 125
Speedometer 166
Starting 239
  Automatic Transmission 239
  Cold Weather 240
  Emergency (Jump Starting) 332
  Engine Block Heater 243
  Engine Fails to Start 240
  Manual Transmission 239
  Remote 26
Steering
  Power 268,352
  Tilt Column 124
  Wheel Lock 16
  Wheel, Tilt 124
Steering Wheel Mounted Sound
System Controls 226
Storage 148
Storage Bin 148
Storage, Vehicle 233
Sun Roof 141
Sun Visor Extension 84
Supplemental Restraint System - Airbag 47

System, Navigation 219
System, Remote Starting 26

Table, Utility 152
Tachometer 170
Temperature Gauge, Engine Coolant 164
Tether Anchor, Child Restraint 68
Tie Down Hooks, Cargo 150
Tilt Steering Column 124
Tip Start 240
Tire and Loading Information Placard 274
Tire Identification Number (TIN) 272
Tire Markings 269
Tire Safety Information 269
Tires 76,278,417
  Air Pressure 279
  Alignment and Balance 284
  Chains 285
  Changing 326
  General Information 278
  High Speed 281
  Inflation Pressures 279
  Jacking 326
  Life of Tires 283
  Load Capacity 274,275
  Pressure Monitor System (TPMS) 287
  Quality Grading 417
  Radial 281
  Replacement 283
  Rotation 286
  Safety 76,269
  Sizes 270
  Spare Tire 327
  Spinning 281
  Tread Wear Indicators 282
Tongue Weight/Trailer Weight 314
Torque Converter Clutch 254,258
Towing 305

Disabled Vehicle 334
Guide 310
Recreational 321
Weight 310
Traction Control 129,169
Trailer Towing 305
Cooling System Tips 321
Hitches 310
Minimum Requirements 315
Trailer and Tongue Weight 314
Wiring 318
Trailer Towing Guide 310
Trailer Weight 310
Transaxle 247
Automatic 247
Operation 247
Transfer Case 365
Fluid 384
Maintenance 365
Transmission 249,254
Automatic 249,254
Fluid 384
Maintenance 363,364
Manual 243
Transmitter Battery Service
(Remote Keyless Entry) 24
Transmitter, Garage Door
Opener (HomeLink®) 134
Transmitter Programming
(Remote Keyless Entry) 24
Tread Wear Indicators 282
Trip Computer 175
Trip Odometer 172
Trip Odometer Reset Button 174
Turn Signals 121,167,379,381

UConnect™ (Hands-Free Phone) 84
Uniform Tire Quality Grades 417

Universal Transmitter 134
Upholstery Care 369
Utility Table 152

Vacuum/Vapor Harnesses 360
Vanity Mirrors 84
Variance, Compass 177,184
Vehicle Identification Number (VIN) 8
Vehicle Loading 275,303
Vehicle Modifications/Alterations 9
Vehicle Storage 233
Video Entertainment System
(Rear Seat Video System) 225
Viscosity, Engine Oil 346

Warning Flasher, Hazard 324
Warning Lights
(Instrument Cluster Description) 164
Warnings and Cautions 8
Warranty Information 415
Washer, Adding Fluid 156
Washers, Windshield 354
Waxing and Polishing 367
Wheel Alignment and Balance 284
Wheel and Wheel Trim 368
Wheel and Wheel Trim Care 368
Wheel Mounting 331
Wind Buffeting 35,143
Window Fogging 232
Windows 31
  Power 31
Windshield Defroster 76
Windshield Washers 122,354
  Fluid 354
Windshield Wiper Blades 354
Windshield Wipers 122
Wiper, Rear 155
Wrecker Towing 334

YES Essentials® Fabric Cleaning Procedure 369