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INTRODUCTION

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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.

ROLLOVER WARNING

Utility vehicles have a significantly higher rollover rate than other types of vehicles. This vehicle has a higher ground clearance, and a higher center of gravity than many passenger cars. It is capable of performing better in a wide variety of off-road applications. Driven in an unsafe manner, all vehicles can be caused to go out of control. Because of the higher center of gravity, if this vehicle is out of control it may rollover 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, rollover of the vehicle, and severe or fatal injury. Drive carefully.



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Rollover 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 rollover 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:

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

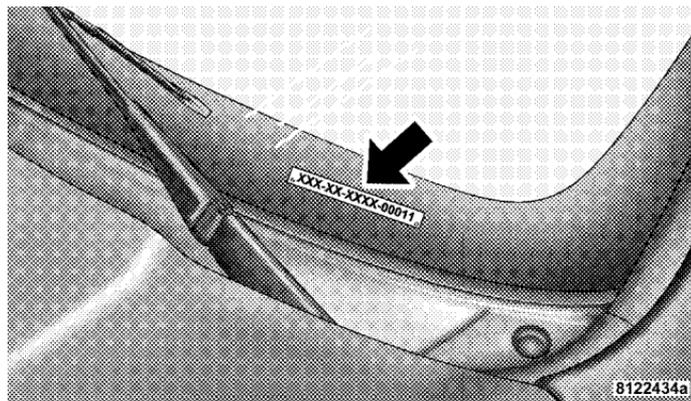
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WARNINGS AND CAUTIONS

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. The VIN is visible from outside of the vehicle through the windshield. This number also appears on the Automobile Information Disclosure Label affixed to a window on your vehicle, the vehicle registration, and the 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

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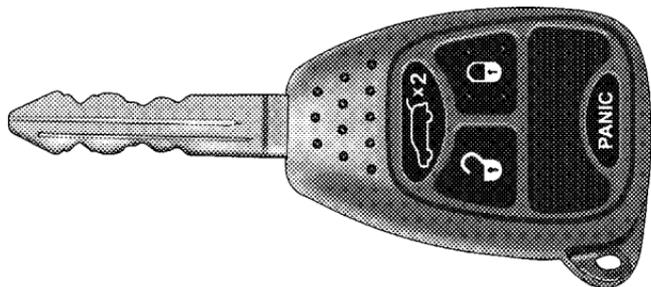
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A WORD ABOUT YOUR KEYS

You can insert the double-sided keys into the locks with either side up.



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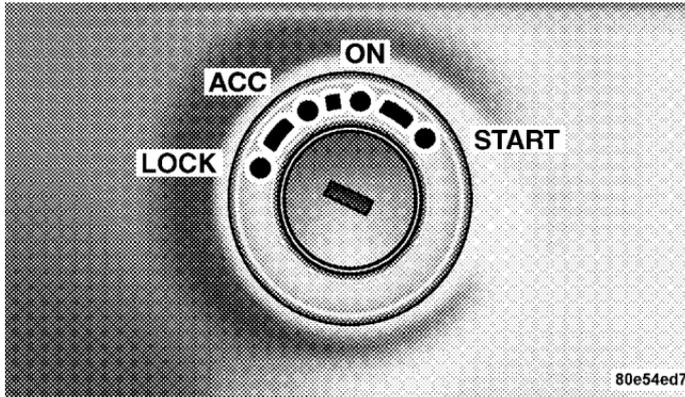
Vehicle Key

The dealer that sold you your new vehicle has the key code numbers for your vehicle locks. These numbers can be used to order duplicate keys from your dealer. Ask your dealer for these numbers and keep them in a safe place.

Ignition Key Removal

Automatic Transmission

Place the selector lever in "P" (Park). Turn the key to the ACC position and then push the key and cylinder inward slightly and rotate the key to the LOCK position. Then remove the key.



Ignition Key Positions

Manual Transmission — If Equipped

Turn the key to the ACC position and then push the key and cylinder inward slightly and rotate the key to the LOCK position. Then remove the key.

NOTE:

- For vehicles not equipped with the Electronic Vehicle Information Center (EVIC), features such as the power window switches, radio, power sunroof or Sky Slider® (if equipped), and power outlets will remain active for 45 seconds after the ignition switch is turned to the LOCK position. Opening either front door will cancel this feature.
- For vehicles equipped with the EVIC, features such as the power window switches, radio, power sunroof or Sky Slider® (if equipped), and power outlets will remain active for up to 10 minutes after the ignition switch is turned to the LOCK position. Opening either front door will cancel this feature. The time for this feature is programmable. For details, refer to “Delay Power Off to Accessories Until Exit,” under “Personal Settings (Customer Programmable Features),” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual.

WARNING!

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

CAUTION!

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

Key-In-Ignition Reminder

If you open the driver's door and the key is in the ignition, a chime will sound to remind you to remove the key.

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

SENTRY KEY

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

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

the vehicle. The system will shut the engine off in two (2) seconds if someone uses an invalid key to start the engine.

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

During normal operation, after turning on the ignition switch, the Vehicle Security 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.

NOTE:

- The Sentry Key Immobilizer System is not compatible with some after-market remote starting systems. Use of these systems may result in vehicle starting problems and loss of security protection.
- Exxon/Mobil Speed Pass,[™] additional Sentry Keys, or any other transponder-equipped components on the same key chain will **not** cause a key-related (transponder) fault unless the additional part is **physically held against the ignition key** being used when starting the vehicle. Cell phones, pagers, or other RF electronics will not cause interference with this system.

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

Replacement Keys

NOTE: Only keys that are programmed to the vehicle electronics can be used to start and operate the vehicle. Once a Sentry Key is programmed to a vehicle, it cannot be programmed to any other vehicle.

CAUTION!

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

At the time of purchase, the original owner is provided with a four-digit PIN number. Keep the PIN in a secure location. 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.

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

Customer Key Programming

If you have two valid sentry keys, you can program new sentry keys to the system by performing the following procedure:

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. Turn the ignition switch to the "ON" position for at least 3 seconds, but no longer than 15-seconds. Then, turn the ignition switch to the "LOCK" position and remove the first key.
3. Insert the second valid key into the ignition switch. Turn the ignition switch to the "ON" position within 15 seconds. After ten seconds, a chime will sound. In

addition, the Vehicle Security Alarm Indicator Light will begin to flash. Turn the ignition switch to the “LOCK” position and remove the second key.

4. Insert a blank Sentry Key into the ignition switch. Turn the ignition switch to the “ON” position within 60 seconds. After 10 seconds, a single chime will sound. In addition, the Vehicle Security Alarm Indicator Light will stop flashing. To indicate that programming is complete, the indicator light will turn on again for 3 seconds and then turn off.

The new Sentry Key is programmed. **The Keyless Entry Transmitter will also be programmed during this procedure.**

Repeat this procedure to program up to 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.

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.

SECURITY ALARM SYSTEM — IF EQUIPPED

The Vehicle Security Alarm (VSA) system monitors the vehicle doors, liftgate, and liftgate flip-up window for unauthorized entry and ignition for unauthorized operation.

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

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.

Rearming of the System:

If something triggers the alarm, and no action is taken to disarm it, the system will turn off the horn after 3 minutes, turn off all of the visual signals after 15 minutes, and then the system will rearm itself.

To Arm the System:

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

NOTE: The system will not arm if you lock the doors with the manual door lock plungers or the driver's door lock cylinder.

3. Close all doors. The Vehicle Security Alarm Indicator Light in the instrument cluster will flash rapidly for about 16 seconds to signal that the system is arming.

During this period, opening any door or the liftgate will cancel the arming process. If the system arms successfully, the Vehicle Security Alarm Indicator Light will flash at a slower rate to indicate the alarm is set.

NOTE: For added security, whenever the Security Alarm is armed, the HomeLink®/Garage Door Opener (if equipped) is disabled as well.

To Disarm the System:

Either press the Unlock button on the RKE transmitter or insert a valid sentry key into the ignition lock cylinder and turn the key to the ON position.

NOTE:

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

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

Tamper Alert

If something has triggered the alarm in your absence, the horn will sound three times when you unlock the doors. Check the vehicle for tampering.

ILLUMINATED ENTRY SYSTEM

The interior lights will turn on when you use the Remote Keyless Entry (RKE) transmitter or open a door.

This feature also turns on the approach lighting (if so equipped). For details, refer to “Illumination Approach,”

under “Personal Settings (Customer Programmable Features),” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual.

The interior lights will fade to off after about 30 seconds or they will immediately fade to off once the ignition switch is turned on.

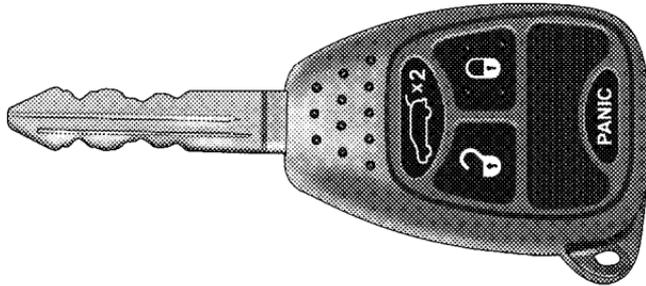
NOTE:

- The illuminated entry system will not operate the interior lights if the dimmer control is in the “defeat” position (extreme downward position).

REMOTE KEYLESS ENTRY

This system allows you to lock or unlock the doors and liftgate, open the liftgate flip-up window, or activate the panic alarm from distances up to 23 feet (7 meters) using a hand held radio transmitter. The transmitter need not be pointed at the vehicle to activate the system. However, the line of transmission must not be blocked with metal objects when using the transmitter.

NOTE: Inserting the key into the ignition switch disables all buttons on the transmitter.



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Vehicle Key

To Unlock the Doors and Liftgate:

Press and release the Unlock button on the transmitter once to unlock the driver's door, or twice to unlock all doors and the liftgate. The turn signal lights will flash to acknowledge the unlock signal. The illuminated entry system will also turn on.

Remote Key Unlock, Driver Door/All Doors First

This feature lets you program the system to unlock either the driver's door or all doors and the liftgate on the first press of the Unlock button on the transmitter. To change the current setting, proceed as follows:

- For vehicles equipped with the Electronic Vehicle Information Center (EVIC), refer to "Remote Key Unlock," under "Personal Settings (Customer Programmable Features)," under "Electronic Vehicle Information Center (EVIC)" in Section 4 of this manual
- For vehicles not equipped with the EVIC, perform the following steps:
 1. Press and hold the Lock button on a programmed (i.e. functional) transmitter for at least 4 seconds, but no longer than 10 seconds. Then, press and hold the Unlock button while still holding the Lock button.
 2. Release both buttons at the same time.

3. Test the feature from outside the vehicle by pressing the Lock and Unlock buttons on the transmitter.
4. Repeat these steps if you want to return this feature to its previous setting.

NOTE: Pressing the Lock button on the transmitter while you are inside the vehicle will activate the Security Alarm. Opening a door with the Security Alarm activated will cause the alarm to sound. Press the Unlock button to deactivate the Security Alarm.

Illuminated Approach — If Equipped

This feature activates the headlights for up to 90 seconds when the doors are unlocked with the transmitter. The time for this feature is programmable on vehicles equipped with the Electronic Vehicle Information Center (EVIC). For details, refer to “Illumination Approach,” under “Personal Settings (Customer Programmable Features),” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual.

To Lock the Doors and Liftgate:

Press and release the Lock button on the transmitter to lock all doors and the liftgate. The turn signal lights will flash and the horn will chirp to acknowledge the lock signal.

Sound Horn with Lock

This feature will cause the horn to chirp when the doors are locked with the transmitter. This feature can be turned on or turned off. To change the current setting, proceed as follows:

- For vehicles equipped with the Electronic Vehicle Information Center (EVIC), refer to “Sound Horn with Remote Key Lock,” under “Personal Settings (Customer Programmable Features),” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual.

- For vehicles not equipped with the EVIC, perform the following steps:
 1. Press the Lock button on a programmed (i.e. functional) transmitter for at least 4 seconds, but no longer than 10 seconds. Then, press the Panic button while still holding the Lock button.
 2. Release both buttons at the same time.
 3. Test the feature from outside the vehicle by pressing the Lock button on the transmitter.
 4. Repeat these steps if you want to return this feature to its previous setting.

NOTE: Pressing the Lock button on the transmitter while you are inside the vehicle will activate the Security Alarm. Opening a door with the Security Alarm activated will cause the alarm to sound. Press the Unlock button to deactivate the Security Alarm.

Flash Lights with Lock

The feature will cause the turn signal lights to flash when the doors are locked or unlocked with the transmitter. This feature can be turned on or turned off. To change the current setting, proceed as follows:

- For vehicles equipped with the Electronic Vehicle Information Center (EVIC), refer to “Flash Lights with Remote Key Lock,” under “Personal Settings (Customer Programmable Features),” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual.
- For vehicles not equipped with the EVIC, perform the following steps:
 1. Press and hold the Unlock button on a programmed (i.e. functional) transmitter for at least 4 seconds, but no longer than 10 seconds. Then, press and hold the Lock button while still holding the Unlock button.

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2. Release both buttons at the same time.
3. Test the feature from outside the vehicle by pressing the Lock and Unlock buttons on the transmitter.
4. Repeat these steps if you want to return this feature to its previous setting.

NOTE: Pressing the Lock button on the transmitter while you are inside the vehicle will activate the Security Alarm. Opening a door with the Security Alarm activated will cause the alarm to sound. Press the Unlock button to deactivate the Security Alarm.

To Unlatch the Liftgate Flip-Up Window:

Press the Rear Release button twice to unlatch the liftgate flip-up window.

WARNING!

To avoid injury stand back when opening. Glass will automatically rise.

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 turn the panic alarm feature ON or OFF, press and hold the Panic button on the transmitter for at least one second and release. When the panic alarm is on, the

headlights and turn signal lights will flash, the horn will pulse on and off, and the illuminated entry system will turn on.

The panic alarm will stay on for 3 minutes unless you turn it off by pressing the Panic button a second time or if the vehicle speed is 5 mph (8 km/h) or greater.

During the Panic Mode, the door locks and remote keyless entry system will function normally. Panic mode will not disarm the security system on vehicles so equipped.

NOTE: You may need to be close to the vehicle when using the transmitter to turn off the panic alarm due to the radio frequency noises emitted by the system.

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.

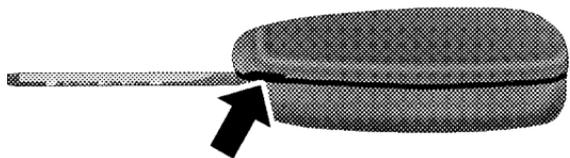
Battery Replacement

The recommended replacement battery is CR2032.

NOTE:

- Perchlorate Material — special handling may apply. See www.dtsc.ca.gov/hazardouswaste/perchlorate.
 - Do not touch the battery terminals that are on the back housing or the printed circuit board.
1. Remove the screw from the transmitter case (if equipped).

2. With the transmitter buttons facing down, use a flat blade tool to pry the two halves of the transmitter case apart. Make sure not to damage the seal during removal.



Separating Case Halves

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3. 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.

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

5. Reinstall and tighten the screw until snug (if equipped).

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.

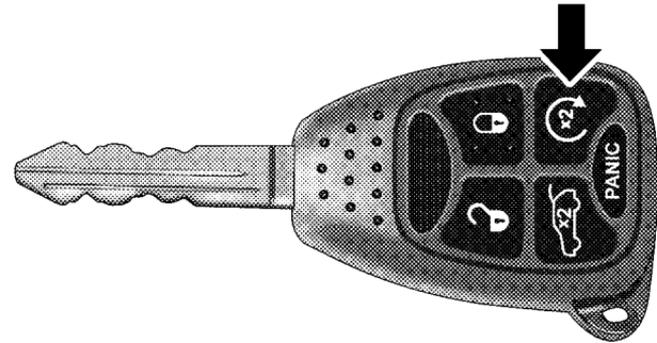
NOTE: Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

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

This system uses the Remote Keyless Entry (RKE) transmitter to start the engine conveniently from outside the vehicle while still maintaining security. The system has a targeted range of 328 ft. (100 m).



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Remote Start Button

NOTE: The vehicle must be equipped with an automatic transmission to be equipped with Remote Start.

How To Use Remote Start

All of the following conditions must be met before the engine will remote start:

- Gear selector lever in “P” (Park).
- Doors closed.
- Hood closed.
- Liftgate closed.
- Hazard switch off.
- Brake switch inactive (brake pedal not pressed).
- Ignition key removed from ignition switch.
- Battery at an acceptable charge level.
- RKE Panic button not pressed.

To Enter Remote Start Mode



Press and release the Remote Start button on the RKE transmitter twice. The engine will start and the vehicle will remain in the Remote Start mode for a 15-minute cycle.

NOTE:

- For security, power window operation and sunroof or Sky Slider® operation (if equipped) is disabled when the vehicle is in the Remote Start mode.
- The engine can be started two consecutive times (two 15-minute cycles) with the RKE transmitter. However, the ignition switch must be cycled to the ON position before you can repeat the start sequence for a third cycle.

To Exit Remote Start Mode without Driving the Vehicle

Allow the engine to run for the entire 15-minute cycle.

To Exit Remote Start Mode & Drive the Vehicle

Before the end of the 15-minute cycle, press and release the Unlock button on the RKE transmitter to unlock the doors and disarm the Vehicle Security Alarm (if equipped). Then, insert the key into the ignition switch and turn the switch to the ON position.

NOTE: The ignition switch must be in the ON position in order to drive the vehicle.

To Turn Off the Engine While in Remote Start Mode

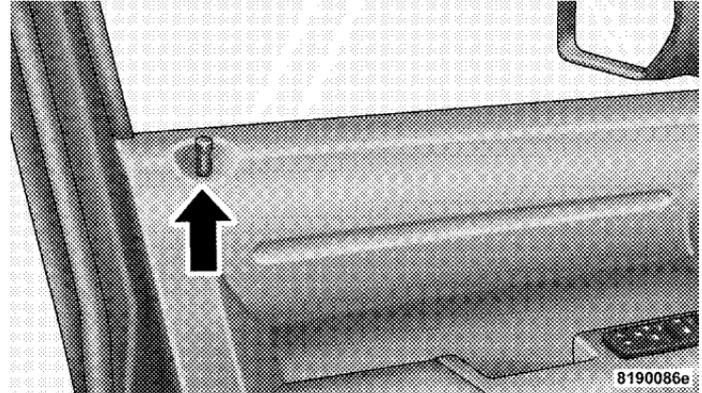
Press and release the remote start button one time.

NOTE: To avoid inadvertent shut downs, the system will disable the one-time press of the remote start button for two seconds after receiving a valid remote start request.

DOOR LOCKS**Manual Door Locks**

To lock each door, push the door lock plunger on each door trim panel downward. To unlock each door, pull the door lock plunger on each door trim panel upward.

2

**Manual Lock Plunger**

30 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

If the door lock plunger is down when you shut the door, the door will lock. Therefore, make sure the keys are not inside the vehicle before closing the door.

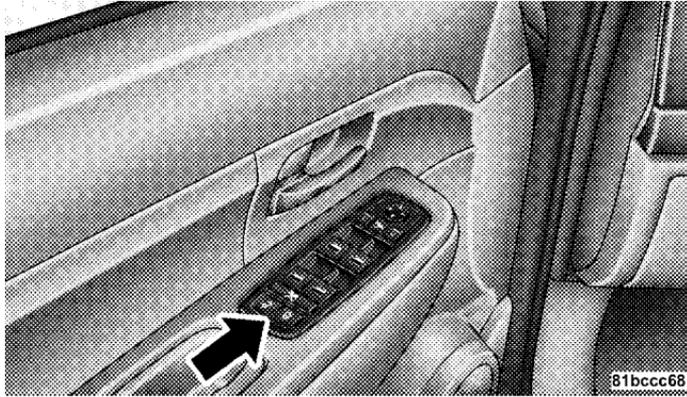
NOTE: The manual door locks will not lock or unlock the liftgate.

WARNING!

- **For personal security and safety in the event of an accident, lock the vehicle doors as 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. Unsupervised use of vehicle equipment may cause severe personal injuries and death.**
- **Never leave children alone in a vehicle. Leaving children in a vehicle unattended is dangerous for a number of reasons. A child or others could be seriously or fatally injured. Don't leave the keys in the ignition. A child could operate power windows, other controls, or move the vehicle.**

Power Door Locks

A power door lock switch is on each front door trim panel. Use this switch to lock or unlock the doors and liftgate.



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

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

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

Automatic Door Locks Programming

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

- For vehicles equipped with the Electronic Vehicle Information Center (EVIC), refer to “Personal Settings (Customer Programmable Features)” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual for details.
- For vehicles not equipped with the EVIC, performing the following procedure:
 1. Close all doors and place the key in the ignition.
 2. Cycle the ignition switch between LOCK and ON and then back to LOCK 4 times ending up in the LOCK position.
 3. Depress the power door lock switch to lock the doors.

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

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

NOTE: Use the Automatic Door Locks feature in accordance with local laws.

Automatic Unlock Doors on Exit

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

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

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

Automatic Unlock Doors on Exit Programming

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

- For vehicles equipped with the Electronic Vehicle Information Center (EVIC), refer to “Personal Settings (Customer Programmable Features)” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual for details.
- For vehicles not equipped with the EVIC, performing the following procedure:
 1. Close all doors and place the key in the ignition.
 2. Cycle the ignition switch between LOCK and ON and then back to LOCK 4 times ending up in the LOCK position.

3. Depress the power door unlock switch to unlock the doors.

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

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

NOTE: Use the Automatic Unlock Doors On Exit feature in accordance with local laws.

Child-Protection Door Lock System (Rear Doors)

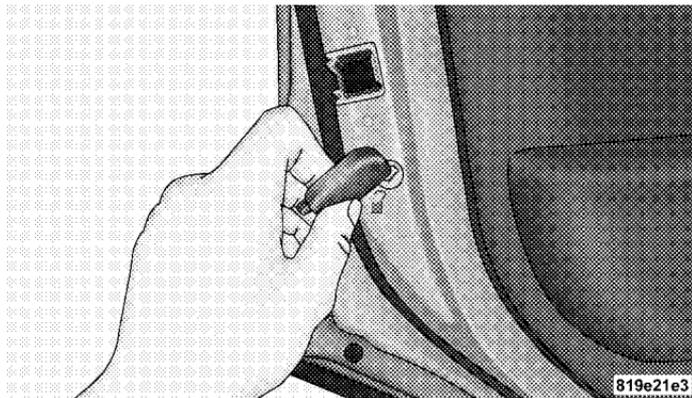
To provide a safer environment for small children riding in the rear seats, the rear doors are equipped with a child protection door lock system.

To Engage the Child Protection Door Lock

1. Open the rear door.

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2. Insert the tip of the ignition key into the child lock control and rotate it to the lock position.



Inserting Ignition Key

3. Repeat Steps 1 and 2 on the opposite rear door.

NOTE: When the child lock system is engaged, the door can be opened only by using the outside door handle even though the inside door lock is in the unlocked position.

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.

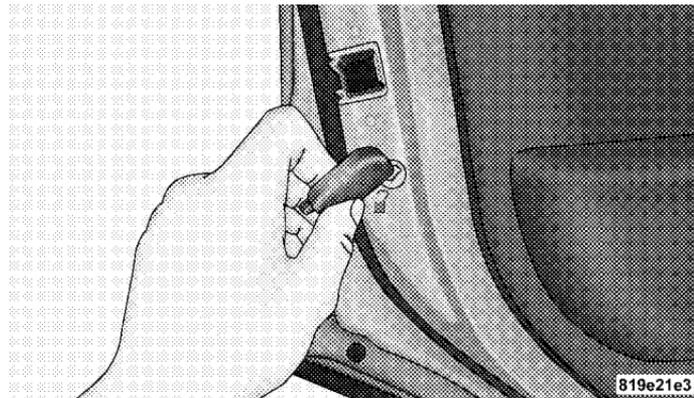
NOTE:

- After engaging the child protection door lock system, always test the door from the inside to make certain it is in the desired position.

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

To Disengage the Child Protection Door Lock

1. Open the rear door.
2. Insert the tip of the ignition key into the child lock control and rotate it to the unlock position.



Inserting Ignition Key

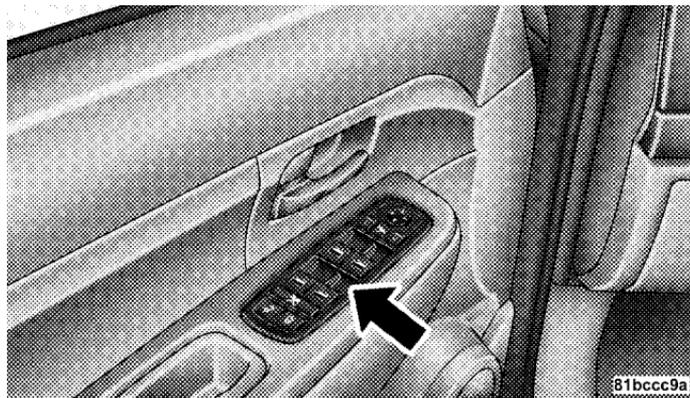
3. Repeat Steps 1 and 2 on the opposite rear door.

NOTE: After disengaging the child protection door lock system, always test the door from the inside to make certain it is in the desired position.

WINDOWS

Power Windows

The window controls on the driver's door trim panel control all the door windows.



Power Window Switches

There are single window controls on each passenger door trim panel, which operate the passenger door windows. The window controls will operate when the ignition switch is in the ON or ACC position.

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 Feature

The driver power window switch has an “Auto Down” feature. Press the window switch past the first detent, release, and the window will go down automatically.

To open the window part way, press the window switch to the first detent and release it when you want the window to stop.

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

For vehicles not equipped with the Electronic Vehicle Information Center (EVIC), the power window switches will remain active for 45 seconds after the ignition switch is turned to the LOCK position. Opening either front door will cancel this feature.

For vehicles equipped with the EVIC, the power window switches will remain active for up to 10 minutes after the ignition switch is turned to the LOCK position. Opening either front door will cancel this feature. The time is programmable. For details, refer to “Delay Power Off to

Accessories Until Exit,” under “Personal Settings (Customer Programmable Features),” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual.

Auto Up Feature with Anti-Pinch Protection — If Equipped

On some models, the driver’s power window switch has an “Auto Up” feature. Pull the window switch up 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, pull the window switch up to the first detent and release when you want the window to stop.

For vehicles not equipped with the Electronic Vehicle Information Center (EVIC), the power window switches

will remain active for 45 seconds after the ignition switch is turned to the LOCK position. Opening either front door will cancel this feature.

For vehicles equipped with the EVIC, the power window switches will remain active for up to 10 minutes after the ignition switch is turned to the LOCK position. Opening either front door will cancel this feature. The time is programmable. For details, refer to “Delay Power Off to Accessories Until Exit,” under “Personal Settings (Customer Programmable Features),” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual.

NOTE:

- If the window runs into any obstacle during auto-closure, it will reverse direction and then stop. Remove the obstacle and use the window switch again to close the window.

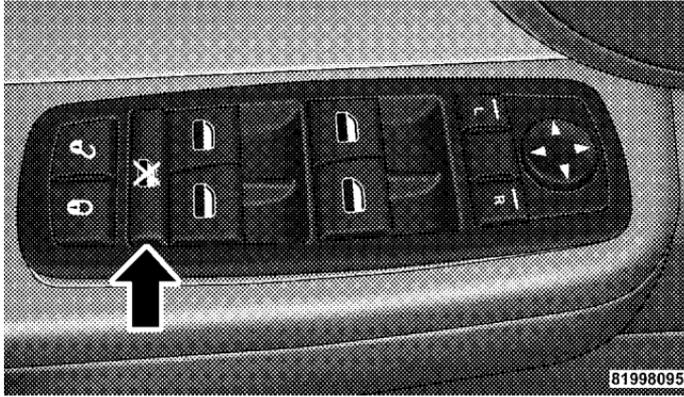
- Any impact due to rough road conditions may trigger the auto reverse function unexpectedly during auto-closure. If this happens, pull the switch lightly to the first detent and hold to close window manually.

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 trim panel allows you to disable the window control on the other doors. To disable the window control on the other doors, press and release the window lock button (setting it in the down position). To enable the window controls, press and release the window lock button again (setting it in the up position).



Window Lockout Switch

Reset

It may be necessary at some point in time to reactivate the auto-up feature. To do so, perform the following procedure:

1. Pull the window switch up to close window completely and continue to hold the switch up for an additional two seconds after the window is closed.

2. Push the window switch down firmly to the second detent to open the window completely and continue to hold the switch down for an additional two seconds after the window is fully open.

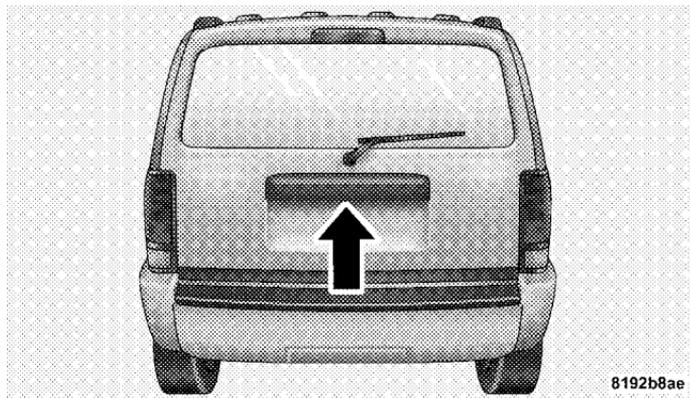
2

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 or Sky Slider® (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, then open the front and rear windows together to minimize the buffeting. If the buffeting occurs with the sunroof or Sky Slider® open, adjust the sunroof or Sky Slider® opening to minimize the buffeting or open any window.

LIFTGATE

To open the liftgate, pull up (squeeze) on the handle and lift.



Liftgate Release

NOTE: Use the power door lock switch on either front door trim panel or the Remote Keyless Entry (RKE) transmitter to lock and unlock the liftgate. The manual door locks on the doors and the driver's door lock cylinder will not lock and unlock the liftgate.

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 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.

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 that includes you. This can happen far away from home or on your own street.

Research has shown that seat belts save lives, and they can reduce the seriousness of injuries in 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

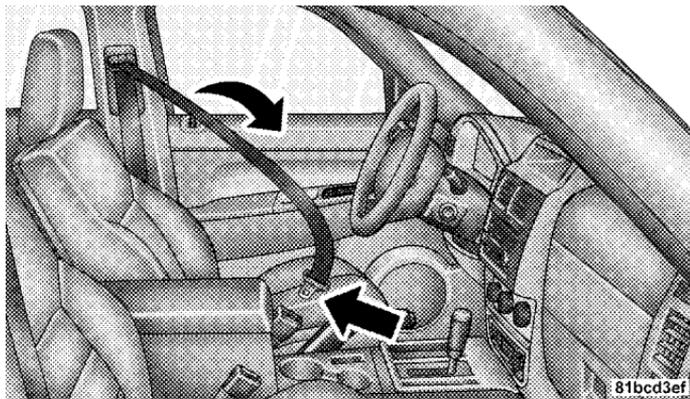
All seating positions in your vehicle have combination lap/shoulder belts. The belt webbing retractor is designed to lock during very sudden stops or collisions. This feature allows the shoulder part of the belt to move freely with you under normal conditions. However, in a collision, the belt will lock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

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.
- 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.



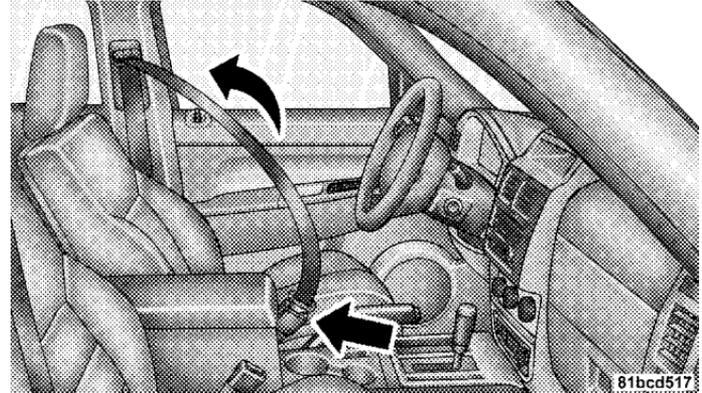
Latch Plate

4. Position the lap belt across your thighs, below your abdomen. To remove slack in the lap belt 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

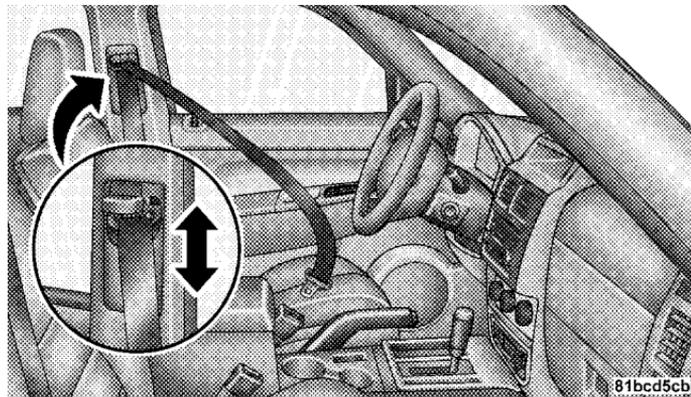
6. To release the belt, push the red button on the buckle. The belt will automatically retract to its stowed position. If necessary, slide the latch plate down the webbing to allow the belt to retract fully.

WARNING!

A frayed or torn belt could rip apart in 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 will prefer a higher position. When you release the anchorage, try to move it up and down to make sure that it is locked in position.

Lap/Shoulder Belt Untwisting Procedure

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

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

4. Continue to slide the latch plate up until it clears the folded webbing.

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 Controller (ORC). Like the front airbags, the pretensioners are single use items. After a collision that is severe enough to deploy the airbags and pretensioners, both must be replaced.

Enhanced Seat Belt Use Reminder System (BeltAlert)

If the driver's or front passenger's 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 or front passenger 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 Reminder Light for 96 seconds or until the driver's or front passenger's seat belt is buckled. The Enhanced Warning System (BeltAlert) will be reactivated if the driver's or front passenger's seat belt is unbuckled for more than 10 seconds and the vehicle speed is greater than 5 mph (8 km/h).

BeltAlert Programming

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

NOTE: DaimlerChrysler does not recommend deactivating the Enhanced Warning System (BeltAlert).

1. With all doors closed, and the ignition switch in any position except ON or START, buckle the driver's seat belt.
2. Turn the ignition switch to the ON position, but do not start the engine. Wait for the Seat Belt Reminder Light to turn off and then proceed to the next step.

NOTE: You must perform the following steps within 60 seconds of turning the ignition switch to the ON position.

3. Within 60 seconds of turning the ignition switch to the ON position, unbuckle and then re-buckle the driver's seat belt at least three times within 10 seconds, ending with the seat belt buckled.

NOTE: Watch for the Seat Belt Reminder Light to turn on while unbuckling the seat belt and turn off while re-buckling the seat belt. It may be necessary to retract the seat belt.

4. Turn the ignition switch to the LOCK position. 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: When the Enhanced Warning System (BeltAlert) is deactivated, the Seat Belt Reminder Light will continue to illuminate as long as the driver's seat belt is unbuckled.

Automatic Locking Mode — If Equipped

In this mode, the shoulder belt is automatically pre-locked. However, 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 outboard 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 from the buckle 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 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

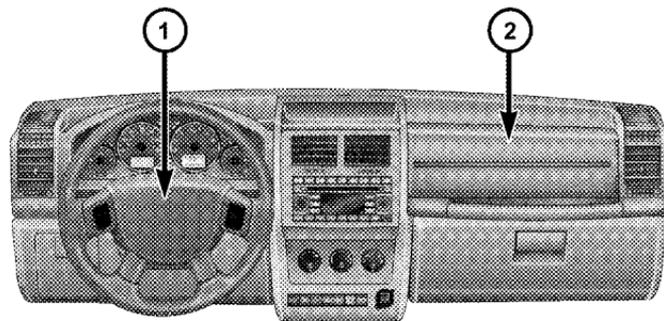
If a seat belt is too short, even when fully extended, and when the adjustable upper shoulder belt anchorage (if so equipped) is in its lowest position, your authorized dealer can provide you with a seat belt extender. This extender should be used only if the existing belt is not long enough. When it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

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



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- 1 — Driver Airbag
- 2 — Passenger Airbag

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. The front passenger airbag is also certified to the Federal regulations that define Occupant Classification (refer to information on Occupant Classification System in this section).

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



2

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 and side curtain 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 side curtain airbag. The area where the side curtain airbag 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.**

Along with the seat belts, the front airbags provide improved protection for the driver and front passenger. Side Curtain Airbags 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 collisions. The Side Curtain Airbag will also trigger on the crash side of the vehicle in moderate to severe side collisions or on both sides of the vehicle in rollover collisions. In certain types of collisions, both the front and side airbags may be triggered. However, 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.

NOTE: The passenger front airbag may not deploy even when the driver front airbag has; particularly if the Occupant Classification System has determined the passenger seat is empty or is occupied by someone that is

classified in a category other than that of an adult (refer to information on Occupant Classification System in this section). This could be a child, teenager, or even a small size adult.

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

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

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

Children that are not big enough to wear the vehicle seat belt properly should be secured in the rear seat in child restraints or belt-positioning booster seats. 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 (refer to information on 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 Controller (ORC)
- Airbag Warning Light
- Driver Airbag
- Front Passenger Airbag
- Side Curtain Airbags above Side Windows
- Side Remote Acceleration Sensors
- Steering Wheel and Column
- Instrument Panel
- Interconnecting Wiring
- Front Acceleration Sensors
- Driver and Front Passenger Seat Belt Pretensioner and Retractor

- Front Passenger Seat Track Position Sensors
- Occupant Classification System (OCS) — Front Passenger Seat Only
 - Occupant Classification Module (OCM)
 - Passenger Airbag Disable (PAD) Indicator Light
 - Weight Sensors

How The Airbag System Works

- The **Occupant Restraint Controller (ORC)** 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. The ORC receives this data from the Occupant Classification Module (OCM). The ORC will detect roll over, but not 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 position. These include all of the items listed above except the Passenger Airbag Disable (PAD) Indicator Light, 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 they will not inflate.



The ORC also turns on the “Airbag Warning Light” and “PAD Indicator Light” for 6 to 8 seconds as 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 information on 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.

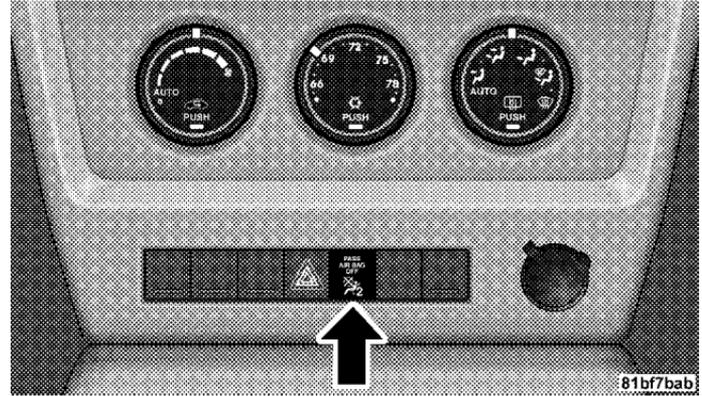
WARNING!

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 a category other than that of an adult. This could be a child, teenager, or even a small size 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 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.



2

Indicator Light Location

The “PAD Indicator Light” should not be illuminated when an 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 all other occupants, the “PAD Indicator Light” will be illuminated indicating that the front passenger airbag

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is turned off and it 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 passenger 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 passenger 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 that it takes to blink your eyes. The bags then quickly deflate while helping to restrain the driver and front passenger. The driver’s front airbag gas is vented through the vent holes in the sides of the airbag. The passenger’s 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 Controller (ORC). 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 and rollover events. When the ORC detects a collision requiring the side curtain airbag to inflate, it signals the inflators on the crash side of the vehicle or both sides of the vehicle for a rollover event. 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 that 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 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 or assembly.

The following requirements must be strictly adhered to:

- Do not modify the front passenger seat assembly or components in any way.
- 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 or its related components 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 Controller (ORC) detects a moderate-to-severe collision, to help restrain the driver and front passenger, and then to immediately deflate.

NOTE: A 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.

2

Enhanced Accident Response System

In the event of an impact that causes airbag deployment, with the vehicle stopped, and the vehicle communication network intact, and the power intact, the Enhanced Accident Response System performs the following functions:

- Cuts off fuel to the engine.
- Flashes hazard lights.

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

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 passenger 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 front passenger seat back. The additional weight may cause the Occupant Classification System to be unable to classify the front seat passenger correctly. This could allow the passenger frontal airbag to inflate when it is not desired.
- 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.

NOTE: Perchlorate Material – special handling may apply, See www.dtsc.ca.gov/hazardouswaste/perchlorate

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:

- The Airbag Warning Light does not come on or flickers during the 6 to 8 seconds when the ignition switch is first turned on.
- The light remains on or flickers after the 6 to 8 second interval.
- The light flickers or comes on and remains on 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 light status for electronically controlled safety systems, including the airbag system
- Airbag disable light 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.

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.

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:

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 can be used either rearward-facing or forward-facing in the vehicle. 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 (Lower Anchors and Tether for Children)” 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.

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 (Lower Anchors and Tether for Children)” 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.

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- 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.

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

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 on 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.
- 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.

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 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 retrofit kits. You are urged to take advantage of all the available attachments provided with your child restraint in any vehicle.

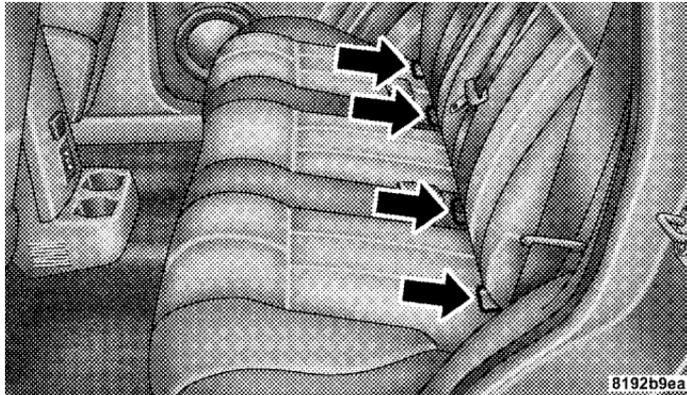
The two outboard rear-seating positions have lower anchorages that are capable of accommodating LATCH-compatible child seats having flexible, webbing-mounted lower attachments. Child seats with fixed lower attachments must be installed in the outboard positions only. Regardless of the specific type of 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 "Installing the LATCH-Compatible Child Restraint System" and "Installing Child Restraints Using the Vehicle Seat Belt" in this section for typical installation instructions.

Installing the LATCH-Compatible Child Restraint System

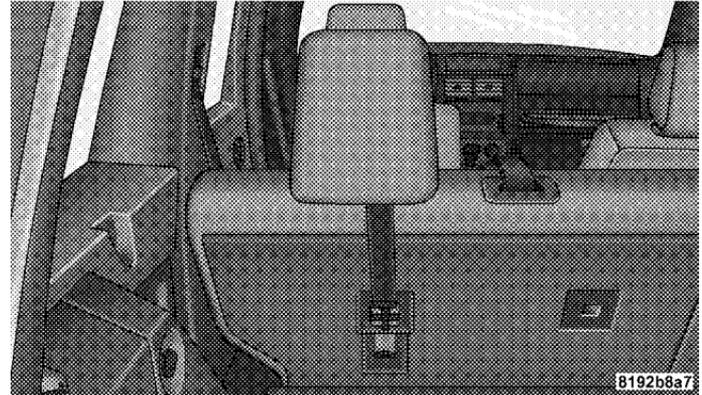
We urge that you carefully follow the directions of the manufacturer when installing your child restraint. Not all child restraint systems will be installed as described here. Again, carefully follow the installation instructions that were provided with the child restraint system.

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.

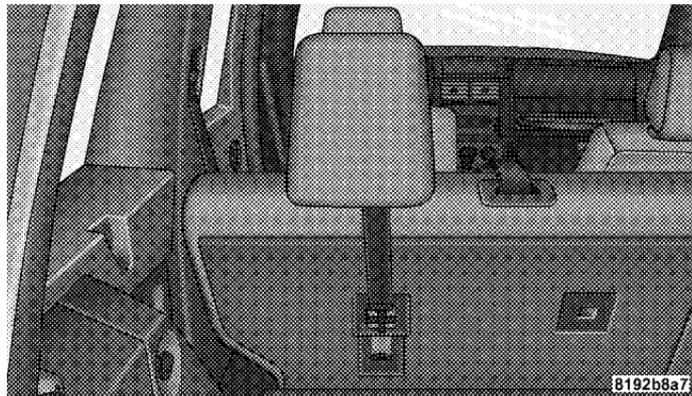
If the seat belt has an automatic locking retractor, pull the belt from the retractor until there is enough to allow you to pass through the child restraint and slide the latch plate into the buckle. Then, pull the belt until it is all extracted from the retractor. Allow the belt to return to the retractor, 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 underneath the headrest 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

Transporting Passengers

NEVER TRANSPORT PASSENGERS IN THE CARGO AREA.

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.

Lock Your Vehicle

Always remove the keys from the ignition and lock all doors when leaving the vehicle unattended, even in your own driveway or garage. Try to park your vehicle in a well-lit area and never invite theft by leaving articles of value exposed.

Exhaust Gas

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

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

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

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

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

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

Safety Checks You Should Make Inside The Vehicle

Seat Belts

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

Front seat belt assemblies must be replaced after a collision. Rear seat belt assemblies must be replaced after a collision if they have been damaged (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 light is not lit during starting, see your authorized dealer. If the light stays on, flickers, or comes on while driving, have the system checked by an authorized dealer.

Defroster

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

Periodic Safety Checks You Should Make Outside The Vehicle

Tires

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

Lights

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

Door Latches

Check for positive closing, latching, and locking.

Fluid Leaks

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

UNDERSTANDING THE FEATURES OF YOUR VEHICLE

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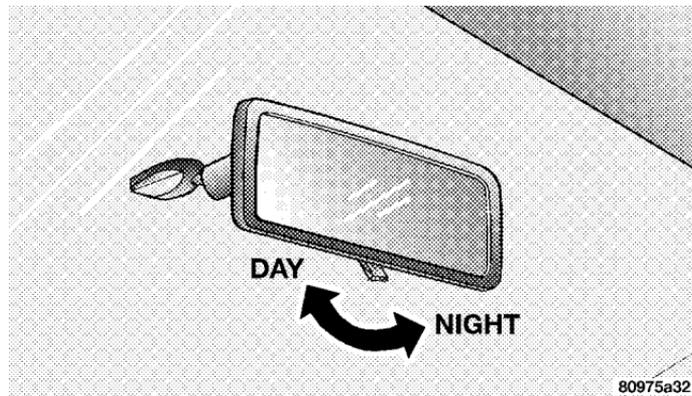
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MIRRORS

Inside Day/Night Mirror

Adjust the mirror to center on the view through the rear window. A two-point pivot system allows for horizontal and vertical mirror adjustment.

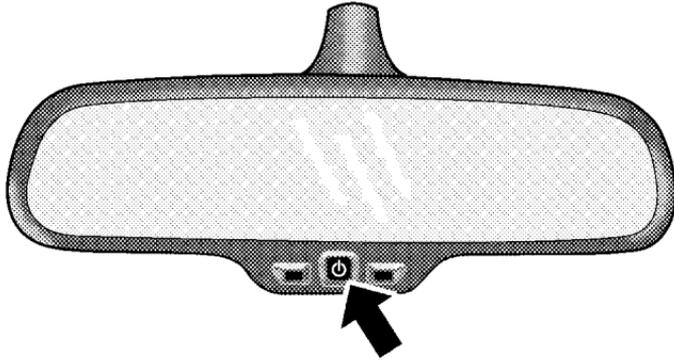


Manual Rearview Mirror

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

Automatic Dimming Mirror — If Equipped

This mirror automatically adjusts 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.



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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 and a slight overlap of the view obtained from the inside mirror.

NOTE: The passenger side convex outside mirror will give a much wider view to the rear, and especially of the lane next to your vehicle.

3

WARNING!

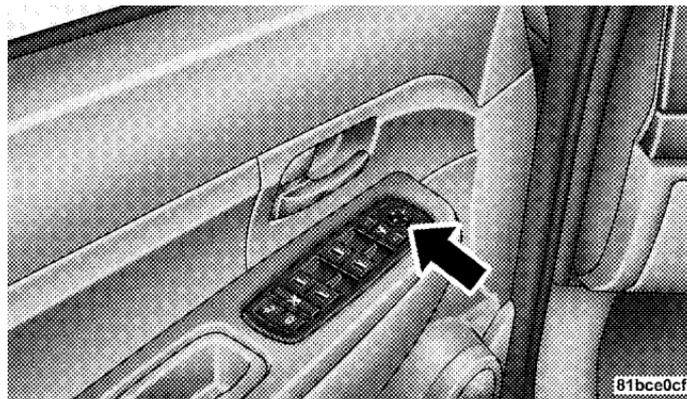
Vehicles and other objects seen in the passenger side convex mirror will look smaller and farther away than they really are. Relying too much on your passenger side convex mirror could cause you to collide with another vehicle or other object. Use your inside mirror when judging the size or distance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

Exterior Mirrors Folding Feature — If Equipped

Some models have exterior mirrors that are hinged. The hinge allows the mirror to pivot forward and rearward to resist damage. The hinge has three detent positions, forward, rearward, and normal.

Power Remote Control Mirrors

The power mirror switch is located on driver's door trim panel.



Power Mirror Switches

Models without Express Window Feature

Press the mirror select button marked L or R and then press one of the four arrow buttons to move the mirror in the direction the arrow is pointing.

Models with Express Window Feature

Press and release the mirror select button marked L or R and then press one of the four arrow buttons to move the mirror in the direction the arrow is pointing. The selection will time out after 30 seconds of inactivity to guard against accidentally moving a mirror position following an adjustment.

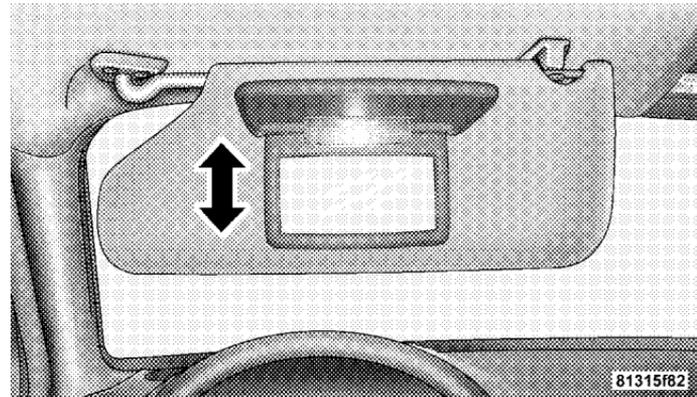
NOTE: For vehicles equipped with Driver Memory Seat, you can use your Remote Keyless Entry (RKE) transmitter or the memory switch on the instrument panel to return the power mirrors to pre-programmed positions. Refer to “Driver Memory Seat” in this section for details.

Heated Remote Control Mirrors — If Equipped

These mirrors are heated to melt frost or ice. This feature is activated whenever you turn on the Rear Window Defrost.

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.



Illuminated Vanity Mirror

Sun Visor “Slide-Out” Feature — If Equipped

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. Unclip visor from center clip.
3. Pull the sun visor toward inside rearview mirror to extend.

HANDS-FREE COMMUNICATION (UConnect®) — IF EQUIPPED

NOTE: The sales code RER radio contains an integrated Hands-Free Communication (UConnect®) system. Refer to your “Navigation User’s Manual” for UConnect® system operating instructions for this radio.

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 UConnect® website for supported phones.

NOTE: For UConnect® customer support, visit the following web sites:

- www.chrysler.com/uconnect
- www.dodge.com/uconnect
- www.jeep.com/uconnect
- or call 1-877-855-8400

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).

Phone Button



The rearview mirror contains the microphone for the system (depending on the type of mirror and radio equipped), and either the radio or the mirror has the two control buttons (Phone Button and Voice Recognition Button) that will enable you to access the system.

Voice Recognition Button



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

The UConnect® system can be used with any Hands-Free Profile certified Bluetooth™ cellular phone. See UConnect® website 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.

Operation

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 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 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. The UConnect® website may also provide detailed instructions for pairing.

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 it is recommended. For example, say “Robert Smith” or “Robert” instead of “Bob.”
- When prompted, enter the number designation (e.g., “Home,” “Work,” “Mobile,” or “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.

Phonebook Download

UConnect® allows the user to download entries from their phone via Bluetooth. To use this feature, press the “Phone” button and say “Phonebook Download.” System prompts “Ready to accept vcard entry via Bluetooth...” The system is now ready to accept phonebook entries from your phone using the Bluetooth Object

Exchange Profile (OBEX). Please see your phone owners’ manual for specific instructions on how to send these entries from your phone.

NOTE:

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

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 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 voice-mail 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.

You can also send stored UConnect® phonebook entries as tones for fast and easy access to voicemail and pager entries. To use this feature, dial the number you wish to call and then press the “Voice Recognition” button and

say “Send.” The system will prompt you to enter the name or number, say the name of the phonebook entry you wish to send. The UConnect® will then send the corresponding phone number associated with the phonebook entry as tones over the phone.

NOTE:

- You may not hear all of the tones due to cellular phone network configurations, this is normal.
- Some paging and voicemail systems have system timeout settings too short that may not allow the use of this feature.

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.”

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 paired with the UConnect® system.

- 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

UConnect® Tutorial

To hear a brief tutorial of the system features, press the “Phone” button and say “UConnect® Tutorial.”

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)

- For best performance, adjust the rear view mirror to provide at least ½ inch (1 cm) gap between the overhead console (if equipped) and the mirror.

- Always wait for the beep before speaking.
- Speak normally, without pausing, just as you would speak to a person sitting 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 nametag 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.
- In a convertible vehicle, system performance may be compromised with the convertible top down.

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.
- In a convertible vehicle, system performance may be compromised with the convertible top down.

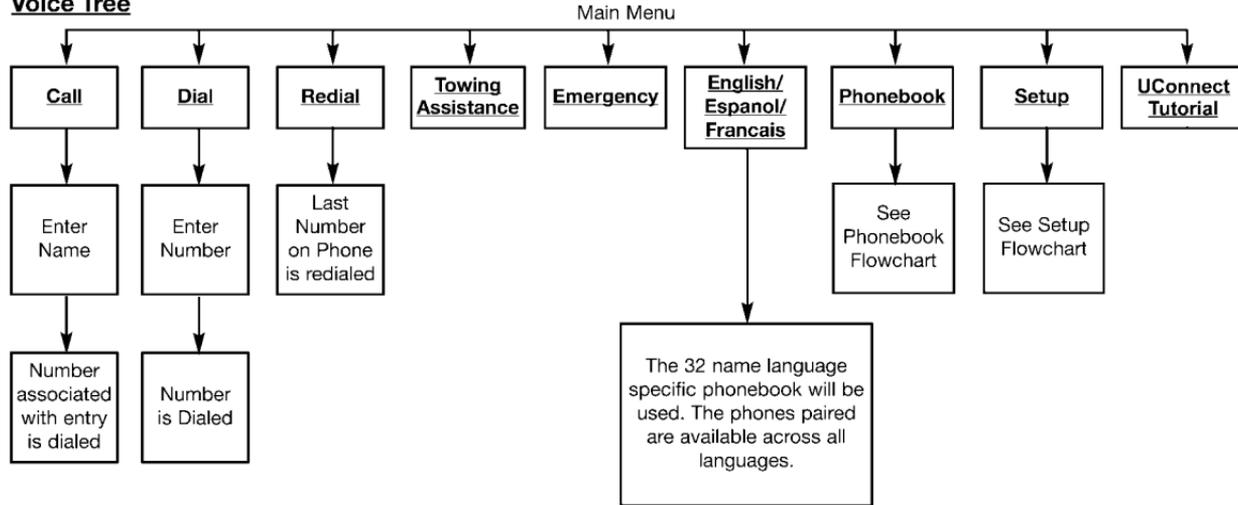
Bluetooth Communication Link

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.

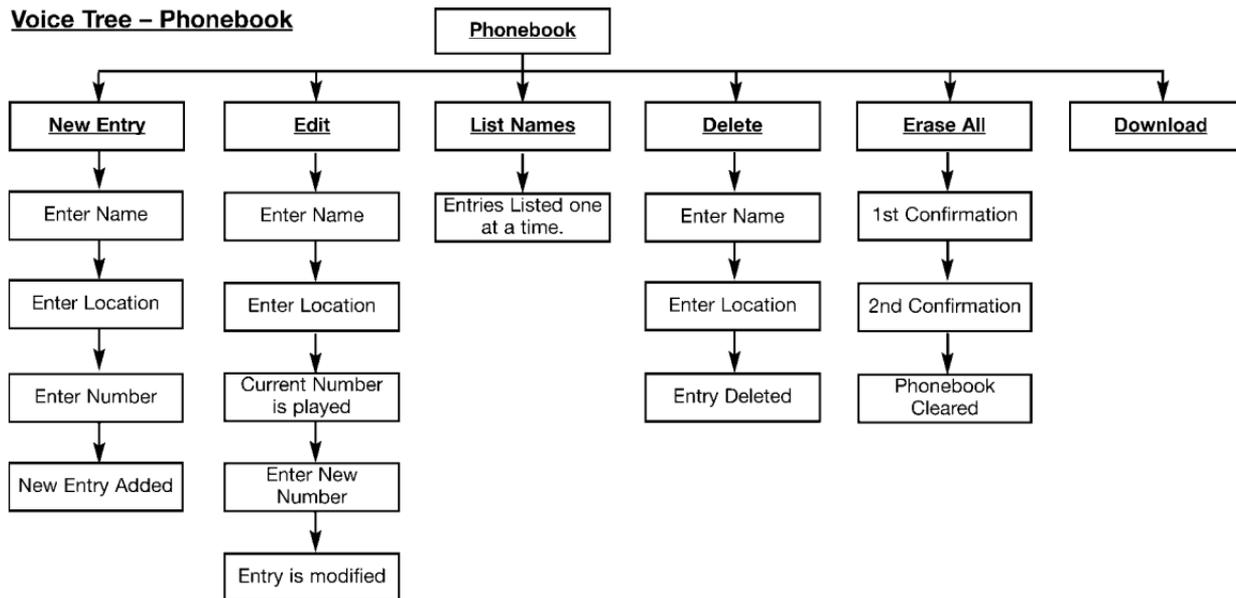
Power-Up

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 Tree

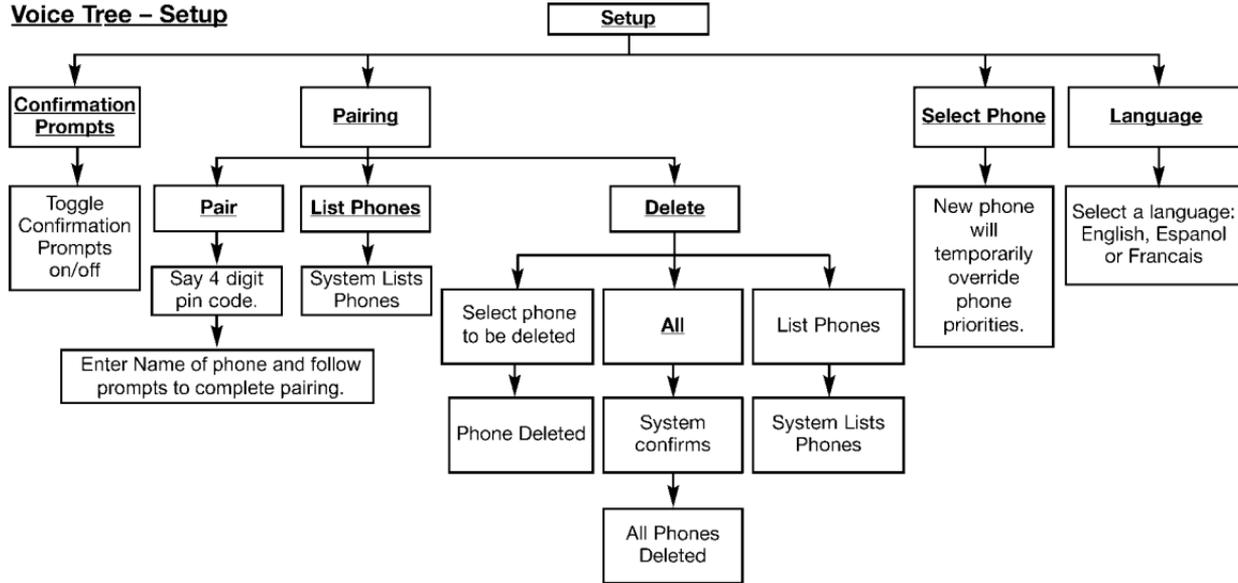


Note: Available Voice commands are shown in bold face and are underlined.

Voice Tree – Phonebook

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

Voice Tree – Setup



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

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

Voice Commands	
Primary	Alternate(s)
call	
cancel	
confirmation prompts.	
continue	
delete	
dial	
download	
edit	
emergency	
English	
erase all	
Espanol	
Francais	
help	
home	

Voice Commands	
Primary	Alternate(s)
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	

Voice Commands	
Primary	Alternate(s)
return to main menu	return or main menu
select phone	select
send	
set up	phone settings or phone set up
towing assistance	
transfer call	
UConnect® Tutorial	
try again	
voice training	
work	
yes	

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.

SEATS

Manual Front Seat Adjustments

Forward & Rearward Adjustment — If Equipped

The manual seat adjustment bar is at the front of the seat, near the floor. Pull the bar upward to move the seat forward or rearward. Release the bar once the seat is in the position desired. Then, using body pressure, move forward and rearward on the seat to be sure that the seat adjusters have latched.



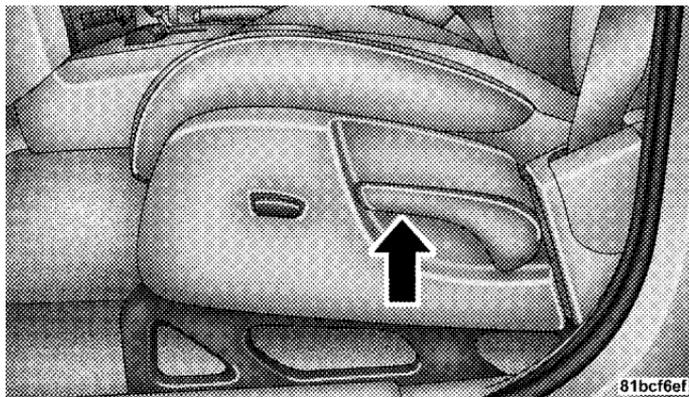
Manual Seat Adjustment

WARNING!

Adjusting a seat while 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.

Recliner Adjustment

The recliner control is on the outboard side of the seat. To recline the seat, lean forward slightly and lift the lever. Then lean back to the position desired and release the lever. To return the seatback to its normal upright position, lean forward and lift the lever. Release the lever once the seatback is in the upright position.

**Seatback Release Lever**

WARNING!

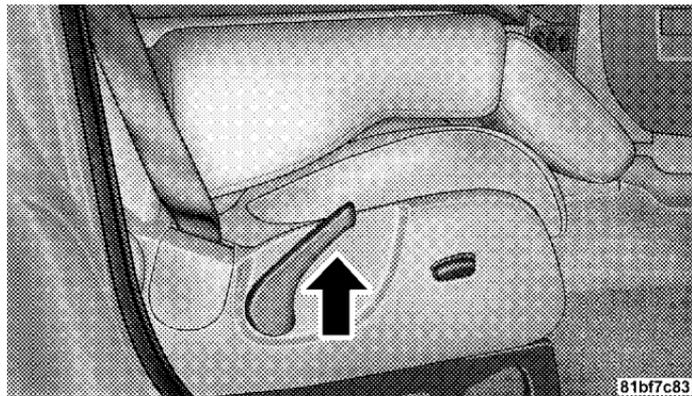
- **Adjusting a seat while the vehicle is moving is dangerous. The sudden movement of the seat could cause you to lose control. The seat belt might not be properly adjusted and you could be injured. Adjust the seat only while the vehicle is parked.**
- **Do not ride with the seatback reclined so that the shoulder belt is no longer resting against your chest. In a collision you could slide under the seat belt and be seriously or even fatally injured. Use the recliner only when the vehicle is parked.**

Lumbar Support — If Equipped

This feature allows you to increase or decrease the amount of lumbar support. The control lever is on the inboard side of the seat. Turn the control lever downward to increase and upward to decrease the desired amount of lumbar support.

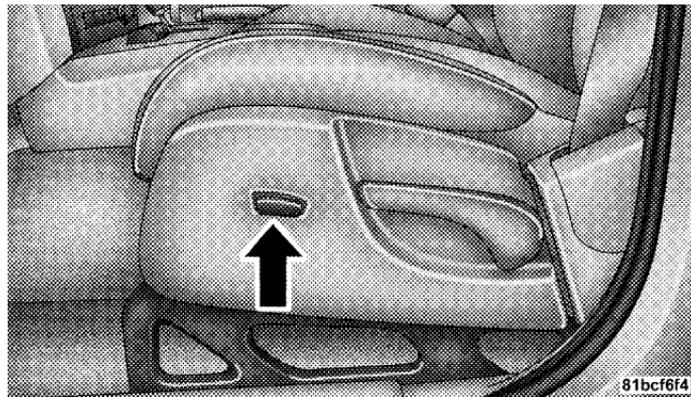
Fold Flat Front Passenger Seat — If Equipped

This feature allows the front passenger seat to fold flat for extended cargo space. Some fold flat seats also have a hardback surface that you can use as a work surface when the seat is folded flat. Pull up on the lever to fold down the seat back.

**Fold Flat Passenger Seat****Power Seat — If Equipped**

The power seat switch is on the outboard side of the seat near the floor. For vehicles equipped with a power driver's seat, use this switch to move the seat up, down,

forward, rearward, or to tilt the seat. For vehicles equipped with a power passenger seat, use this switch to move the seat forward and rearward.

**Power Seat Switch**

CAUTION!

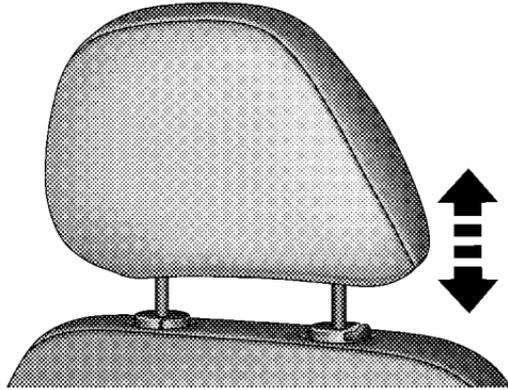
Do not place any article under any seat as it may cause damage to the seat controls.

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.

Head Restraints

Head restraints can reduce the risk of whiplash injury in the event of impact from the rear. Adjust the head restraints 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. However, the head restraints may be raised without pushing in the button.



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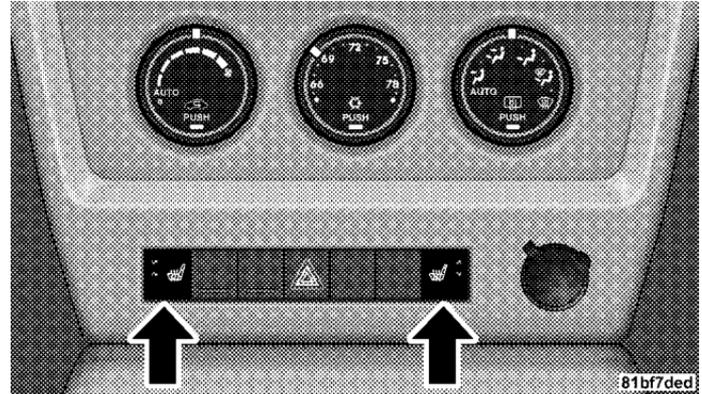
Adjustable Head Restraint

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 driver and front 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 indicator lights in each switch indicate the level of heat in use. Two indicator lights will illuminate for high, one for low, and none for off.

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Heated Seat Switches

Press the switch once to select high-level heating. Press the switch a second time to select low-level heating. Press the switch a third time to shut off the heating elements.

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 indicator lights 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. 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. This allows for extended cargo space and still maintains some rear seating room.

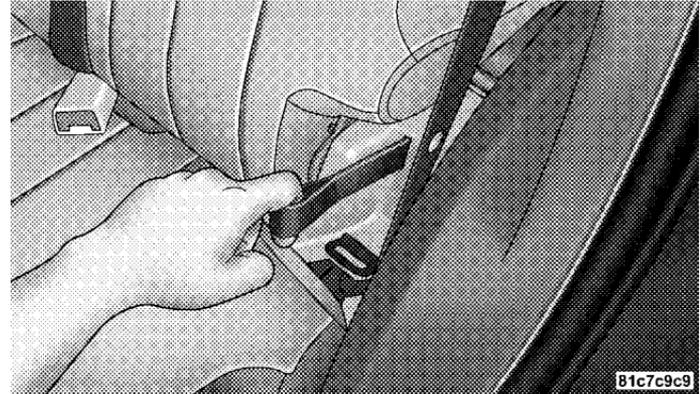
NOTE: Prior to folding the rear seat, it may be necessary to position the front seat to its mid-track position. Also, be sure that the front seats are fully upright and positioned forward. This will allow the rear seat to fold down easily.

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 the 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 the Rear Seat

NOTE: If interference from the cargo area prevents the seatback from fully locking, you will have difficulty returning the seat to its proper position.

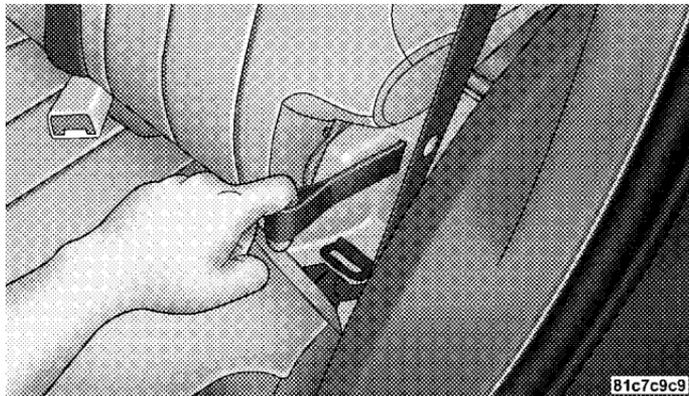
1. If locked in the folded position, pull the release strap (toward the front of the vehicle).
2. Raise the seatback and lock it into place.

WARNING!

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

Recliner Adjustment

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



DRIVER MEMORY SEAT — IF EQUIPPED

This feature allows the driver to store up to two different memory profiles, for easy recall through a memory switch. Each memory profile contains desired position settings for the driver seat and side mirrors, and a set of desired radio station presets.

The memory switch is located on the instrument panel to the left of the steering column. The switch contains an (S) button to activate the memory save function. It also contains a rocker switch labeled with the number (1) and the number (2). The rocker switch allows the driver to recall either of two pre-programmed memory profiles by pressing the appropriate side of the switch.

Programming The Memory Feature

To create a new memory profile, perform the following:

NOTE: Saving a new memory profile will erase an existing profile from memory.

1. Adjust all memory profile settings to desired preferences (i.e. seat, side mirror, and radio station presets).
2. Press and release the Set (S) button on the memory switch, then press the side of the rocker switch labeled (1) within 5 seconds. The Electronic Vehicle Information Center (EVIC), if equipped, will display which memory position is being set.

If desired, a second memory profile can be stored into memory as follows:

1. Adjust all memory profile settings to desired preferences (i.e. seat, side mirror, and radio station presets).
2. Press and release the Set (S) button on the memory switch, then press the side of the rocker switch labeled (2) within 5 seconds. The EVIC, if equipped, will display which memory position is being set.

NOTE:

- For vehicles equipped with an automatic transmission, memory profiles can be set without the vehicle in “P” (Park), but the vehicle must be in “P” (Park) to recall a memory profile.
- For vehicles equipped with a manual transmission, the vehicle speed must be at 0 mph (0 km/h) to recall a memory profile.
- The Recall Memory with Remote Key Unlock feature can be turned on and off through the EVIC, if equipped. For details, refer to “Personal Settings (Customer Programmable Features)” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual.

Linking & Unlinking the Remote Keyless (RKE) Transmitter to the Memory Feature

Your Remote Keyless Entry (RKE) transmitters can be programmed to recall one of two pre-programmed memory profiles with a press of the Unlock button on the RKE Transmitter.

To program your transmitters, perform the following:

1. Remove the key from ignition.
2. Select the desired memory profile 1 or 2.
3. Press and release the Set (S) button on the memory switch, then press and release the side of the rocker switch labeled 1 or 2 accordingly. “Memory Profile Set” (1 or 2) will display in the EVIC, if equipped.
4. Press and release the Lock button on the transmitter within 10 seconds.

NOTE: Your transmitters can be unlinked to the memory setting by pressing the Set (S) button followed by the Unlock button on the transmitter in Step 4 above.

Memory Position Recall

NOTE:

- For vehicles equipped with an automatic transmission, the vehicle must be in “P” (Park) to recall memory positions. If a recall is attempted when the vehicle is not in “P” (Park), a message will display in the EVIC, if equipped.
- For vehicles equipped with a manual transmission, the vehicle speed must be at 0 mph (0 km/h) to recall memory positions. If a recall is attempted with the vehicle speed above 0 mph (0 km/h), a message will display in the EVIC, if equipped.

To recall the memory settings for driver one, press memory button number 1 or the Unlock button on the RKE transmitter linked to memory position 1.

To recall the memory setting for driver two, press memory button number 2 or the Unlock button on the RKE transmitter linked to memory position 2.

A recall can be cancelled by pressing any of the memory buttons (S, 1, or 2) during a recall. When a recall is cancelled, the driver seat and side mirrors will stop moving. A delay of one second will occur before another recall can be selected.

Easy Entry/Exit Seat (Available with Memory Seat Only)

This feature provides automatic driver seat positioning to enhance driver mobility when entering and exiting the vehicle.

The distance the driver seat moves depends on where you have the driver seat positioned when you remove the key from the ignition switch.

- When you remove the key from the ignition switch, the driver seat will move about 2.4 inches (60 mm) rearward if the driver seat position is greater than or equal to 3.5 inches (90 mm) forward of the rear stop. The seat will return to its previously set position when you insert the key into the ignition switch and turn it out of the LOCK position.
- When you remove the key from the ignition switch, the driver seat will move to a position 1.2 inches (30 mm) forward of the rear stop if the driver seat position is between 2.4 inches and 3.5 inches (60 mm and 90 mm) forward of the rear stop. The seat will return to its previously set position when you insert the key into the ignition switch and turn it out of the LOCK position.

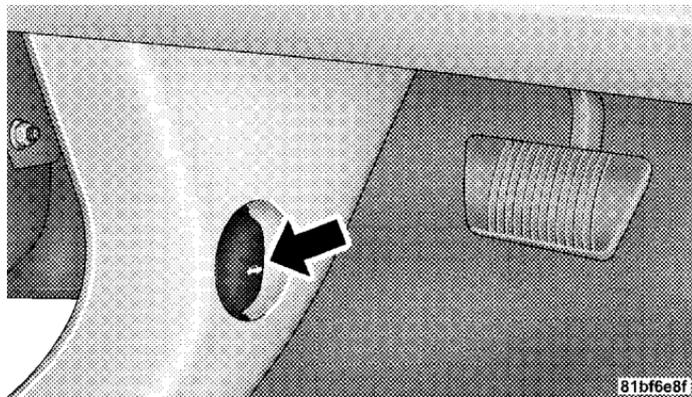
- The Easy Entry/Easy Exit feature is disabled when the driver seat position is less than 2.4 inches (60 mm) forward of the rear stop. At this position, there is no benefit to the driver by moving the seat for Easy Exit or Easy Entry.

Each stored memory setting will have an associated Easy Entry and Easy Exit position.

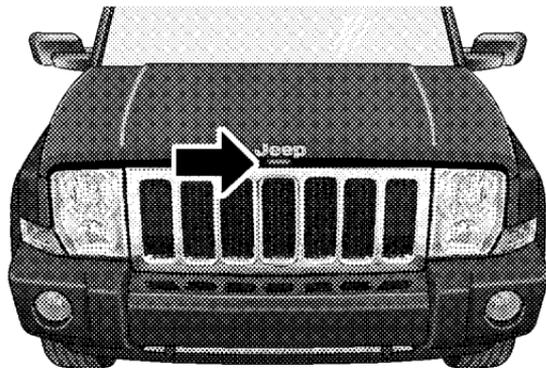
NOTE: The Easy Entry/Easy Exit feature can be turned on or off through the programmable features in the EVIC. For details, refer to “Automatically Move Seat Back on Exit,” under “Personal Settings (Customer Programmable Features),” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual.

TO OPEN AND CLOSE THE HOOD

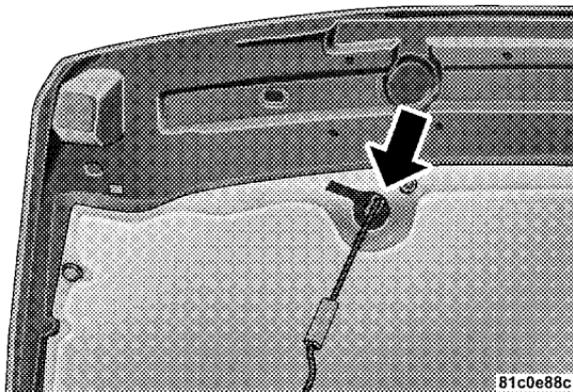
Two latches must be released to open the hood. First, pull the hood release lever located under the left side of the instrument panel.

**Hood Release**

Next, locate the safety latch lever between the grille and hood opening (left of center when facing hood). Push the safety latch lever to the right and then raise the hood.

**Underhood Safety Latch**

Use the hood prop rod to secure the hood in the open position. Place the upper end of the prop rod in the hole on the underside of the hood.



Hood Prop Rod Hole Location

To prevent possible damage:

- Before closing hood, make sure the hood prop rod is fully seated into its storage retaining clips.
- 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.

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

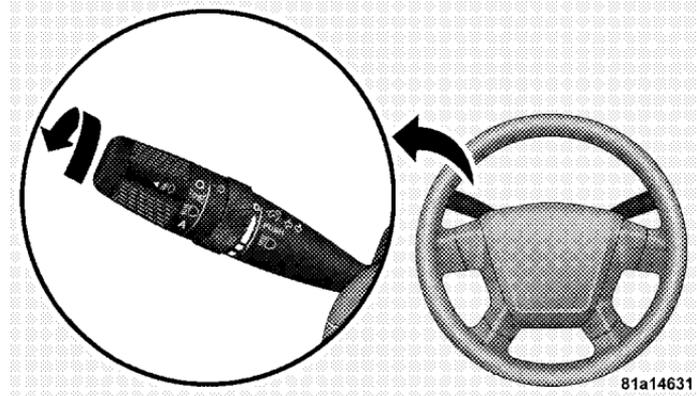
Exterior & Interior Lighting Control



The Multi-Function Control Lever on the left side of the steering column controls the operation of the headlights, parking lights, turn signal lights, instrument panel lights, instrument panel light dimming, interior lights, and fog lights (if equipped).

Headlights & Parking Lights

Turn the end of the Multi-Function Control Lever to the first detent for parking light operation. Turn the end of the lever to the second detent for headlight operation.



Headlight Switch

Automatic Headlights — If Equipped

This system automatically turns the headlights ON or OFF according to ambient light levels. To turn the system ON, turn the end of the Multi-Function Control Lever to the (A) AUTO position (third detent). When the system is ON, the Headlight Time Delay feature is also ON. This means the headlights will stay ON for up to 90 seconds after you turn the ignition switch to the LOCK position. To turn the Automatic System OFF, turn the end of the Multi-Function Control Lever out of the (A) position.

NOTE: The engine must be running before the headlights will turn ON in the Automatic mode.

Headlights with Wipers (Available with Auto Headlights Only)

When this feature is active, the headlights will turn ON approximately 10 seconds after the wipers are turned on if the Multi-Function Control Lever is placed in the (A)

AUTO position. In addition, the headlights will turn OFF when the wipers are turned off if they were turned on by this feature.

The Headlights with Wipers feature can be turned on or off through the Electronic Vehicle Information Center (EVIC) — if equipped. For details, refer to "Headlights On with Wipers," under "Personal Settings (Customer Programmable Features)," under "Electronic Vehicle Information Center" in Section 4 of this manual.

Headlight Time Delay — If Equipped

This feature is particularly useful when exiting your vehicle in an unlit area. It provides the safety of headlight illumination for about 90 seconds after turning the ignition switch to the LOCK position.

To activate the delay, turn the ignition switch to the LOCK position while the headlights are still on. Then, turn off the headlights within 45 seconds. The delay

interval begins when you turn off the headlights. Only the headlights will illuminate during this time.

If you turn the headlights, or parking lights, or ignition switch on again, the system will cancel the delay.

If you turn the headlights off before the ignition, they will turn off in the normal manner.

The Headlight delay time is programmable on vehicles equipped with the Electronic Vehicle Information Center (EVIC). For details, refer to “Delay Turning Headlights Off,” under “Personal Settings (Customer Programmable Features),” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual.

Daytime Running Lights (DRL) — If Equipped

The high beam headlights will turn on as Daytime Running Lights (DRL) and operate at DRL (lower) intensity, whenever the ignition is on, the engine is running, the headlight switch is off, the parking brake is off, the turn signal is off, and the selector lever is in any position except “P” (Park).

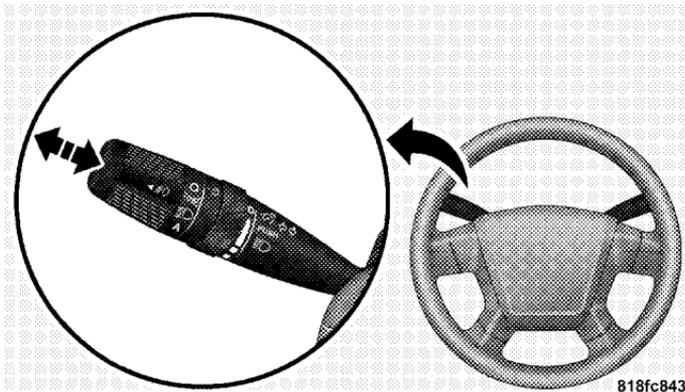
NOTE: The Daytime Running Lights will turn off automatically when the turn signal is in operation and turn on again when the turn signal is not operating.

Lights-On Reminder

If the headlights or parking lights are on after the ignition is turned to the LOCK position, a chime will sound to alert the driver when the driver’s door is opened.

Fog Lights — If Equipped

#D To activate the front fog lights, turn on the parking lights or the low beam headlights and pull out on the end of the Multi-Function Control Lever.

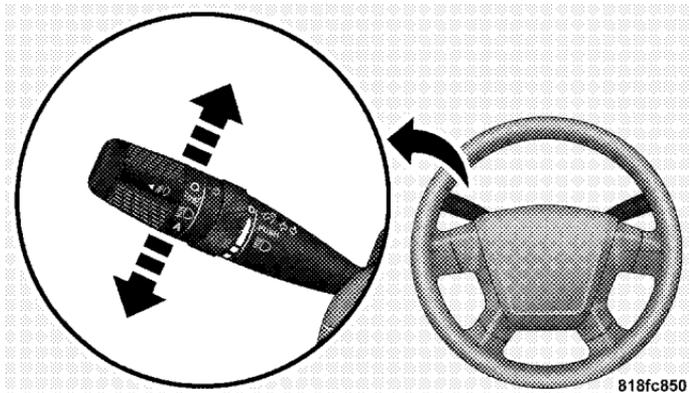


Front Fog Light Control

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

Turn Signals

Move the Multi-Function Lever upward or downward and the corresponding turn signal indicator on the instrument panel will flash to show proper operation of the front and rear turn signal lights.



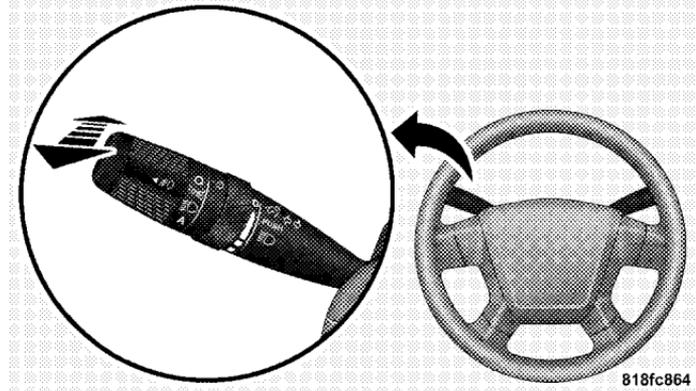
Turn Signal Control

You can signal a lane change by moving the lever upward or downward partially without moving beyond the detent.

If either turn signal indicator has a very fast flash rate, check for a defective outside light bulb. If an indicator fails to light when the lever is moved, see your authorized dealer for service.

Highbeam/Lowbeam Select Switch

Push the Multi-Function Control Lever away from you to switch the headlights to HIGH beam. Pull the Lever toward you, to switch the headlights back to LOW beam.



Highbeam Functions

Flash to Pass

You can signal another vehicle with your headlights by lightly pulling the Multi-Function Control Lever toward you. This will cause the headlights to turn on at high beam and remain on until the lever is released.

NOTE: If the Multi-Function Control Lever is held in the Flash to Pass position for more than 15 seconds, the high beams will shut off. If this occurs, wait 30 seconds before activating the Flash to Pass function again.

Interior Lights

Map/Reading Lights

These lights are mounted between the sun visors on the overhead console and above the rear doors by the grab handles. Each light is turned ON by pressing the lens. Press the lens a second time to turn OFF the light. These lights also turn on when a door is opened, or when the Unlock button on the Remote Keyless Entry (RKE) transmitter is pressed, or when the Dimmer Control is turned completely upward to the second detent.

Cargo Light

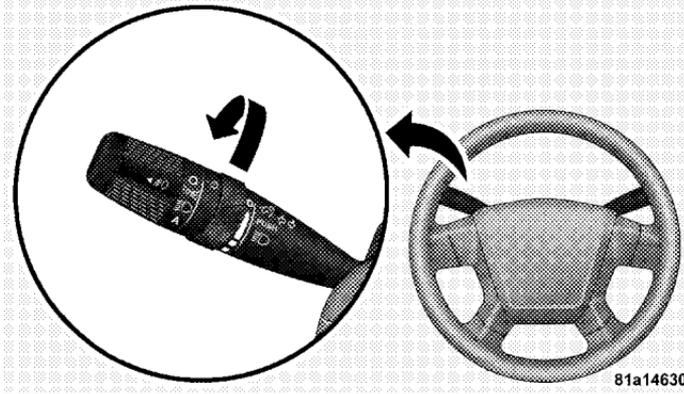
The cargo light is mounted in the headliner above the rear cargo area. This light will turn on when you open the liftgate or any door, or if you press the Unlock button on the Remote Keyless Entry (RKE) transmitter, or rotate the Dimmer Control on the Multi-Function Control Lever completely upward to the second detent.

Battery Saver Feature

To protect the battery, the interior lights will turn off automatically 10 minutes after the ignition switch is moved to the LOCK position. This will occur if the interior lights were switched on manually or are on because a door is open.

Dimmer Control

The Dimmer Control is part of the Multi-Function Control Lever. It controls the operation of the interior lights and the brightness of the instrument panel lights.



Dimmer Control

Instrument Panel Dimming

With the parking lights or headlights on, rotate the Dimmer Control upward or downward to change the brightness of the instrument panel lights.

Parade Mode (Daytime Brightness Feature)

Rotate the Dimmer Control to the first detent to brighten the odometer and radio display when the parking lights or headlights are on during daylight conditions.

Interior Light ON

Rotate the Dimmer Control completely upward to the second detent to turn on the interior lights. The interior lights will remain on when the dimmer control is in this position.

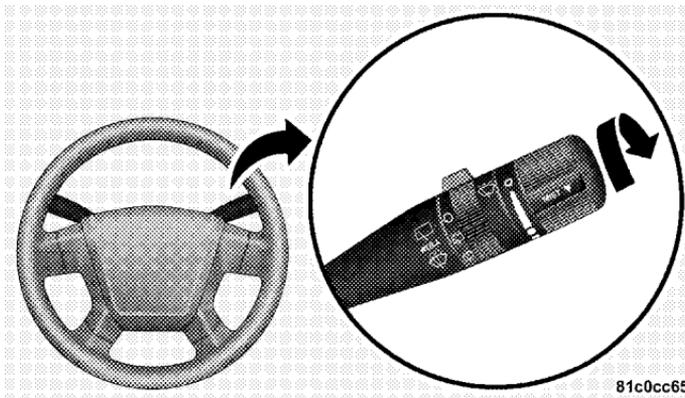
Interior Light Defeat OFF

Rotate the Dimmer Control completely downward to the (O) OFF position. The interior lights will remain off when the doors are open.

WINDSHIELD WIPERS AND WASHERS



The Windshield Wiper / Washer Control Lever is located on the right side of the steering column.



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Windshield Wiper/Washer Lever

Rotate the end of the lever to the first detent past the intermittent settings for Low-speed wiper operation, or to the second detent past the intermittent settings for High-speed wiper operation.

NOTE: The wipers will automatically return to the “Park” position if you turn off the ignition switch while they are operating. The wipers will resume operation when you turn the ignition switch to the ON position again.

CAUTION!

- **Turn the windshield wipers off when driving through an automatic car wash. Damage to the windshield wipers may result if the wiper control is left in any position other than OFF.**
- **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.**
- **Always remove any buildup of snow that prevents the windshield wiper blades from returning to the OFF position. If the windshield wiper control is turned OFF and the blades cannot return to the OFF position, damage to the wiper motor may occur.**

Intermittent Wiper System

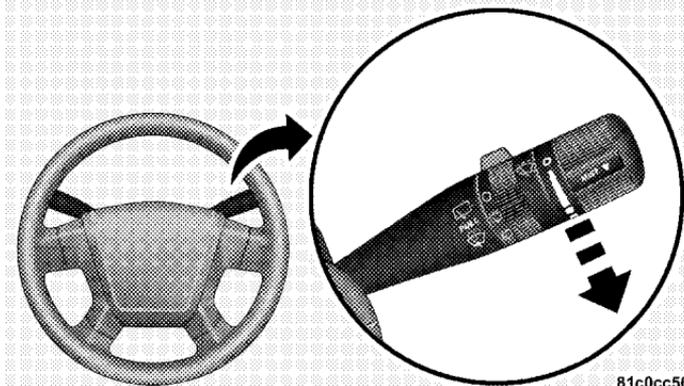
Use the intermittent wiper system when weather conditions make a single wiping cycle with a variable pause between cycles desirable. Rotate the end of the Windshield Wiper / Washer Control Lever to the first detent, and then turn the end of the lever to select the desired delay interval. There are five delay settings, which allow you to regulate the wipe interval from a minimum of two cycles every second to a maximum of approximately 36 seconds between cycles or from a minimum of one cycle every second to a maximum of approximately 18 seconds between cycles at vehicle speeds greater than 10 mph (16 km/h).

WARNING!

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

Mist Feature

Push downward on the Windshield Wiper / Washer Control Lever to activate a single wipe cycle to clear the windshield of road mist or spray from a passing vehicle. The wipers will continue to operate until you release the lever.



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Mist Control

Headlights with Wipers (Available with Auto Headlights Only)

When this feature is active, the headlights will turn ON approximately 10 seconds after the wipers are turned on if the Multi-Function Control Lever (on the left side of the steering column) is placed in the (A) AUTO position. In addition, the headlights will turn OFF when the wipers are turned off if they were turned on by this feature.

The Headlights with Wipers feature can be turned on or off through the Electronic Vehicle Information Center (EVIC) — if equipped. For details, refer to "Headlights On with Wipers," under "Personal Settings (Customer Programmable Features)," under "Electronic Vehicle Information Center" in Section 4 of this manual.

Rain Sensing Wipers — If Equipped

This feature senses moisture on the windshield and automatically activates the wipers for the driver. This feature is especially useful for road splash or over spray from the windshield washers of the vehicle ahead. Rotate the end of the Windshield Wiper / Washer Control Lever to one of the five intermittent wiper settings to activate this feature.

The sensitivity of the system is adjustable from the Windshield Wiper / Washer Control Lever. Wiper delay position 1 is the least sensitive and wiper delay position 5 is the most sensitive. Choose position 3 or 4 for normal rain conditions. Choose position 2 or 1 if you desire less wiper sensitivity. Choose position 5 if you desire more sensitivity. Place the lever in the OFF position when not using the system.

NOTE:

- The rain-sensing feature will not operate when the wiper speed is in the LOW or HIGH position.
- The rain-sensing feature may not function properly when ice or dried salt water is present on the windshield.
- Use of Rain-X® or products containing wax or silicone may reduce rain sensor performance.
- The Rain Sense feature can be turned on and off through the Electronic Vehicle Information Center (EVIC) — if equipped. For details, refer to “Personal Settings (Customer Programmable Features)” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual.

The rain sensing system has protective features for the wiper blades and arms. It will not operate under the following conditions:

- **Low Temperature Wipe Inhibit** — The rain-sensing feature will not operate when the ignition is first switched ON, and the vehicle is stationary, and the outside temperature is below 32° F (0° C), unless the wiper control is moved, or the vehicle speed becomes greater than 0 mph (0 km/h), or the outside temperature rises above freezing.
- **Neutral Wipe Inhibit** — The rain-sensing feature will not operate when the ignition is ON, and the transmission selector lever is in the “N” (Neutral) position, and the vehicle speed is less than 5 mph (8 km/h), unless the wiper control is moved or the selector lever is moved out of the “N” (Neutral) position.
- **Remote Start Wipe Inhibit (Vehicles Equipped with Remote Start System)** — The rain-sensing feature will not operate when the vehicle is in remote start mode. This feature will return to normal operation once

remote start mode is exited. Refer to “Remote Start System” in Section 2 of this manual for information on remote start operation.

Windshield Washers

To use the washer, pull the Windshield Wiper / Washer Control lever toward you and hold it for as long as washer spray is desired.

If you activate the washer while the wiper control is in the delay range, the wipers will operate in low speed for two wipe cycles after releasing the lever and then resume the intermittent interval previously selected.

If you activate the washer while the wiper control is in the OFF position, the wipers will operate for two wipe cycles and then turn OFF.

Adding Washer Fluid

NOTE: Refer to the “Engine Compartment” diagram in Section 7 for the location of the washer fluid reservoir.

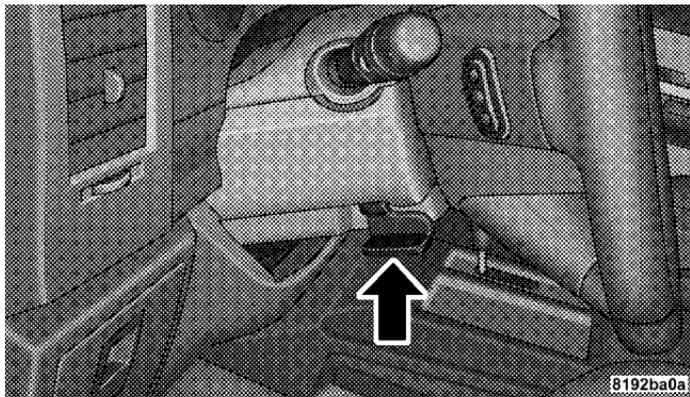
The fluid reservoir for the windshield washers is located in the engine compartment. Be sure to check the fluid level in the reservoir at regular intervals. Fill the reservoir with windshield washer solvent (not radiator antifreeze) and operate the system for a few seconds to flush out the residual water.

WARNING!

Commercially available windshield washer solvents are flammable. They could ignite and burn you. Care must be exercised when filling or working around the washer solution.

TILT STEERING COLUMN

This feature allows you to tilt the steering column upward or downward. The tilt control handle is located below the steering wheel at the end of the steering column.



To unlock the steering column, push the control handle downward. To tilt the steering column, move the steering wheel upward or downward as desired. To lock the steering column in position, pull the control handle upward until fully engaged.

WARNING!

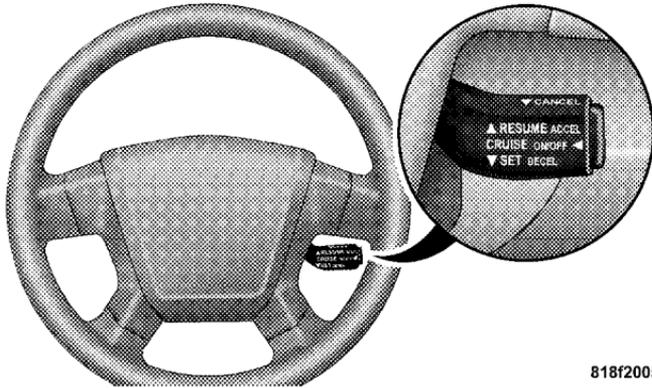
Do not adjust the steering wheel while driving. The tilt adjustment must be locked while driving. Adjusting the steering wheel while driving or driving without the tilt adjustment locked could cause the driver to lose control of the vehicle.

ELECTRONIC SPEED CONTROL — IF EQUIPPED

When engaged, this device takes over the accelerator operation at speeds greater than 25 mph (40 km/h).

Electronic Speed Control Operation

The speed control lever is located on the right side of the steering wheel.



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Speed Control Lever**To Activate:**

Push and release the (“ON/OFF”) button located on the end of the speed control lever. The CRUISE indicator in the instrument cluster will illuminate. To turn the system OFF, push and release the (“ON/OFF”) button a second time. The CRUISE indicator will turn off. Be sure to turn the system OFF when not in use.

NOTE:

- The Electronic Speed Control System will automatically turn off when the engine is turned off.
- The Electronic Speed Control System is designed to shut down if you operate multiple speed control switch-functions simultaneously (i.e. SET and CANCEL). If this occurs, push and release the (“ON/OFF”) button to reactivate the system and then reestablish the desired SET speed.

WARNING!

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

To Set At A Desired Speed:

When the vehicle reaches the speed desired, press down on the lever and release (“SET DECEL”). Release the accelerator and the vehicle will operate at the selected speed.

NOTE:

- The vehicle must be traveling at least 25 mph (40 km/h) for the speed control to set.

- The vehicle should be traveling at a steady speed and on level ground before pressing the lever (“SET DECEL”).

To Deactivate:

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

NOTE: For vehicles equipped with a manual transmission, depressing the clutch pedal will disengage the speed control. A slight increase in engine RPM before the speed control disengages is normal.

To Resume Speed:

If you deactivated the speed control without erasing the set speed from memory and your vehicle speed is above 20 mph (32 km/h) you can resume the previous set speed. To do so, push the lever up and release (RESUME ACCEL), and then remove your foot from the accelerator pedal.

To Vary The Speed Setting:

When the speed control is set, you can increase speed by pushing up and holding the lever (“RESUME ACCEL”). Release the lever when the desired speed is reached, and the new set speed will be established.

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 (5 km/h), etc.

To decrease speed while the speed control is set, push down and hold the lever (“SET DECEL”). Release the lever when the desired speed is reached, and the new set speed will be established.

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.

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.

Vehicles equipped with a manual transmission 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.

REAR PARK ASSIST SYSTEM — IF EQUIPPED

The Rear Park Assist System is a driver aid that senses for obstacles behind the vehicle and provides both visible and audible warnings to indicate the range of the object.

System Usage Precautions**NOTE:**

- Ensure that the rear bumper is free of dirt and debris to keep the Rear Park Assist System operating properly.
- Jackhammers, large trucks, and other vibrations could affect the performance of the Rear Park Assist System.
- When you turn off the Rear Park Assist System, the instrument cluster will display "PARK ASSIST DISABLED." Furthermore, once you turn off the Rear Park Assist System, it remains off until you turn it on again, even if you cycle the ignition key.

- When you move the shift lever to “R” (Reverse) position and the Rear Park Assist System is turned off, a single chime will sound once per ignition cycle and the instrument cluster will display “PARK ASSIST DISABLED.”
- The Rear Park Assist System, when on, will MUTE the radio when it is sounding a tone.
- If a Rear Park Assist System malfunction occurs, a single chime will sound once per ignition cycle. In addition, the Electronic Vehicle Information Center (EVIC) will display “SERVICE PARK ASSIST SYSTEM” and the LED in the Rear Park Assist switch will illuminate. If this occurs, see your authorized dealer for service.

CAUTION!

- **The Rear Park Assist System is only a parking aid and it is unable to recognize every obstacle, including small obstacles. Parking curbs might be temporarily detected or not detected at all. Obstacles located above or below the sensors will not be detected when they are in close proximity.**
- **The vehicle must be driven slowly when using the Rear Park Assist System to be able to stop in time when the obstacle is detected. It is recommended that the driver looks over his/her shoulder when using the Rear Park Assist System.**
- **Clean the Rear Park Assist Sensors with water, car wash soap, and a soft cloth. Do not use rough or hard cloths. Do not scratch or poke the sensors. Otherwise, you could damage the sensors.**

WARNING!

- **Drivers must be careful when backing up even when using the Rear Park Assist System. Always check carefully behind your vehicle, look behind you, and be sure to check for pedestrians, animals, other vehicles, obstructions, and blind spots before backing up. You are responsible for safety and must continue to pay attention to your surroundings. Failure to do so can result in serious injury or death.**
- **Before using the Rear Park Assist System, it is strongly recommended that the ball mount and hitch ball assembly is disconnected from the vehicle when the vehicle is not used for towing. Failure to do so can result in injury or damage to vehicles or obstacles because the hitch ball will be much closer to the obstacle than the rear fascia when the warning display turns the red LEDs ON. Also, the sensors could detect the ball mount and hitch ball assembly, depending on its size and shape, giving a false indication that an obstacle is behind the vehicle.**

Enabling & Disabling the System

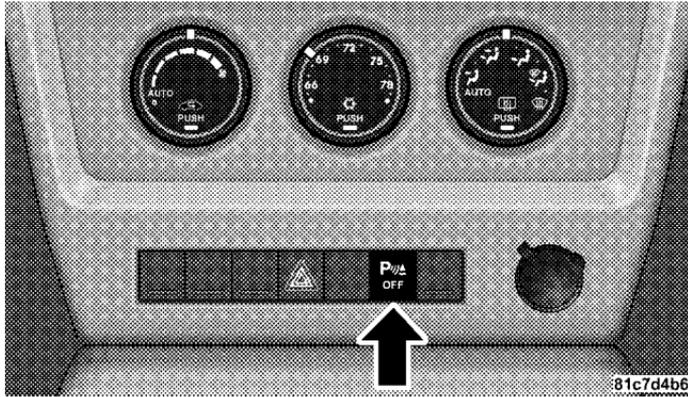
There are times when you may want to disable the Rear Park Assist System, such as when towing a trailer.

Vehicles Equipped With the Electronic Vehicle Information Center (EVIC)

You can turn the Rear Park Assist System on or off through the EVIC. For details, refer to “Personal Settings (Customer Programmable Features)” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual.

Vehicles Equipped with Rear Park Assist Switch

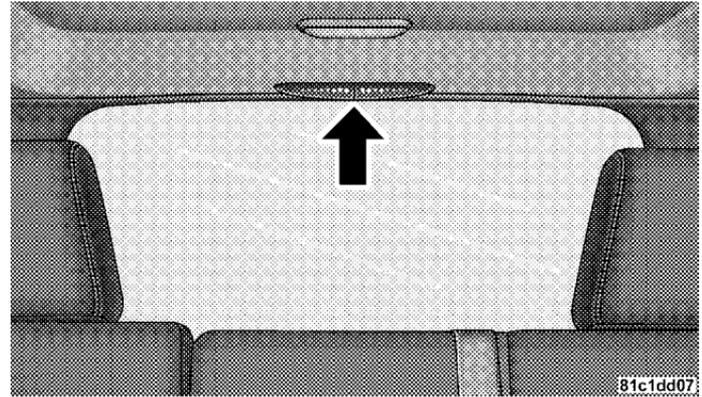
You can turn the Rear Park Assist System on or off by pressing the Rear Park Assist switch located the lower switch bank below the climate controls.



Rear Park Assist Switch

System Operation

The system uses four sensors located in the rear bumper fascia to scan for obstacles up to 79 inches (200 cm) away from the rear bumper fascia. The warning display located above the rear window provides both visible and audible warnings to indicate the range of the object.



Rear Park Assist Indicator

The warning display contains two sets of yellow and red LEDs, one set to warn of obstacles behind the left rear of the vehicle and the other set to warn of obstacles behind the right rear of the vehicle. The driver can view the LEDs either through the rear view mirror or by looking at the display above the rear window.

When the ignition is turned to the ON position, and the system is enabled, the warning display will turn ON all of its LEDs for approximately one second. Then, the system dimly illuminates the two outer most yellow LEDs when it is detecting no obstacles.

The Rear Park Assist System is active when the ignition is in the ON position, and the system is enabled, and the driver shifts the transmission into the “R” (Reverse) position, and the vehicle speed is less than 11 mph (18 km/h). The following chart shows the warning display operation when the system is detecting an obstacle:

WARNING DISPLAY DISTANCES

DISPLAY LED	OBSTACLE DISTANCE FROM:		LED COLOR	AUDIBLE SIGNAL
	REAR CORNERS	REAR CENTER		
1st LED		79 in. (200 cm)	Yellow	Sounds for ½ second
2nd LED		51 in. (130 cm)	Yellow	None
3rd LED		45 in. (115 cm)	Yellow	None
4th LED	31.5 in. (80 cm)	39 in. (100 cm)	Yellow	None
5th LED	25.5 in. (65 cm)	33.5 in. (85 cm)	Yellow	None
6th LED	20 in. (50 cm)	28 in. (70 cm)	Yellow	None
7th LED	16 in. (40 cm)	20 in. (50 cm)	Red	Intermittent
8th LED	6 in. (15 cm)	12 in. (30 cm)	Red	Continuous

GARAGE DOOR OPENER — IF EQUIPPED

HomeLink® replaces up to three remote controls (hand held transmitters) that operate devices such as garage door openers, motorized gates, lighting, or home security systems. The HomeLink® unit operates off your vehicle's battery.

NOTE: HomeLink® is disabled when the Vehicle Security Alarm is active.

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. 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. Call toll-free 1-800-355-3515 or, on the Internet at www.HomeLink.com for safety information or assistance.

WARNING!

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

Programming HomeLink®**Before You Begin**

If you have not trained any of the HomeLink® buttons, erase all channels before you begin training.

To do this, press and hold the two outside buttons for 20 seconds until the red indicator flashes.

It is recommended that a new battery be placed in the hand-held transmitter of the device being programmed to HomeLink® for more efficient training and accurate transmission of the radio-frequency signal.

Your vehicle should be parked outside of the garage when programming.

1. Turn the ignition switch to the ON/RUN position.
2. Hold the battery side of the hand-held transmitter away from the HomeLink® button you wish to program.

Place the hand-held transmitter 1–3 inches (3–8 cm) away from the HomeLink® button you wish to program while keeping the indicator light in view.

3. Simultaneously press and hold both the chosen HomeLink® button and the hand-held transmitter button until the HomeLink® indicator changes from a slow to a rapidly blinking light, then release both the HomeLink® and hand-held transmitter buttons.

Watch for the HomeLink® indicator to change flash rates. When it changes, it is programmed. It may take up to 30 seconds, or longer in rare cases. The garage door may open & close while you train.

NOTE:

- Some gate operators and garage door openers may require you to replace Step #3 with procedures noted in the “Gate Operator/Canadian Programming” section.
- After training a HomeLink® channel, if the garage door does not operate with HomeLink® and the garage door opener was manufactured after 1995, the garage door opener may have rolling code. If so, proceed to the heading “Programming A Rolling Code System.”

4. Press and hold the just-trained HomeLink® button and observe the indicator light.

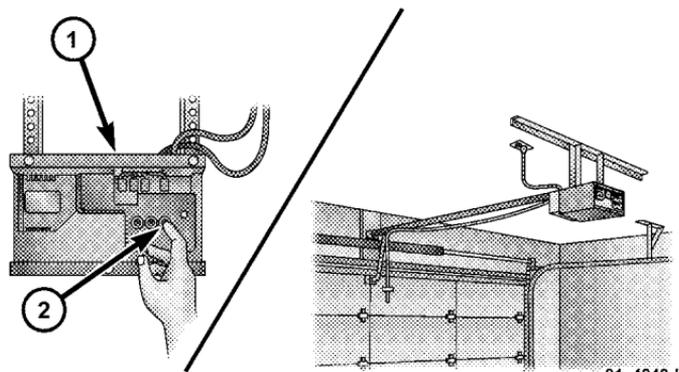
If the indicator light stays on constantly, programming is complete and the garage door (or device) should activate when the HomeLink® button is pressed.

If the indicator light blinks rapidly for two seconds, and then turns to a constant light, continue with programming for Rolling Code.

5. PROGRAMMING A ROLLING CODE SYSTEM

At the garage door opener motor (in the garage), locate the “learn” or “training” button.

This can usually be found where the hanging antenna wire is attached to the garage door opener motor (it is NOT the button normally used to open & close the door).



1 — Garage Door Opener
2 — Training Button

6. Firmly press and release the “learn” or “training” button. The name and color of the button may vary by manufacturer.

NOTE: There are 30 seconds in which to initiate the next step after the “Learn” button has been pressed.

7. Return to the vehicle and press the programmed HomeLink® button twice (holding the button for 2 seconds each time). If the device is plugged in and activates, programming is complete.

If the device does not activate, press the button a third time (for 2 seconds) to complete the training.

If you have any problems, or require assistance, please call toll-free 1-800-355-3515 or, on the Internet at www.HomeLink.com for information or assistance.

To program the remaining two HomeLink® buttons, repeat each step for each remaining button. DO NOT erase the channels.

Gate Operator/Canadian Programming

Canadian radio-frequency laws require transmitter signals to “time-out” (or quit) after several seconds of transmission – which may not be long enough for HomeLink® to pick up the signal during programming. Similar to this Canadian law, some U.S. gate operators are designed to “time-out” in the same manner.

It may be helpful to unplug the device during the cycling process to prevent possible overheating of the garage door or gate motor.

If you are having difficulties programming a garage door opener or a gate operator, replace “Programming HomeLink®” Step 3 with the following:

3. Continue to press and hold the HomeLink® button while you press and release - every two seconds (“cycle”) your hand-held transmitter until HomeLink®

has successfully accepted the frequency signal. The indicator light will flash slowly and then rapidly when fully trained.

If you unplugged the device for training, plug it back in at this time.

Then proceed with Step 4 under “Programming HomeLink®.” earlier in this section.

Using HomeLink®

To operate, simply press and release the programmed HomeLink® button. Activation will now occur for the trained device (i.e. garage door opener, gate operator, security system, entry door lock, home/office lighting, etc. The hand-held transmitter of the device may also be used at any time.

Reprogramming a Single HomeLink® Button

To re-program a channel that has been previously trained, follow these steps:

1. Turn the ignition switch to the ON/RUN position.
2. Press and hold the desired HomeLink® button until the indicator light begins to flash after 20 seconds. **Do not release the button.**
3. **Without releasing the button**, proceed with PROGRAMMING HOMELINK® Step #2 and follow all remaining steps.

Security

It is advised to erase all channels before you sell or turn in your vehicle.

To do this, press and hold the two outside buttons for 20 seconds until the red indicator flashes. Note that all channels will be erased. Individual channels cannot be erased.

The HomeLink® Universal Transceiver is disabled when the Vehicle Security Alarm is active.

Troubleshooting Tips

If you are having trouble programming HomeLink®, here are some of the most common solutions:

- Replace the battery in the original transmitter.
- Press the Learn Button on the Garage Door Opener to complete the training for Rolling Code.
- Did you unplug the device for training, and remember to plug it back in?

If you have any problems, or require assistance, please call toll-free 1-800-355-3515 or, on the Internet at www.HomeLink.com for information or assistance.

General Information

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

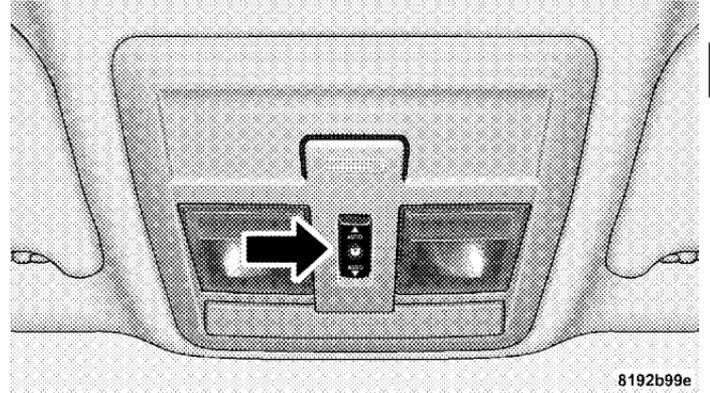
1. This device may not cause harmful interference
2. This device must accept any interference that may be received including interference that may cause undesired operation

NOTE: The transmitter has been tested and it complies with FCC and IC rules. Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the device.

The term "IC:" before the certification/registration number only signifies that Industry Canada technical specifications were met.

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 and 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 it 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, then 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.

Ignition Off Operation

For vehicles not equipped with the Electronic Vehicle Information Center (EVIC), the power sunroof switch will remain active for 45 seconds after the ignition switch is turned to the LOCK position. Opening either front door will cancel this feature.

For vehicles equipped with the EVIC, the power sunroof switch will remain active for up to 10 minutes after the ignition switch is turned to the LOCK position. Opening either front door will cancel this feature. The time is programmable. For details, refer to “Delay Power Off to Accessories Until Exit,” under “Personal Settings (Customer Programmable Features),” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual.

SKY SLIDER® FULL LENGTH OPEN ROOF

The Sky Slider® is a full-length, soft-top, power-roof that opens front to rear or rear to front.

Sky Slider® Usage Precautions**NOTE:**

- The system prohibits Sky Slider® operation when ambient temperature is at -4°F (-20°C) or lower.
- The system prohibits Sky Slider® operation at vehicle speeds of 86 mph (138 km/h) or above.
- Opening and closing the Sky Slider® consecutively without the engine running may run the battery down.

CAUTION!

- Never attempt to open or close the Sky Slider® when it is frozen. Wait until the Sky Slider® is thawed before operating.
- Opening the Sky Slider® when damp, wet, or dirty can cause stains, mildew, and damage to the soft-top material and the inside of your vehicle. Make sure the Sky Slider® is dry before opening.
- Always close the Sky Slider® when leaving your vehicle so as not to leave the interior exposed to potentially damaging outdoor conditions.
- Do not leave the Sky Slider® open for several weeks at a time. Close it occasionally to prevent discoloration in the folds of the fabric and to allow the creases to smooth out. This is especially important if the Sky Slider® was opened when not completely dry.

Failure to follow these cautions can cause damage to the Sky Slider®, vehicle contents, and the vehicle interior.

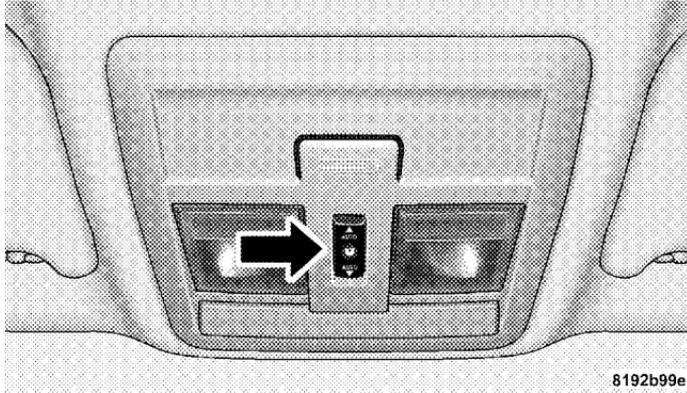
WARNING!

- In an accident, there is a greater risk of being thrown from a vehicle with the Sky Slider® open. Always fasten your seat belt properly and make sure all passengers are properly secured too.
- Before operating the Sky Slider®, make sure that no moving parts of the Sky Slider® can injure a person or animal.
- Never place any extremities (hands, feet, etc.) near the Sky Slider® components or the roof area while operating the Sky Slider®.
- If potential danger exists while opening or closing the Sky Slider® in Automatic Mode, press and release the switch immediately to interrupt the operation.
- If potential danger exists while opening or closing the Sky Slider® in Operator Mode, release the switch immediately to interrupt the operation.
- Do not allow small children to operate the Sky Slider®.
- Never leave children in a vehicle, with the key in the ignition switch. Occupants, particularly unattended children, can become entrapped by the Sky Slider® while operating the Power Top switch. Such entrapment may result in serious injury or death.

Failure to follow these warnings can result in injuries that are serious or fatal to you, your passengers, and others around you.

Power Top Control

The Power Top switch is located between the sun visors on the overhead console.



Power Top Switch

NOTE: The Power Top switch will operate when the ignition switch is turned to the ON or ACC position, and when the accessory delay feature is active.

Opening the Sky Slider®

Using Automatic Mode

Press the switch rearward and release it within $\frac{1}{2}$ second and the Sky Slider® will open from the front and move automatically toward the rear of the vehicle.

Press the switch forward and release it within $\frac{1}{2}$ second and the Sky Slider® will open from the rear and move automatically toward the front of the vehicle.

For either operation, the Sky Slider® will open fully and stop automatically unless you interrupt the operation by pressing and releasing the switch again.

NOTE: You can press the switch in either direction to interrupt the operation.

To resume the operation from a partially open position, press and release the switch once again.

NOTE: The Sky Slider® will not open from the front and the rear at the same time. The Sky Slider® must close fully before opening it from the opposite end.

Using Operator Mode

Press the switch rearward and hold it and the Sky Slider® will open from the front and move toward the rear of the vehicle.

Press the switch forward and hold it and the Sky Slider® will open from the rear and move toward the front of the vehicle.

For either operation, the Sky Slider® will open fully and stop automatically unless you interrupt the operation by releasing the switch.

To resume the operation from a partially open position, press and hold the switch once again.

NOTE: The Sky Slider® will not open from the front and the rear at the same time. The Sky Slider® must close fully before opening it from the opposite end.

Closing the Sky Slider®

Using Automatic Mode

Press and release the button in the center of the switch and the Sky Slider® will close automatically from any position. The Sky Slider® will close fully and stop automatically.

Using Operator Mode

Press the switch rearward and hold it and the Sky Slider® will move forward.

Press the switch forward and hold it and the Sky Slider® will move rearward.

For either operation, the Sky Slider® will close fully and stop automatically unless you interrupt the operation by releasing the switch.

To resume the operation from a partially closed position, press and hold the switch once again.

Manually

The Sky Slider® drive motors are mounted to the roof above the cargo lamp. In the event that your vehicle loses battery power, you can close the Sky Slider® by turning the drive gears in the appropriate motor with a 6 mm Allen wrench. To do so, you must first remove the cargo lamp from the headliner. Then, insert the wrench into the “Allen” shaped hole in the appropriate motor and turn the wrench clockwise until the top closes completely. The left motor facing forward will close the top when it is open from the rear of the vehicle. The right motor will close the top when it is open from the front of the vehicle.

Anti-Pinch Protect Feature

The Sky Slider® will retract automatically if it detects an obstruction while closing. If this occurs, remove the obstruction and use the switch again to close the Sky Slider.®

WARNING!

There is no anti-pinch protection when the Sky Slider® is almost closed. Be sure to clear all objects from the Sky Slider® before closing.

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 Sky Slider® in certain open or partially open positions. This is a normal occurrence and can be minimized. If the buffeting occurs with the rear

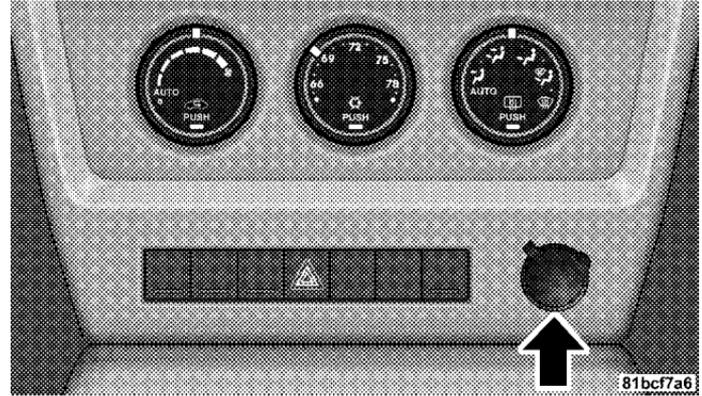
windows open, then open the front and rear windows together to minimize the buffeting. If the buffeting occurs with the Sky Slider® open, adjust the Sky Slider® opening to minimize the buffeting or open any window.

Sky Slider® Maintenance

Refer to “Sky Slider® Top Care” under “Maintaining Your Vehicle” in Section 7 of this manual.

ELECTRICAL POWER OUTLET

Your vehicle is equipped with a fused 12-volt power outlet. This outlet is located on the instrument panel below the climate controls. It has power available when the ignition switch is in the ON position. It can operate a conventional cigar lighter unit or power accessories designed for use with a standard power outlet adapter.



3

Front Power Outlet

NOTE: If desired, the instrument panel power outlet can be converted by your authorized dealer to provide power with the ignition switch in the LOCK position.

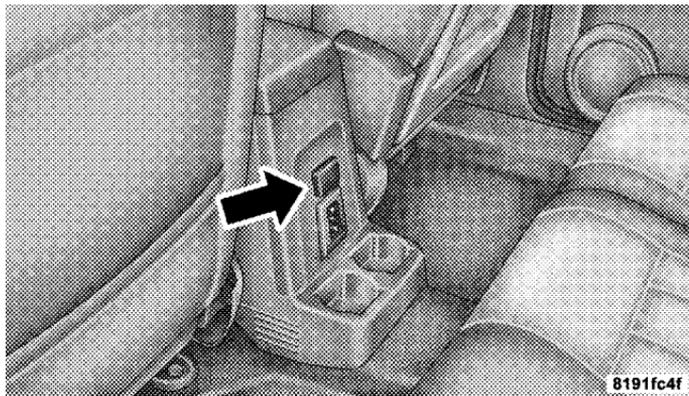
Electrical Outlet Use With Engine Off

CAUTION!

- Many accessories that can be plugged in draw power from the vehicle's battery, even when not in use (i.e. cellular phones, etc.). Eventually, if plugged in long enough, the vehicle's battery will discharge sufficiently to degrade battery life and/or prevent 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.

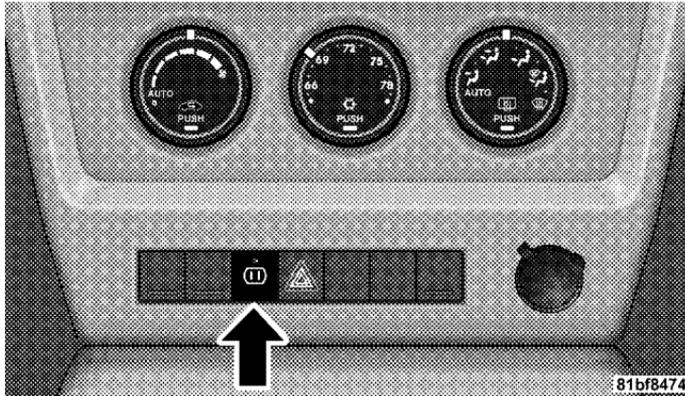
POWER INVERTER — If EQUIPPED

Your vehicle may be equipped with a 115 Volt AC (150 Watt maximum) power outlet located on the back of the center console. This outlet can power small appliances and electronic devices.



115VAC (150W) Power Outlet

A control switch for the outlet is located in the lower switch bank below the climate controls.



115VAC (150W) Power Outlet Control Switch

Press and release the switch once to turn on the power outlet. A status indicator in the switch will illuminate in approximately one second to indicate that power is

available at the outlet. Press and release the switch again to turn off the power outlet. The status indicator will also turn off.

NOTE: Due to built-in overload protection, the power outlet will shut down if the 115 Volt AC (150 Watt maximum) power rating is exceeded.

3

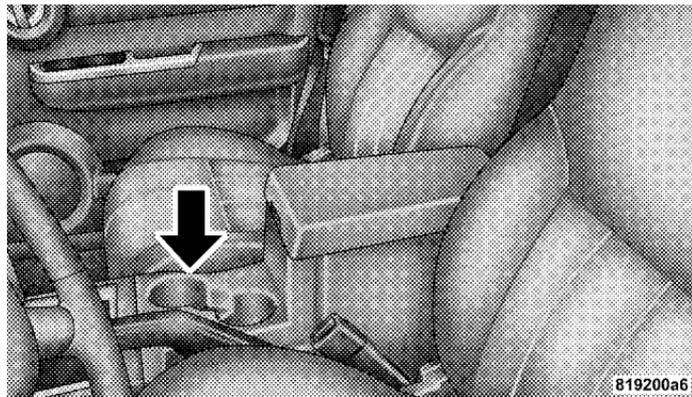
WARNING!

To Avoid Serious Injury or Death:

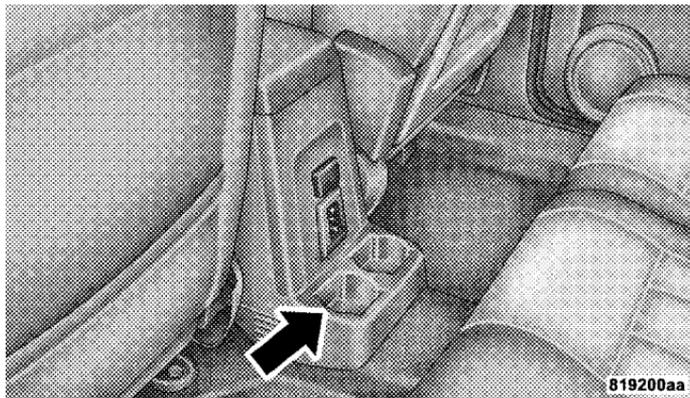
- Do not use a 3-Prong Adaptor.
- Do not insert any objects into the receptacles.
- Do not touch with wet hands.
- Close the lid when not in use.
- If this outlet is mishandled, it may cause an electric shock and failure.

CUP HOLDERS

Front and rear cup holders are located in the center console.



Front Cup Holders

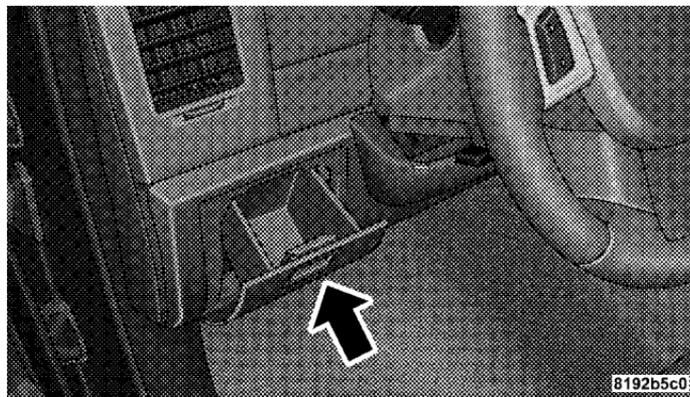


Rear Cup Holders

STORAGE

Front Storage Compartment

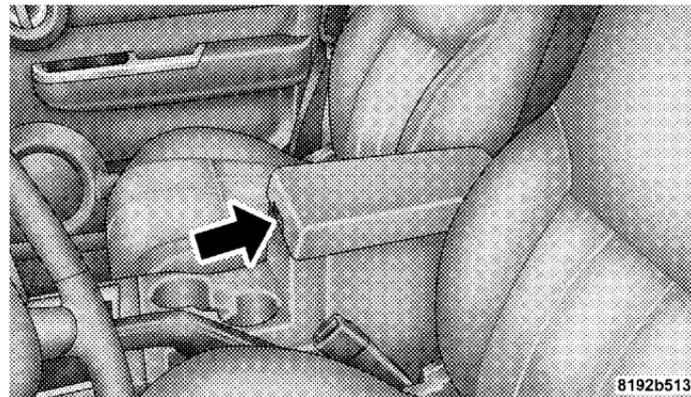
The front storage compartment (located on the left side of the instrument panel) can hold cell phones, PDA's, and other small items.



Front Storage Compartment

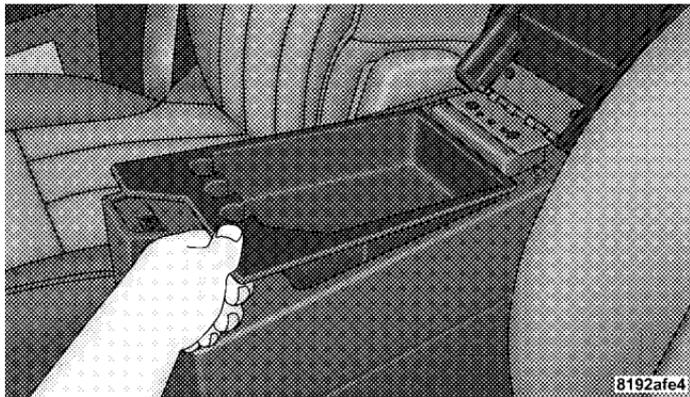
Console Storage Compartment

To open, press the latch and lift the 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 Load Floor

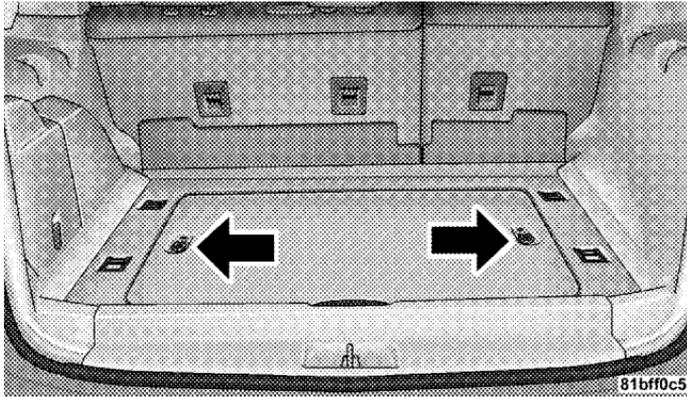
The cargo load floor system has a load capacity of 400 lbs (181 kg). The load floor has a built-in storage bin that can hold a variety of items. The underside of the storage bin cover also contains a plastic lined tray. The cover can be installed with either side facing up for added utility.

To provide additional storage area, each rear seat can be folded flat. This allows for extended cargo space and still maintains some rear seating room. Refer to "Seats" in this Section for additional information on the 60/40 Split Folding Rear Seat with Fold Flat feature.

Accessing the Storage Bin

NOTE: The spring-loaded latches that retain the storage bin cover to the cargo load floor should not be used as cargo tie-downs.

1. Flip the spring-loaded latch pull-loops up.



2. Pull the loops upward and twist them $\frac{1}{4}$ turn so that they are parallel to the slots in the storage bin cover.
3. Lift the cover upward over the loops.
4. When done, reinstall the cover with the handle recess facing toward you.

NOTE: You can install the cover with either side facing upward.

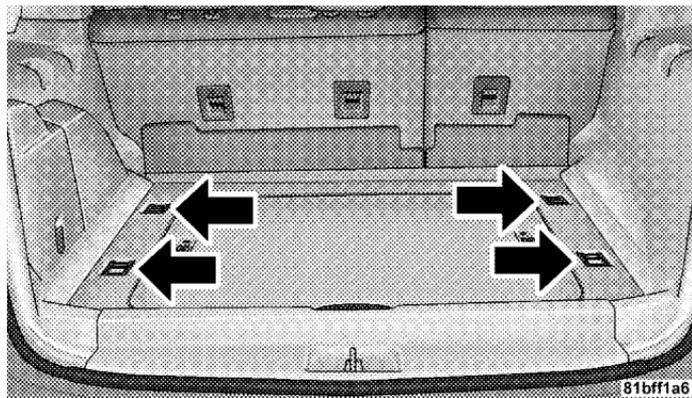
5. With the cover seated in the floor, pull upward on loops and twist them $\frac{1}{4}$ turn so that they are no longer parallel to the slots in the cover.
6. Flip the loops down.

WARNING!

A loose storage bin cover thrown forward in a collision or hard stop could endanger the occupants of the vehicle. Always latch the storage bin cover to the cargo load floor with the spring-loaded latches when not accessing the storage bin.

Cargo Tie-Down Hooks & Loops

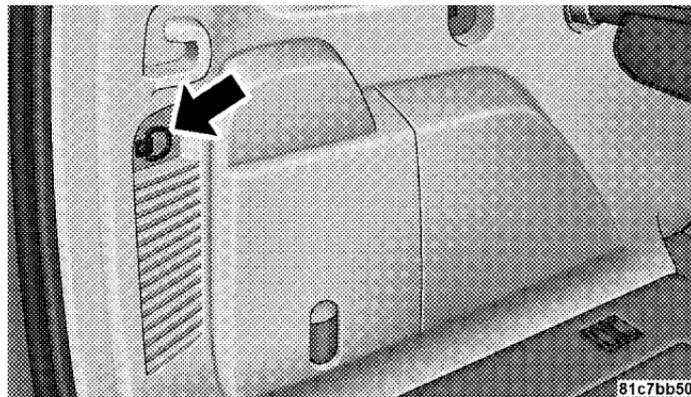
The tie-downs located on cargo area floor should be used to secure loads safely when the vehicle is moving.



Cargo Tie-Down Hooks

NOTE: The spring-loaded latches that retain the storage bin cover to the cargo load floor should not be used as cargo tie-downs.

Cargo tie-down loops are located on the trim panels.



Cargo Tie-Down Loops

WARNING!

- **Cargo tie-downs are not safe anchors for a child seat tether strap. In a sudden stop or collision, a tie-down 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.**
 - **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 that 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.

Retractable Cargo Area Cover — If Equipped

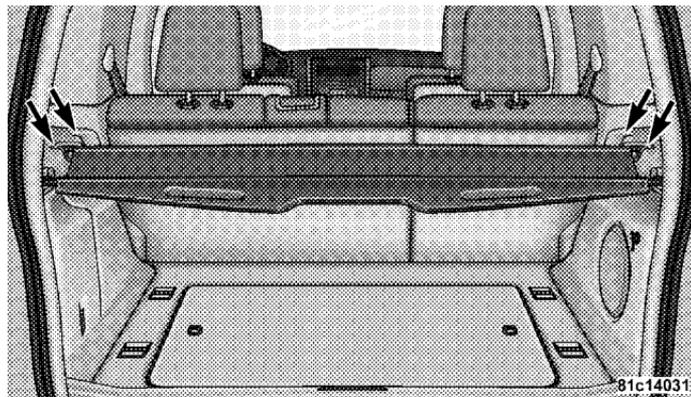
NOTE: The purpose of this cover is for privacy, not to secure loads. It will not prevent cargo from shifting or protect passengers from loose cargo.

The removable retractable cargo area cover mounts in the cargo area behind the top of the rear seats.

The cover, when extended, covers the cargo area to keep items out of sight. Notches in the trim panels near the liftgate opening secure the extended cover in place.

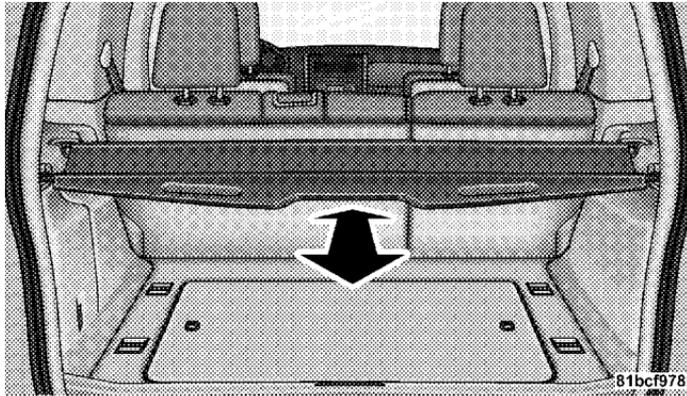
The cover rolls away neatly inside its housing when not in use. You can also remove the cover from the vehicle to make more room in the cargo area.

To install the cover, position it in the vehicle so that the flat side of the housing faces upward. Then, insert either the left or the right spring-loaded post (located on the ends of the cover housing) into either of the left or the right attachment points shown.



Then, insert the spring-loaded post on the opposite end of the cover housing into the attachment point on the opposite side of the vehicle.

Next, grab the cover handle and pull the cover toward you. As the cover nears the liftgate opening, guide the rear attachment posts (on both ends of the cover) into the notches in the trim panels. Then, lower the cover to position the posts into the bottom of the notches and release the handle.



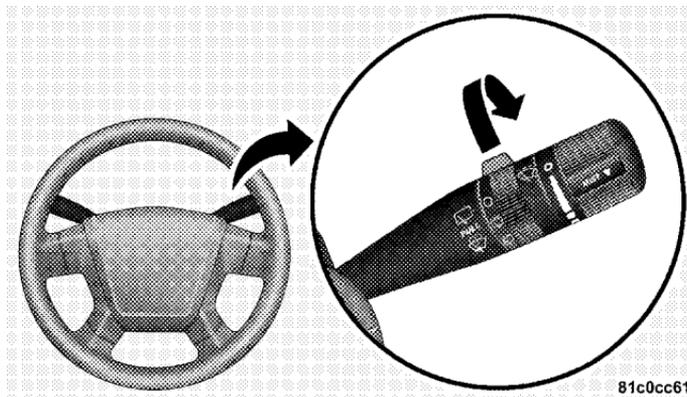
WARNING!

In an accident, a cargo cover loose in the vehicle could cause injury. It could fly around in a sudden stop and strike someone in the vehicle. Do not store the cargo cover on the cargo floor or in the passenger compartment. Remove the cover from the vehicle when taken from its mounting. Do not store in the vehicle.

REAR WINDOW FEATURES

Rear Window Wiper/Washer — If Equipped

 The Rear Window Wiper / Washer Control is located on the right side of the steering column.



Rear Window Wiper / Washer Control

The rotary ring switch on the lever controls rear wiper and washer operation. Rotate the switch upward to the first detent to activate the rear wiper. Rotate the switch upward to the second detent to activate the rear washer. The washer will continue to operate until you release the switch. Once released, the wiper will cycle three times, return to the park position, and then resume normal operation.

NOTE: The rear wiper will automatically return to the “Park” position if you turn off the ignition switch while it is operating. The rear wiper will resume operation when you turn the ignition switch to the ON position again.

CAUTION!

- **Turn the rear wiper off when driving through an automatic car wash. Damage to the rear wiper may result if the rear wiper control is left in the ON position.**
- **In cold weather, always turn off the rear wiper switch and allow the rear wiper to return to the park position before turning off the engine. If the rear wiper switch is left on and the rear wiper freezes to the window, damage to the rear wiper motor may occur when the vehicle is restarted.**
- **Always remove any buildup of snow that prevents the rear wiper blade from returning to the PARK position. If the rear wiper control is turned OFF and the blade cannot return to the PARK position, damage to the rear wiper motor may occur.**

Adding Washer Fluid

The windshield washer and rear window washer share the same fluid reservoir. The reservoir is located in the front of the engine compartment. Be sure to check the 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 electric Rear Window Defroster Control is located on the climate control. Press this button to turn on the rear window defroster and the heated side mirrors (if equipped). An LED in the button will illuminate when the rear window defroster is ON. The defroster turns off automatically after approximately 10 minutes of operation for the first push of the button, and will turn off after approximately 5 minutes for the second push of the button.

CAUTION!

- Use care when washing the inside of the rear window. Do not use abrasive window cleaners on the interior surface of the window. Use a soft cloth and a mild washing solution, wiping parallel to the heating elements. Labels can be peeled off after soaking with warm water.
- Do not use scrapers, sharp instruments, or abrasive window cleaners on the interior surface of the window.
- Keep all objects a safe distance from the window.

Failure to follow these cautions can cause damage to the heating elements.

ROOF LUGGAGE RACK — IF EQUIPPED

The load carried on the roof, when equipped with a luggage rack, must not exceed 150 lbs (68 kg), and it 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

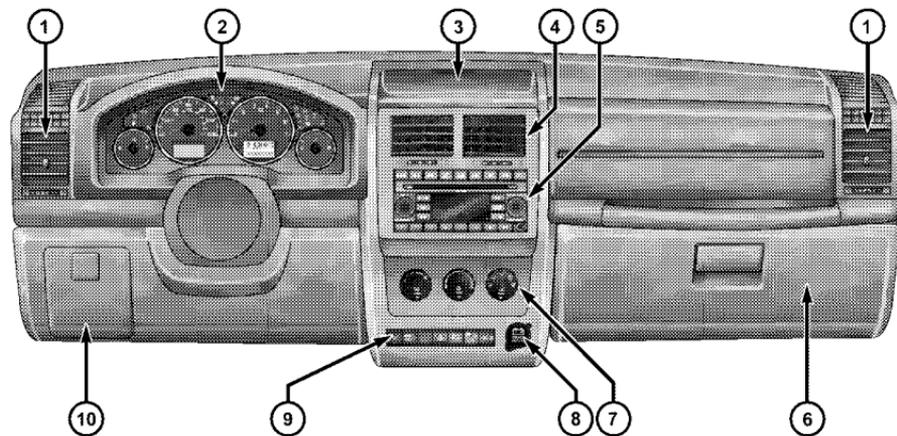
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INSTRUMENT PANEL FEATURES



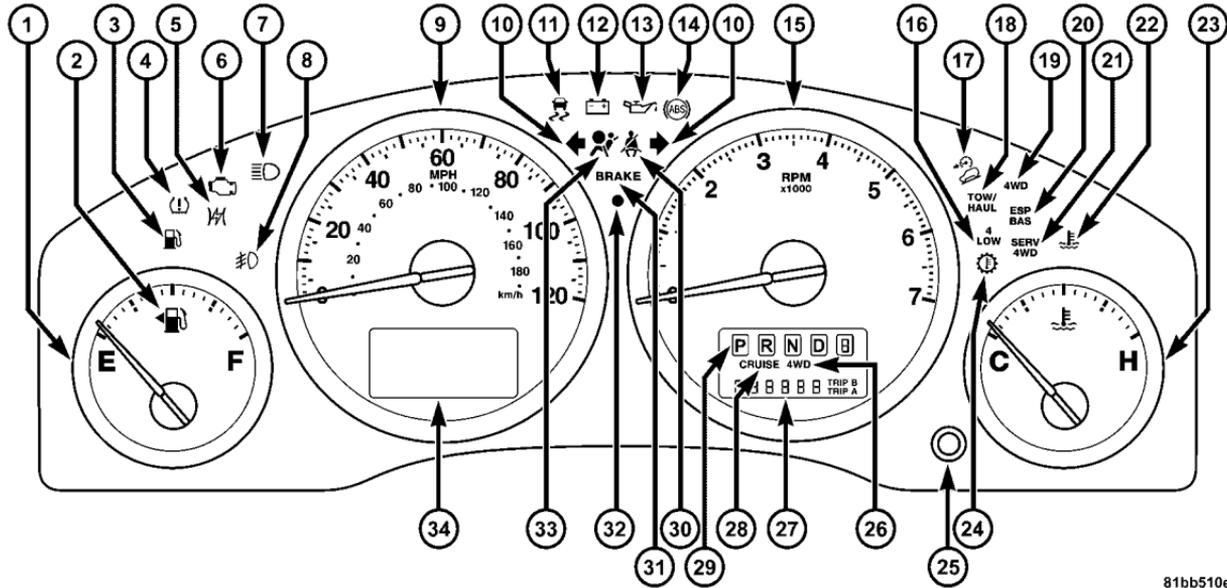
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- 1 — Air Outlet
- 2 — Instrument Cluster
- 3 — Storage Tray
- 4 — Center Air Outlet

- 5 — Radio
- 6 — Glove Box
- 7 — Climate Control
- 8 — Power Outlet

- 9 — Lower Switch Bank
- 10 — Storage Bin*
- * If Equipped

INSTRUMENT CLUSTER



INSTRUMENT CLUSTER DESCRIPTIONS

1. Fuel Gauge



The fuel gauge shows level of fuel in tank when ignition switch is in the ON position. (See page 359 for more information.)

2. Fuel Cap Indicator



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

3. Low Fuel Warning Light



This indicator lights when the fuel level drops to approximately 1/8 tank. (See page 359 for more information.)

4. 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 are 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 over-heat and can lead to tire failure. Under-inflation also reduces fuel efficiency and tire tread life, and may affect the vehicle's handling and stopping ability.

Please note that the TPMS is not a substitute for proper tire maintenance, and it is the driver's responsibility to maintain correct tire pressure, even if under-inflation has not reached the level to trigger illumination of the TPMS low tire pressure telltale.

Your vehicle has also been equipped with a TPMS malfunction indicator to indicate when the system is not operating properly. The TPMS malfunction indicator is combined with the low tire pressure telltale. When the system detects a malfunction, the telltale will flash for approximately one minute and then remain continuously illuminated. This sequence will continue upon subsequent vehicle start-ups as long as the malfunction exists.

When the malfunction indicator is illuminated, the system may not be able to detect or signal low tire pressure as intended. TPMS malfunctions may occur for a variety of reasons, including the installation of replacement or alternate tires or wheels on the vehicle that prevent the TPMS from functioning properly. Always check the TPMS malfunction telltale after replacing one or more tires or wheels on your vehicle to ensure that the replacement or alternate tires and wheels allow the TPMS to continue to function properly. (See page 346 for more information.)

CAUTION!

The TPMS has been optimized for the original equipment tires and wheels. TPMS pressures and warning have been established for the tire size equipped on your vehicle. Undesirable system operation or sensor damage may result when using replacement equipment that is not of the same size, type, and/or style. Aftermarket wheels can cause sensor damage. Do not use aftermarket tire sealants or balance beads if your vehicle is equipped with a TPMS, as damage to the sensors may result. (Refer to “Tire Inflation Pressures” under “Tires — General Information” and to “Tire Pressure Monitor System (TPMS)” in Section 5 of this manual for more information).

5. 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 turn on while the engine is running. If the light remains lit with the engine running your vehicle will usually be drivable and not need towing, however see your authorized dealer for service as soon as possible.

If the light is flashing when the engine is running, you may experience power loss, an elevated/rough idle, and increased brake pedal effort, and your vehicle may require towing. Immediate service is required.

The light will turn on when the ignition switch is first turned ON, and remain on briefly as a bulb check. This is normal. If the light does not turn on during starting, have the system checked by an authorized dealer.

6. *Malfunction Indicator Light*



This light is part of an onboard diagnostic system called OBD that monitors emissions, engine, and automatic transmission control systems. The light will turn on when the key is in the ON position before engine start. If the light does not turn on when turning the key from LOCK or ACC to ON, have the condition checked promptly.

Certain conditions such as a loose or missing gas cap, poor fuel quality, etc. may turn on the light after engine start. The vehicle should be serviced if the light stays on through several of your typical driving cycles. In most situations, the vehicle will drive normally and it will not require towing.

If the Malfunction Indicator Light flashes when the engine is running, serious conditions may exist that could lead to immediate loss of power or severe catalytic

converter damage. The vehicle should be serviced as soon as possible if this occurs. (See page 399 for more information.)

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.

4

7. *High Beam Indicator Light*



This light shows that the headlights are on high beam. Pull the Multi-Function Control Lever on the left side of the steering column toward you to switch to Low beam. (See page 133 for more information.)

8. Front Fog Light Indicator Light — If Equipped

 This light shows when the fog lights are ON. (See page 133 for more information.)

9. Speedometer

Shows the vehicle speed.

10. Turn Signal Indicator Light

 The left or right arrow will flash in unison with the corresponding front and rear turn signal lights when the turn signal switch is operated. (See page 133 for more information.)

NOTE: A chime will sound if the vehicle is driven more than 1 mile (1.6 km) with either turn signal on.

NOTE: Check for a defective outside light bulb if either indicator flashes at a rapid rate.

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

If this indicator light flashes during acceleration, apply as little throttle as possible. While driving, ease up on the accelerator. Be sure to adapt your speed and driving to the prevailing road conditions. (See page 314 for more information.)

12. Charging System Warning Light

This light shows the status of the electrical charging system. The light should turn on when the ignition switch is first turned ON and remain on briefly as a bulb check. If the light stays on or turns on while driving, turn off some of the vehicle's electrical devices, such as the Fog Lights or Rear Defroster. If the light remains on, it means that the charging system is experiencing a problem. See your local authorized dealer to obtain SERVICE IMMEDIATELY.

13. Oil Pressure Warning Light

 This light shows low engine oil pressure. The light will turn on and remain on when the ignition switch is turned from the LOCK or ACC position to the ON position. The light will turn off after the engine is started. If the light does not turn on during starting, have the system checked by an authorized dealer.

If the light turns on and remains on while driving, safely bring the vehicle to a stop and shut off the engine. **DO NOT OPERATE THE VEHICLE UNTIL THE CAUSE IS CORRECTED.**

This light does not show the quantity of oil in the engine. The engine oil level must be checked using the proper procedure. (See page 403 for more information.)

14. Anti-Lock Brake Warning Light



This light monitors the Anti-Lock Brake System. This light will turn on when the ignition switch is turned to the ON position and it may stay on for approximately 3 seconds.

If the light remains on or turns on during driving, it indicates that the Anti-Lock portion of the brake system is not functioning and that service is required. However, the conventional brake system will continue to operate normally, provided the BRAKE warning light is not on.

If the ABS light is on, the brake system should be serviced as soon as possible to restore the benefit of Anti-Lock Brakes.

The ABS Warning light should be checked frequently to assure that it is operating properly. Turn the ignition switch to the ON position, but do not start the vehicle. The light should turn on. If the light does not turn on, have the system checked by an authorized dealer. (See page 310 for more information.)

15. Tachometer

This gauge measures engine revolutions-per-minute (rpm x 1000). Before the pointer reaches the red area, ease up on the accelerator to prevent engine damage.

16. 4 LOW Mode Indicator Light — If Equipped**4
LOW**

This light alerts the driver that the vehicle is in the 4WD LOW mode. In this mode, the front driveshaft and rear driveshaft are mechanically locked together forcing the front and rear wheels to rotate at the same speed. (See page 292 for more information.)

17. Hill Descent Control Indicator Light — If Equipped

The symbol indicates the status of the Hill Decent Control (HDC) feature. The lamp will be on solid when HDC is armed. HDC can only be armed when the transfer case is in the “4WD Low” position and the vehicle speed is less than 30 mph. If these conditions are not met while attempting to use the HDC feature, the HDC indicator lamp will flash on/off. (See page 314 for more information.)

18. TOW / HAUL Indicator Light — If Equipped**TOW/
HAUL**

This light will illuminate when selecting TOW/HAUL. The TOW/HAUL button is located on the gearshift bezel. (See page 281 for more information.)

19. 4WD Indicator Light — Vehicles Equipped with Command-Trac®**4WD**

This light alerts the driver that the vehicle is in the four-wheel drive mode. In this mode, the front driveshaft and rear driveshaft are mechanically locked together forcing the front and rear wheels to rotate at the same speed. (See page 292 for more information.)

20. Electronic Stability Program (ESP) / Brake Assist System (BAS) Malfunction Indicator Light — If Equipped**ESP
BAS**

The malfunction indicator lamp for the ESP is combined with the BAS indicator. The yellow “ESP/BAS Warning Lamp” in the instrument

cluster comes on when the ignition switch is turned to the “ON” position. It 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, or both. If this light remains on after the 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. (See page 314 for more information.)

NOTE: The “ESP/BAS Warning Lamp” comes on momentarily each time the ignition switch is turned ON.

NOTE: Each time the ignition switch is turned ON, the ESP System will be ON even if it was turned off previously.

NOTE: The ESP Control System will make buzzing or clicking sounds when it is active. This is normal; the

sound will stop when the ESP becomes inactive following a maneuver that caused the ESP activation.

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



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

22. *Coolant Temperature Warning Light*



This light warns of an overheated engine condition. If the light turns on while driving, safely pull over and stop the vehicle. If the air conditioner is on, turn it off. Also, shift the transmission into “N” (Neutral) and idle the vehicle. If the temperature reading does not return to normal, turn the engine off immediately and call for service. (See page 384 for more information.)

NOTE: As the coolant temperature gauge approaches "H," this indicator will illuminate and a single chime will sound. Further overheating will cause the temperature gauge to pass "H." In this case, the indicator will flash continuously and a continuous chime will sound, until the engine is allowed to cool.

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.

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.

23. Coolant 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 pointer will likely indicate a high temperature when driving in hot weather, up mountain grades, in heavy traffic, or when towing a trailer. If the pointer rises to the "H" mark, safely pull over and stop the vehicle. If

the air conditioner is on, turn it off. Also, shift the transmission into “N” (Neutral) and idle the vehicle. If the needle remains on the “H” mark, turn the engine off immediately and call for service. (See page 384 for more information.)

NOTE: 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.

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.

24. Transmission Temperature Warning Light — If Equipped



This light indicates that the transmission fluid temperature is running hot. This may occur with severe usage, such as trailer towing. If this light turns on, safely pull over and stop the vehicle. Then, shift the transmission into “N” (Neutral) and run the engine at idle or faster until the light turns off.

25. Trip Odometer Button

Changing the Display

Press and release this button once to change the display from odometer to “Trip A.” Press and release it again to change the display from “Trip A” to “Trip B.” On vehicles equipped with a Base Cluster, press and release it once again to display the outside temperature. On vehicles equipped with a Mid Line Cluster, press and release it

once again to display the outside temperature and compass heading in the screen below the speedometer. Refer to “Vacuum Fluorescent Display” for details

Resetting the Trip Odometer

Display the trip mileage that you want to reset, “Trip A” or “Trip B.” Then push and hold the button (approximately 2 seconds) until the display resets to 0. The odometer must be in Trip Mode to reset the trip odometer.

26. 4WD Indicator Light — Vehicles Equipped with Selec-Trac® II

4WD This light alerts the driver that the vehicle is in the full-time four-wheel drive auto mode. In this mode, the system operates with a normal torque split of 42% front axle and 58% rear axle. It can redirect up to 100% of torque to the front or rear axle, if necessary. (See page 292 for more information.)

27. Odometer/Trip Odometer

The odometer shows the total distance the vehicle has been driven. The trip odometer shows individual trip mileage. Refer to “Trip Odometer Button” for additional information.

NOTE: U.S. federal regulations require upon transfer of vehicle ownership, the seller certify the mileage the vehicle has been driven. Therefore, if the odometer reading is changed because of 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.

Vehicle Warning Messages

When the appropriate conditions exist, messages such as “door” (for door ajar), “gATE” (for liftgate ajar), “gLASS” (for flip-up glass ajar), “gASCAP” (for fuel cap fault), or “CHANGe OIL” will display in the odometer.

NOTE: If the instrument cluster is equipped with the optional Electronic Vehicle Information Center (EVIC), then most warnings will display in the EVIC. (See page 206 for more information.)

Fuel Cap Fault Message

If the vehicle diagnostic system determines that the fuel filler cap is loose, improperly installed, or damaged, the words “gASCAP” will display in the odometer. If this occurs, tighten the fuel filler cap properly and press the odometer reset button to turn off the message. If the problem continues, the message will appear the next time the vehicle is started.

A loose, improperly installed, or damaged fuel filler cap may also turn on the Malfunction Indicator Light (MIL). (See page 399 for more information.)

Change Oil Message (Base & Mid Line Clusters Only)

Your vehicle is equipped with an engine oil change indicator system. The “CHANG E OIL” message will flash in the instrument cluster odometer for approximately 12 seconds after a single chime has sounded to indicate the next scheduled oil change interval. The engine oil change indicator system is duty cycle based, which means the engine oil change interval may fluctuate dependent upon your personal driving style.

Unless reset, this message will continue to display each time you turn the ignition switch to the ON position. To turn off the message temporarily, press and release the Trip Odometer button on the instrument cluster. To reset the oil change indicator system (after performing the scheduled maintenance) perform the following procedure:

1. Turn the ignition switch to the ON position (Do not start the engine).

2. Fully depress the accelerator pedal slowly three times within 10 seconds.
3. Turn the ignition switch to the LOCK position.

NOTE: If the indicator message illuminates when you start the vehicle, the oil change indicator system did not reset. If necessary, repeat this procedure.

28. Cruise Indicator Light — If Equipped

CRUISE This indicator lights when the electronic speed control system is turned on. (See page 147 for more information.)

29. Transmission Range Indicator

This display indicator shows automatic transmission gear selection. (See page 281 for more information.)

30. Seat Belt Reminder Light



This light will turn 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. (See page 48 for more information.)

31. Brake System Warning Light

BRAKE This light monitors various brake functions, including brake fluid level and parking brake application. If the light turns on, it may indicate that the parking brake is applied, that the brake fluid level is low, or that there is a problem with the anti-lock brake system (if equipped).

The dual brake system provides a reserve braking capacity in the event of a failure to a portion of the hydraulic system. Failure of either half of the dual brake system is indicated by the Brake Warning Light, which will turn on when the brake fluid level in the master cylinder has dropped below a specified level.

The light will remain on until the cause is corrected.

NOTE: The light may flash momentarily during sharp cornering maneuvers, which can change fluid level conditions. The vehicle should have service performed, and the brake fluid level checked.

If brake failure is indicated, immediate repair is necessary.

WARNING!

Driving a vehicle with the brake light on is dangerous. Part of the brake system may have failed. It will take longer to stop the vehicle. You could have an accident. Have the vehicle checked immediately.

Vehicles equipped with Anti-Lock brakes (ABS), are also equipped with Electronic Brake Force Distribution (EBD).

In the event of an EBD failure, the Brake Warning Light will turn on along with the ABS Light. Immediate repair to the ABS system is required.

The operation of the Brake Warning Light can be checked by turning the ignition switch from the LOCK or ACC position to the ON position. The light should turn on for approximately two seconds. The light should then turn off unless the parking brake is applied or a brake fault is detected. If the light does not turn on, have the light inspected by an authorized dealer. (See page 310 for more information.)

The light also will turn on when the parking brake is applied with the ignition switch in the ON position.

NOTE: This light only shows that the parking brake is applied. It does not show the degree of brake application.

32. Vehicle Security Alarm Indicator Light — If Equipped



This light will flash rapidly for approximately 16 seconds when the vehicle security system is arming and then flash slowly when the system is armed. The light will also turn on for about three seconds when the ignition is first turned ON. (See page 18 for more information.)

33. Airbag Warning Light



This light turns on and remains on for 6 to 8 seconds as a bulb check when the ignition switch is first turned ON. If the light does not turn on during starting, stays on, or turns on while driving, have the system checked by an authorized dealer. (See page 57 for more information.)

34. Vacuum Fluorescent Display (Mid Line & Premium Clusters Only)

On vehicles equipped with a Premium Cluster, this display shows the Electronic Vehicle Information Center (EVIC) messages when the appropriate conditions exist. (See page 206 for more information.)

On vehicles equipped with a Mid Line Cluster, this display shows the compass heading (N, S, E, W, NE, NW, SE, and SW) and the outside temperature.

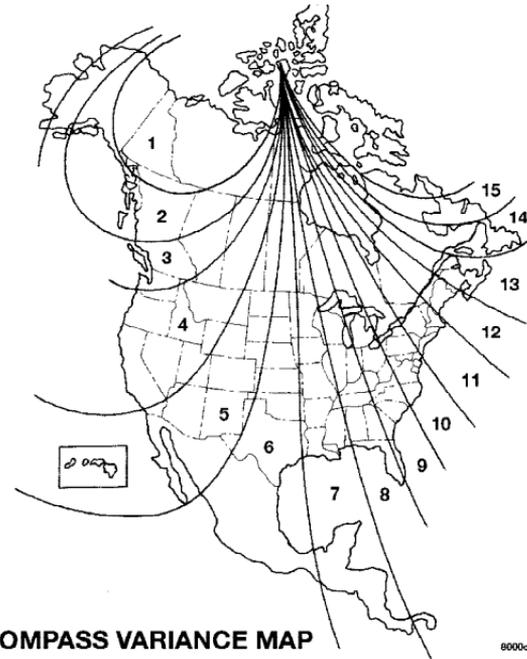
Setting Compass Variance (Mid Line Cluster Only)

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.

NOTE: The vehicle speed must be at 0 mph (0 km/h) (manual transmission) or the gear selector lever in “P” (Park) (auto transmission) to enter the variance setting mode.

To set the variance, first, turn the ignition switch to the ON position. Next, press and hold the trip odometer button until the current variance zone number displays (approximately ten seconds). Then, press and release the button to increment the variance value by one, until the proper variance zone is selected according to the map. Finally, turn the ignition switch to the LOCK position to exit this mode.



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

Calibrating the Compass (Mid Line Cluster Only)

If the compass appears erratic, inaccurate, or abnormal, you may wish to calibrate it. However, prior to calibrating the compass, make sure the proper Compass Variance value is selected.

NOTE: The vehicle speed must be at 0 mph (0 km/h) (manual transmission) or the gear selector lever in “P” (Park) (auto transmission) to enter the calibration mode.

To calibrate the compass, first, start the engine. Next, press and hold the trip odometer button until the current variance zone number displays (approximately ten seconds). Then, press and hold the button again until the direction displays with the “CAL” indicator on continuously (approximately ten seconds). Finally, drive the

vehicle in one or more complete circles, at speeds under 5 mph (8 km/h), in an area free from power lines and 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 at the bottom of the speedometer in the instrument cluster. 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:



**MENU
Button**

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).



**SCROLL
Button**

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.

4



**FUNC-
TION
SELECT
Button**

Press the FUNCTION SELECT button to accept a selection.

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)
- Memory #1/#2 Profile Set
- Memory #1/#2 Profile Recall
- Memory System Disabled – Vehicle Not in Park (with a single chime) — automatic transmission
- Memory System Disabled – Vehicle in Motion (with a single chime) — manual transmission
- Memory System Disabled – Seat Belt Buckled (with a single chime)
- Personal Settings Not Available – Vehicle Not in Park — automatic transmission
- Personal Settings Not Available – Vehicle in Motion — manual transmission
- Left/Right Front Door Ajar (one or more, with a single chime if speed is above 1 mph)
- 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)
- Service Park Assist System (with a single chime)
- Oil Change Required (with a single chime)

Oil Change Required

Your vehicle is equipped with an engine oil change indicator system. The “Oil Change Required” message will flash in the EVIC display for approximately 10 seconds after a single chime has sounded to indicate the next scheduled oil change interval. The engine oil change indicator system is duty cycle based, which means the engine oil change interval may fluctuate dependent upon your personal driving style.

Unless reset, this message will continue to display each time you turn the ignition switch to the ON position. To turn off the message temporarily, press and release the Menu button. To reset the oil change indicator system (after performing the scheduled maintenance) perform the following procedure:

1. Turn the ignition switch to the ON position (Do not start the engine).
2. Fully depress the accelerator pedal slowly three times within 10 seconds.
3. Turn the ignition switch to the LOCK position.

NOTE: If the indicator message illuminates when you start the vehicle, the oil change indicator system did not reset. If necessary, repeat this procedure.

Trip Functions

Press and release the MENU button until one of the following Trip Functions displays in the EVIC:

- Average Fuel Economy
- Distance To Empty
- Elapsed Time
- Display Units of Measure in

Press the SCROLL button to cycle through all the Trip Computer functions.

The Trip Functions mode displays the following information:

- ***Average Fuel Economy***

Shows the average fuel economy since the last reset. When the fuel economy is reset, the display will read "RESET" or show dashes for two seconds. Then, the

history information will be erased, and the averaging will continue from the last fuel average reading before the reset.

- ***Distance To Empty (DTE)***

Shows the estimated distance that can be traveled with the fuel remaining in the tank. This estimated distance is determined by a weighted average of the instantaneous and average fuel economy, according to the current fuel tank level. DTE cannot be reset through the FUNCTION SELECT button.

NOTE: Significant changes in driving style or vehicle loading will greatly affect the actual drivable distance of the vehicle, regardless of the DTE displayed value.

- When the DTE value is less than 30 miles (48 km) estimated driving distance, the DTE display will change to a text display of "LOW FUEL." This display will continue until the vehicle runs out of fuel. Adding

a significant amount of fuel to the vehicle will turn off the "LOW FUEL" text and a new DTE value will display.

- ***Elapsed Time***

Shows the total elapsed time of travel since the last reset when the ignition switch is in the ACC position. Elapsed time will increment when the ignition switch is in the ON or START position.

- ***Display Units of Measure in:***

To make your selection, press and release the FUNCTION SELECT button until "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

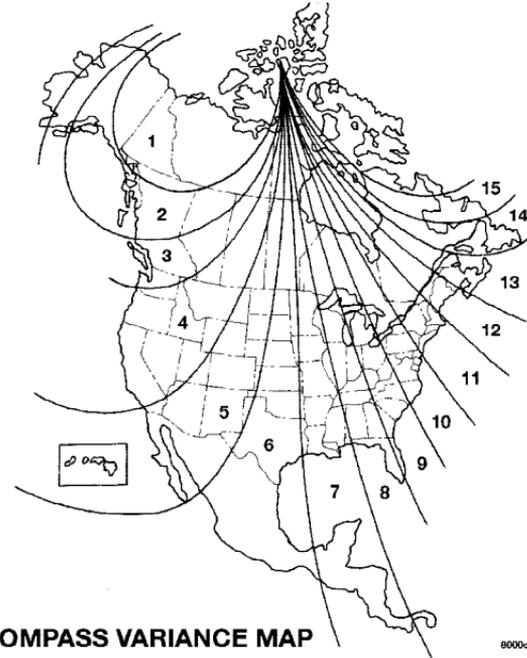
If the compass appears erratic and the “CAL” indicator does not appear in the EVIC display, you must put the compass into the Calibration Mode manually as follows:

1. Turn on the ignition switch.
2. Press the MENU button until the Personal Settings (Customer Programmable Features) menu displays in the EVIC.
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 “CAL” indicator 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” indicator 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.



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 (UConnect™) — 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.



The EVIC displays this symbol to indicate an incoming call.

Incom- ing Call



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

Analog



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

Roam- ing



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

Voice Mail



The EVIC displays this symbol to indicate a text message.

Text Message



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

Battery Strength



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

Call in Progress



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

Phone Not Avail- able

Personal Settings (Customer Programmable Features)

Personal Settings allows the driver to set and recall features when the vehicle speed is at 0 mph (0 km/h) (manual transmission) or when the gear selector lever is in “P” (Park) (auto transmission).

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, Deutsch, Italiano, or Francais. Then, as you continue, the information will display in the selected language.

NOTE: The EVIC will not change the UConnect™ language selection. For vehicles equipped with sales code REQ or RES radio, refer to “Language Selection” under “HANDS-FREE COMMUNICATION (UConnect™)” for

details. For vehicles equipped with sales code RER radio, refer to your “Navigation User’s Manual” for UConnect™ system operating instructions.

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.

Recall Memory with Remote Key Unlock — If Equipped

When ON is selected, you can use your Remote Keyless Entry Transmitter to recall one of two pre-programmed memory profiles. Each memory profile contains desired position settings for the driver seat, side mirror, adjustable pedals (if equipped), and power tilt and telescopic steering column (if equipped), and a set of desired radio station presets. When OFF is selected, only the memory switch on the driver’s door panel will recall memory profiles. To make your selection, press and release the

FUNCTION SELECT button until “ON” or “OFF” appears. Refer to “Driver Memory Seat” in Section 3 of this manual for more information.

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.

Rain Sensing Intermittent Wipers — If Equipped

When ON is selected, the system will automatically activate the windshield wipers if it senses moisture on the windshield. To make your selection, press and release the FUNCTION SELECT button until “ON” or “OFF” appears. When OFF is selected, the system reverts to the standard intermittent wiper operation.

Automatically Move Seat Back on Exit — If Equipped

This feature provides automatic driver seat positioning to enhance driver mobility when entering and exiting the vehicle. To make your selection, press and release the FUNCTION SELECT button until “ON” or “OFF” appears.

NOTE: The seat will return to the memorized seat location (if Recall Memory with Remote Key Unlock is set to ON) when the remote keyless entry transmitter is used to unlock the door. Refer to “Easy Entry/Exit Seat” under “Driver Memory Seat” in Section 3 of this manual for more information.

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.

Headlights On with Wipers (Available with Auto Headlights Only)

When ON is selected, and the headlight switch is in the AUTO position, the headlights will turn on approximately 10 seconds after the wipers are turned on. The headlights will also turn off when the wipers are turned off if they were turned on by this feature. To make your selection, press and release the FUNCTION SELECT button until “ON” or “OFF” appears.

NOTE: Turning the headlights on during the daytime causes the instrument panel lights to dim. To increase the brightness, refer to “Lights” in Section 3 of this manual.

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 to the LOCK position. 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.

Illumination Approach

When this feature is selected, the headlights will activate and remain on for up to 90 seconds when the doors are unlocked with the remote keyless entry transmitter. To make your selection, press and hold the RESET button until “OFF,” “30 sec,” “60 sec,” or “90 sec” 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.

Park Assist System — If Equipped

When ON is selected, the system will scan for objects behind the vehicle when the transmission is in the “R” (Reverse) and the vehicle speed is less than 11 mph (18 km/h). Refer to “Rear Park Assist System” in Section 3 of this manual for system function and operating information. To make your selection, press and release the FUNCTION SELECT button until “ON” or “OFF” appears.

Hill Start Assist (HSA) — If Equipped

When ON is selected, the HSA system is active. Refer to “HSA (Hill Start Assist)” under “Electronic Brake Control System” in Section 5 of this manual for system function and operating information. To make your selection, press and release the FUNCTION SELECT button until “ON” or “OFF” 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 (Amplitude Modulation), in which the transmitted sound causes the amplitude, or height, of the radio waves to vary... and FM (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.

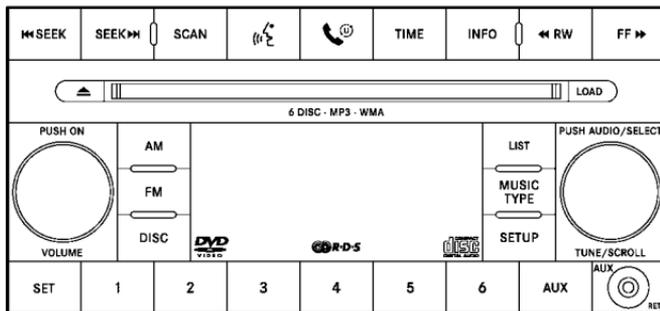
NOTE: For vehicles not equipped with the Electronic Vehicle Information Center (EVIC), the radio and steering wheel radio controls (if equipped) will remain active for

45 seconds after the ignition switch is turned to the LOCK position. Opening either front door will cancel this feature.

NOTE: For vehicles equipped with the EVIC, the radio and steering wheel radio controls (if equipped) will remain active for up to 10 minutes after the ignition switch is turned to the LOCK position. Opening either front door will cancel this feature. The time is programmable. For details, refer to “Delay Power Off to Accessories Until Exit,” under “Personal Settings (Customer Programmable Features),” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual.

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.



8189f8f9

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 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 the SCAN button a second time.

Voice Recognition Button (UConnect™ Hands Free Phone) — If Equipped

Press this button to operate the Hand Free Phone (UConnect™) feature (if equipped). Refer to “Hands-Free Communication (UConnect™)” in Section 3 for more information.

If your vehicle is not equipped with or this feature is not available on your vehicle, a “UConnect™ System Not Available” message will display on the radio screen.

Phone Button (UConnect™ Hands Free Phone) — If Equipped

Press this button to operate the Hand Free Phone (UConnect™) feature (if equipped). Refer to “Hands-Free Communication (UConnect™)” in Section 3 for more information.

If your vehicle is not equipped with or this feature is not available on your vehicle, a “UConnect™ System Not Available” message will display on the radio screen.

TIME Button

Press the TIME button and the time of day will display. 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 adjusting the hours, 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.

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).

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

Program Type	16 Digit-Character Display
Nostalgia	Nostalgia
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 the Tune Control Knob to scroll through the entries. Push the 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 and 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 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 the TUNE control knob to adjust the hours and 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 will play 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 the 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 display.

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 an authorized dealer to change the region code of the player a maximum 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.

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 contains 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.



TIME Button (Auxiliary Mode)

Press this button to change the display from elapsed playing time to time of day. The time of day will display for 5 seconds.

RW/FF (Auxiliary Mode)

No function.

SET Button (Auxiliary Mode)

No function.

Operating Instructions - Hands Free Phone (UConnect™) (If Equipped)

Refer to “Hands-Free Communication (UConnect™)” in Section 3 of this manual.

Operating Instructions - Satellite Radio Mode (If Equipped)

Refer to “Satellite Radio” in this section.

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 RER — MULTIMEDIA SYSTEM — IF EQUIPPED

NOTE: The sales code is located on the lower right side of the unit’s faceplate.

The RER multimedia system contains a radio, Sirius Satellite Radio player, Navigation system, CD/DVD

player, USB port, 20 gigabyte Hard Drive (HDD), and the UConnect® hands-free Bluetooth cellular system.

NOTE: If your vehicle is not equipped with UConnect®, the unit will respond with a “Feature Not Available” message when selecting controls related to this feature.

A 6.5-inch touch screen allows easy menu selection, while the Advanced Voice Dialog System recognizes more than 1,000 words for audio, navigation, entertainment, and hands-free mobile phone use.

The satellite navigation capability 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.

A shared Hard Drive (HDD) for the navigation system, the database, and other radio features allows uploads of

music and photos from CDs or through the USB port. While the Gracenote database finds the artist, track, and title for the music.

An auxiliary input jack permits passengers to listen to a portable MP3 player through the vehicle’s speakers. For vehicles equipped with the Vehicle Entertainment System (VES), separate audio outputs allow passengers to listen to the car speakers while different audio tracks play through the system’s wireless headphones. This means rear seat passengers can watch a DVD on the optional rear-seat entertainment system while the driver and front seat passenger listen to the radio.

Other special features include direct tune, music type selections, Traffic Messaging (optional), easy store presets, parental lockout for VES (if equipped), backup camera display for vehicles equipped with a backup

camera, and on some models a dual display screen operation. 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.

Operating Instructions — Hands-Free Communication (UConnect™) (If Equipped)

Refer to your “Navigation User’s Manual” for detailed operating instructions.

Clock Setting Procedure

The GPS receiver in this system is synchronized to the time data being transmitted by the GPS satellites. 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.

Changing the Time Zone

1. Turn on the system.
2. Touch the screen where the time is displayed. The clock setting menu will appear on the screen. If the words “Time: GPS Time” are displayed at the top of the screen, proceed to Step 4. Otherwise, proceed to Step 3.
3. If the words “Time: User Clock” are displayed at the top of the screen, touch the bottom of the screen where the words “User Clock” are displayed. The GPS time setting menu will appear on the screen.
4. Touch the screen where the words “Set Time Zone” are displayed. The time zone selection menu will appear on the screen.
5. Select a time zone by touching the screen where your selection appears. If you do not see a time zone that you want to select, touch the screen where the word “Page” is displayed to view additional time zones in the menu.

Changing Daylight Savings Time

When selected, this feature will display the time of day in daylight savings time. Proceed as follows to change the current setting:

1. Turn on the system.
2. Touch the screen where the time is displayed. The clock setting menu will appear on the screen.
3. When this feature is on, a check mark will appear in the box next to the words “Daylight Savings.” Touch the screen where the words “Daylight Savings” are displayed to change the current setting.

Setting the User Clock

If you wish to set the clock to a time different from the system clock, you can manually adjust the time by performing the following:

1. Turn on the system.

2. Touch the screen where the time is displayed. The clock setting menu will appear on the screen. If the words “Time: User Clock” are displayed at the top of the screen, proceed to Step 4. Otherwise, proceed to Step 3.

3. If the words “Time: GPS Time” are displayed at the top of the screen, touch the bottom of the screen where the words “GPS Time” are displayed. The user clock time setting menu will appear on the screen.

4. To move the hour forward, touch the screen where the word “Hour” with the arrow pointing upward is displayed. To move the hour backward, touch the screen where the word “Hour” with the arrow pointing downward is displayed.

5. To move the minute forward, touch the screen where the word “Min” with the arrow pointing upward is displayed. To move the minute backward, touch the screen where the word “Min” with the arrow pointing downward is displayed.

6. To save the new time setting, touch the screen where the word “Save” is displayed.

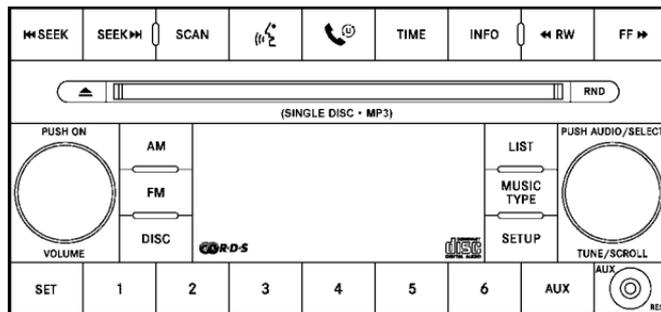
Show Time if Radio is Off

When selected, this feature will display the time of day on the touch screen when the system is turned off. Proceed as follows to change the current setting:

1. Turn on the system.
2. Touch the screen where the time is displayed. The clock setting menu will appear on the screen.
3. When this feature is on, a check mark will appear in the box next to the words “Show Time if Radio is Off.” Touch the screen where the words “Show Time if Radio is Off” are displayed to change the current setting.

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.



81c7c564

RES Radio (Non-Satellite Model Shown - With Satellite Similar)

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 on the radio. Press the ON/VOLUME control knob 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 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 AM or FM frequencies, pausing for 5 seconds at each listenable station before continuing to the next. To stop the search, press the SCAN button a second time.

Voice Recognition Button (UConnect™ Hands Free Phone) — If Equipped

Press this button to operate the Hand Free Phone (UConnect™) feature (if equipped). Refer to “Hands-Free Communication (UConnect™)” in Section 3 for more information.

If your vehicle is not equipped with or this feature is not available on your vehicle, a “Not Equipped With UConnect” message will display on the radio screen.

Phone Button (UConnect™ Hands Free Phone) — If Equipped

Press this button to operate the Hand Free Phone (UConnect™) feature (if equipped). Refer to “Hands-Free Communication (UConnect™)” in Section 3 for more information.

If your vehicle is not equipped with or this feature is not available on your vehicle, a “Not Equipped With UConnect” message will display on the radio screen.

TIME Button

Press the TIME button and the time of day will display. 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 adjusting the hours, 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. For vehicles equipped with satellite radio, press the SETUP button, use the TUNE control to select SET CLOCK, and then follow the above procedure, starting at

Step 2. For vehicles not equipped with satellite radio, press the SETUP button and then follow the above procedure, starting at Step 2.

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).

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	Nostalgia
Oldies	Oldies
Personality	Persnlty
Public	Public

Program Type	16 Digit-Character Display
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 the TUNE control knob to adjust the hours and 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 the 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 display.

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 they 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 display for 5 seconds (when ignition is off).

Operating Instructions - Hands Free Phone (UConnect™) (If Equipped)

Refer to "Hands-Free Communication (UConnect™)" in Section 3 of this manual.

Operating Instructions - Satellite Radio Mode (If Equipped)

Refer to "Satellite Radio" in this section.

Operating Instructions - Video Entertainment System (VES®) (If Equipped)

Refer to separate "Video Entertainment System (VES®) Guide."

**SATELLITE RADIO (RSC) — IF EQUIPPED
(RER/REQ/REN RADIOS ONLY)**

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 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 display. The Sirius ID number display will time out in 2 minutes. Press any button on the radio to exit this screen.

Selecting Satellite Mode

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 the SCAN button 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 display.

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)

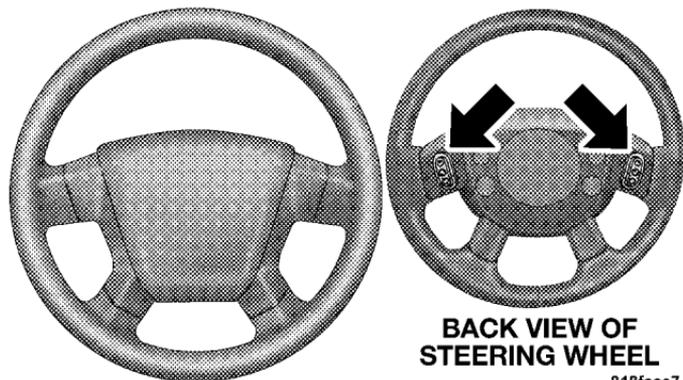
Refer to “Hands-Free Communication (UConnect™)” in Section 3 of this manual.

Operating Instructions - Video Entertainment System (VES™) (If Equipped)

Refer to separate “Video Entertainment System (VES™) Guide.”

REMOTE SOUND SYSTEM CONTROLS — IF EQUIPPED

The remote sound system controls are located on the rear surface of the steering wheel. The left- and right-hand controls are rocker-type switches with a push-button in the center of each switch. Reach behind the steering wheel to access the switches.



Remote Sound Controls

Right-Hand Switch Functions

- Press the top of the switch to increase the volume.
- Press the bottom of the switch to decrease the volume.
- Press the button in the center of the switch to change modes (i.e., AM, FM, etc).

Left-Hand Switch Functions for Radio Operation

- Press the top of the switch to SEEK the next listenable station up from the current setting.
- Press the bottom of the switch to SEEK the next listenable station down from the current setting.
- Press the button in the center of the switch to tune to the next preset that you have programmed.

Left-Hand Switch Functions for Media (i.e. CD) Operation

- Press the top of the switch once to listen to the next track.
- Press the bottom of the switch once either to listen to the beginning of the current track or to listen to the beginning of the previous track if it is within one second after the current track begins to play.

- Press the switch up or down twice to listen to the second track, three times to listen to the third track, and so forth.
- Press the button located in the center of the switch to change to the next preset that you have programmed.

CD/DVD DISC MAINTENANCE

To keep the CD/DVD discs in good condition, take the following precautions:

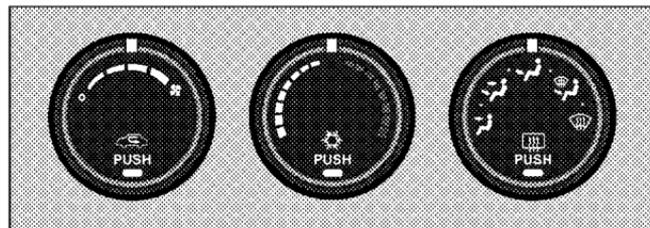
1. Handle the disc by its edge; avoid touching the surface.
2. If the disc is stained, clean the surface with a soft cloth, wiping from center to edge.
3. Do not apply paper, paper CD labels, or tape to the disc; avoid scratching the disc.
4. Do not use solvents such as benzine, thinner, cleaners, or 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

The Air Conditioning and Heating System is designed to make you comfortable in all types of weather.

Manual Air Conditioning and Heating System



81c2cd2b

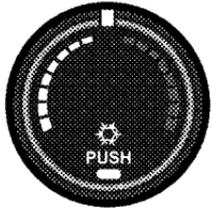
The Manual Temperature Controls consist of a series of outer rotary dials and inner push buttons.

Blower Control



Use this control to regulate the amount of air forced through the ventilation system in any mode. The blower speed increases as you move the control to the right from the “0” (Off) position. There are four blower speeds.

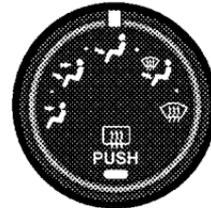
Temperature Control



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 airflow to the condenser, reducing air conditioning performance.

Mode Control (Air Direction)



Use this control to choose from several patterns of air distribution. You can select either a primary mode as identified by the symbols on the control, or a blend of two of these modes. The closer the setting is to a particular symbol, the more air distribution you receive from that mode.

- **Panel**

 Air is directed through the outlets in the instrument panel. These outlets can be adjusted to direct airflow.

NOTE: The center instrument panel outlets can be aimed so that they are directed toward the rear seat passengers for maximum airflow to the rear.

- **Bi-Level**

 Air is directed through the panel and floor outlets.

NOTE: For all settings except full cold or full hot, there is a difference in temperature between the upper and lower outlets. The warmer air flows to the floor outlets. This feature gives improved comfort during sunny but cool conditions.

- **Floor**

 Air is directed through the floor outlets with a small amount flowing through the defrost and side window demist outlets.

- **Mix**

 Air is directed through the floor, defrost, and side window demist outlets. This setting works best in cold or snowy conditions that require extra heat to the windshield. This setting is good for maintaining comfort while reducing moisture on the windshield.

- **Defrost**

 Air is directed through the windshield and side window demist outlets. Use this mode with maximum blower and temperature settings for best windshield and side window defrosting.

NOTE: The air conditioning compressor operates in Mix and Defrost, or a blend of these modes, even if the Air Conditioning Snowflake button is not pressed. This dehumidifies the air to help dry the windshield. To improve fuel economy, use these modes only when necessary.

- **Recirculation Control**



Use this button to block the flow of outside air from coming into the passenger compartment. A light will illuminate when the system is in recirculation mode. Only use the recirculation mode as a temporary means to 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.

- The use of the recirculation mode in cold or damp weather will cause windows to fog on the inside, because of moisture build-up inside the vehicle. Select the Outside Air position for maximum defogging.
- The A/C will engage automatically to prevent fogging when the recirculation button is pressed and the mode control is set to panel or panel / floor.
- The A/C can be deselected manually without disturbing the mode control selection.

Air Conditioning Control



Use this button to engage the Air Conditioning. A light will illuminate when the Air Conditioning System is engaged.

NOTE: The air conditioning compressor will not engage until the engine has been running for about 10 seconds.

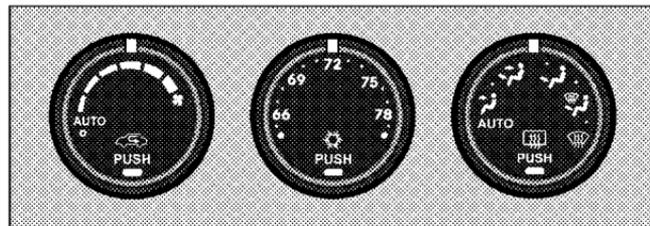
- **MAX A/C**

For maximum cooling use the A/C and recirculation buttons at the same time.

- **Economy Mode**

If economy mode is desired, press the A/C button to turn off the indicator light and the A/C compressor. Then, move the temperature control to the desired temperature.

Automatic Temperature Control (ATC) — If Equipped



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Automatic Operation

The Infrared Climate Control System automatically maintains the climate in the cabin of the vehicle at the comfort levels desired by the driver and passenger. To accomplish this, the system gathers information from the

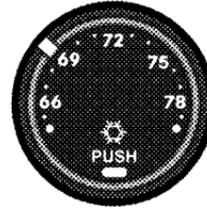
cabin infrared sensor mounted between the sun-visors and from various sensors located throughout the vehicle.

The controls on the climate control provide the system with operator input. Other sensors take account of vehicle speed, A/C pressure, outside temperature, and engine cooling temperature. Using all of these inputs, the system automatically adjusts airflow temperature, airflow distribution, airflow volume, and the amount of outside air recirculation. This maintains a comfortable temperature even under changing conditions.

Operation of the system is quite simple.

1. Turn the Mode Control knob (on the right) and the Blower Control knob (on the left) to AUTO.

NOTE: The AUTO position performs best for front seat occupants only.



2. Dial in the temperature you would like the system to maintain by rotating the Temperature Control knob.

Once the comfort level is selected, the system will maintain that level automatically using the heating system. Should the desired comfort level require air conditioning, the system will automatically make the adjustment.

You will experience the greatest efficiency by simply allowing the system to function automatically. Selecting the “O” (Off) position on the blower control stops the system completely and closes the outside air intake.

72°F (22°C) is the recommended setting for maximum comfort for the average person; however, this may vary.

NOTE:

- The temperature setting can be adjusted at any time without affecting automatic operation.
- Pressing the Air Conditioning Control button while in AUTO mode will cause the LED in the control button to flash three times and then turn off. This indicates that the system is in AUTO mode and requesting the air conditioning is not necessary.
- If your air conditioning performance seems lower than expected, check the front of the A/C condenser: located in front of the radiator, for an accumulation of dirt or insects. Clean with a gentle water spray from behind the radiator and through the condenser. Fabric front fascia protectors may reduce airflow to the condenser, reducing air conditioning performance.

Manual Operation

This system offers a full complement of manual override features, which consist of Blower Preferred Automatic, Mode Preferred Automatic, or Blower and Mode Preferred Automatic. This means the operator can override the blower, the mode, or both. There is a manual blower range for times when the AUTO setting is not desired. The blower can be set to any fixed blower speed by rotating the Blower Control knob (on the left).

NOTE: Please read the Automatic Temperature Control Operation Chart that follows for details.

Automatic Temperature Control Operation		The system will...				
Operation	How	Blower Control	Mode Control	Air Temperature Control	Air Recirculation Control	A/C Operation
Full Automatic Operation	Set blower knob to Auto. Set mode knob to Auto. Set temperature knobs for comfort.	Automatic	Automatic	Automatic	Automatic but can be overridden for 10 minutes at a time.	Automatic
Blower Preferred Automatic	Set blower knob to any desired airflow level other than Auto. Set mode knob to Auto. Set temperature knobs for comfort.	User selectable to any speed.	Automatic	Automatic	Automatic but can be overridden for 10 minutes at a time.	Automatic
Mode Preferred Automatic	Set mode knob to any desired air delivery point other than Auto. Set blower knob to Auto. Set temperature knobs for comfort.	Automatic	User selectable to any air delivery point.	Automatic	User selectable outside or recirculated.	User selectable A/C on or off.
Blower and Mode Preferred Automatic	Set blower knob to any desired airflow level other than Auto. Set mode knob to any desired air delivery point other than Auto. Set temperature knobs for comfort.	User selectable to any speed.	User selectable to any air delivery point.	Automatic	User selectable outside or recirculated.	User selectable A/C on or off.

The operator can override the AUTO mode setting to change airflow distribution by rotating the Mode Control knob (on the right) to one of the following positions.

- **Panel**

 Air is directed through the outlets in the instrument panel. These outlets can be adjusted to direct airflow.

NOTE: The center instrument panel outlets can be aimed so that they are directed toward the rear seat passengers for maximum airflow to the rear.

- **Bi-Level**

 Air is directed through the panel and floor outlets.

NOTE: For all settings except full cold or full hot, there is a difference in temperature between the upper and lower outlets. The warmer air flows to the floor outlets. This feature gives improved comfort during sunny but cool conditions.

- **Floor**

 Air is directed through the floor outlets with a small amount flowing through the defrost and side window demist outlets.

- **Mix**

 Air is directed through the floor, defrost, and side window demist outlets. This setting works best in cold or snowy conditions that require extra heat to the windshield. This setting is good for maintaining comfort while reducing moisture on the windshield.

- **Defrost**

 Air is directed through the windshield and side window demist outlets. Use this mode with maximum blower and temperature settings for best windshield and side window defrosting.

- **Air Conditioner Control**



Press this button to turn on the air conditioning during manual operation only. When the air conditioning is turned on, cool dehumidified air will flow through the outlets selected with the Mode control dial. Press this button a second time to turn off the air conditioning. An LED in the button illuminates when manual compressor operation is selected.

- **Recirculation Control**



The system will automatically control recirculation. However, pressing the Recirculation Control button will temporarily put the system in recirculation mode (ten minutes).

This can be used when outside conditions such as smoke, odors, dust, or high humidity are present. Activating recirculation will cause the LED in the control button to illuminate. After ten minutes, the system will return to normal AUTO mode function and the LED will turn off.

NOTE:

- When the ignition switch is turned to the LOCK position, the recirculation feature will be cancelled.
- In cold weather, use of the Recirculation mode may lead to excessive window fogging. The Recirculation mode is not allowed in the floor, defrost, or defrost/floor mode in order to improve window clearing. Recirculation will be disabled automatically if these modes are selected.
- Extended use of recirculation may cause the windows to fog. If the interior of the windows begins to fog, press the Recirculation button to return to outside air. Some temp/humidity conditions will cause captured interior air to condense on windows and hamper visibility. For this reason, the system will not allow Recirculation to be selected while in floor, defrost, or defrost/floor mode. Attempting to use the recirculation while in these modes will cause the LED in the control button to blink and then turn off.

- Most of the time, when in Automatic Operation, you can temporarily put the system into Recirculation Mode by pressing the Recirculation Button. However, under certain conditions, while in Automatic Mode, the system is blowing air out the defrost vents. When these conditions are present, and the Recirculation Button is pressed, the indicator will flash and then turn off. This tells you that you are unable to go into recirculation mode at this time. If you would like the system to go into Recirculation Mode, you must first move the Mode Knob to Panel, Panel/Floor and then press the Recirculation Button. This feature reduces the possibility of window fogging.

Operating Tips

NOTE: Refer to the chart at the end of this section for suggested control settings for various weather conditions.

Summer Operation

The engine cooling system in air-conditioned vehicles must be protected with a high-quality antifreeze coolant to provide proper corrosion protection and to protect against engine overheating. A 50% solution of ethylene glycol antifreeze coolant in water is recommended. Refer to “Maintenance Procedures” in Section 7 of this manual for proper coolant selection.

Winter Operation

Use of the air Recirculation mode during winter months is not recommended because it may cause window fogging.

Vacation Storage

Anytime you store your vehicle, or keep it out of service (i.e. vacation) for two weeks or more, run the air conditioning system at idle for about five minutes in the fresh air and high blower settings. This will insure adequate system lubrication to minimize the possibility of compressor damage when the system is started again.

Window Fogging

Interior fogging on the windshield can be quickly removed by turning the mode selector to Defrost. The Defrost/Floor mode can be used to maintain a clear windshield and provide sufficient heating. If side window fogging becomes a problem, increase blower speed. Vehicle windows tend to fog on the inside in mild but rainy or humid weather.

NOTE: Recirculate without A/C should not be used for long periods as fogging may occur.

Side Window Demisters

A side window demister outlet is located at each end of the instrument panel. These non-adjustable outlets direct air toward the side windows when the system is in the FLOOR, MIX, or DEFROST mode. The air is directed at the area of the windows through which you view the outside mirrors.

Outside Air Intake

Make sure the air intake, located directly in front of the windshield, is free of obstructions such as leaves. Leaves collected in the air intake may reduce airflow, and if they enter the plenum, they could plug the water drains. In winter months, make sure the air intake is clear of ice, slush, and snow.

A/C Air Filter — If Equipped

The A/C Air Filter will reduce, but not eliminate, diesel and agricultural smells. The filter acts on air coming from outside the vehicle and recirculated air within the passenger compartment. Refer to “Maintenance Procedures” in Section 7 of this manual for A/C Air Filter service information or see your authorized dealer for service. Refer to the “Maintenance Schedules” in Section 8 of this manual for filter service intervals.

Control Setting Suggestions for Various Weather Conditions

WEATHER	CONTROL SETTINGS
<p>HOT WEATHER AND VEHICLE INTERIOR IS VERY HOT</p>  	<p>Open the windows, start the vehicle, press the  button to turn recirculate off. Set the Fan control to the high position (full clockwise) position. Press the  button. Set the Mode control at or between  and . Set the temperature control to full cool. After the hot air is pushed from the vehicle press the  button to turn recirculate on and roll up the windows. Once you are comfortable, press the  button to turn recirculate off and adjust the temperature control for comfort.</p>
<p>WARM WEATHER</p>  	<p>Press the  button to turn recirculate off. If it's sunny, set the Mode control at or near  and turn the air conditioning on. If it's cloudy or dark, set the Mode control at or near .</p>
<p>COOL OR COLD HUMID CONDITIONS</p>  	<p>Press the  button to turn recirculate off. If it's sunny, set the Mode control at or between  and  then turn the air conditioning on. If it's cloudy or dark, set the Mode control at or near  and turn the air conditioning on. If the windows begin to fog, set Mode control at or between  and .</p>
<p>COLD DRY CONDITIONS</p>  	<p>Set the Mode control at or near . If it is sunny, you may want more upper air. In this case, set the Mode control at or between  and . In very cold weather, if you need extra heat at the windshield, set the Mode control at or near the .</p>

STARTING AND OPERATING

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STARTING PROCEDURES

Before starting your vehicle, adjust your seat, adjust both inside and outside mirrors, and fasten your seat belts.

WARNING!

Do not leave children or animals inside parked vehicles in hot weather. Interior heat build up may cause serious injury or death.

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.

Manual Transmission — If Equipped

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.

4WD Models Only

To enhance off-road performance, 4-wheel drive models equipped with a manual transmission will start with or without pressing the clutch pedal when in 4-wheel drive low range. The 4 LOW indicator light will illuminate when the transfer case is in 4-wheel drive low range.

Normal Starting

NOTE: Normal starting of either a cold or a warm engine is obtained without pumping or depressing the accelerator pedal.

For vehicles not equipped with Tip Start, turn the ignition switch to the START position and release it when the engine starts. If the engine fails to start within 10 seconds, turn the ignition switch to the LOCK position, wait 10 to 15 seconds, then repeat the normal starting procedure.

For vehicles equipped with Tip Start, turn the ignition switch to the START position and release it as soon as the starter engages. The starter motor will continue to run, and it will disengage automatically when the engine is running. If the engine fails to start, the starter will disengage automatically in 10 seconds. If this occurs, turn the ignition switch to the LOCK position, wait 10 to 15 seconds, then repeat the normal starting procedure.

Extreme Cold Weather (below -20°F or -29°C)

To 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

WARNING!

- **Never pour fuel or other flammable liquids into the throttle body air inlet opening in an attempt to start the vehicle. This could result in a flash fire causing serious personal injury.**
- **Do not attempt to push or tow your vehicle to get it started. Vehicles equipped with an automatic transmission cannot be started this way. Unburned fuel could enter the catalytic converter and once the engine has started, ignite and damage the converter and vehicle. If the vehicle has a discharged battery, booster cables may be used to obtain a start from a booster battery or the battery in another vehicle. This type of start can be dangerous if done improperly. Refer to Section 6 of this manual for proper jump starting procedures and follow them carefully.**

Without Tip 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.

If the engine is flooded, it may start to run, but not have enough power to continue running when the key is released. If this occurs, continue cranking up to 15

seconds 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, repeat the “Normal Starting” or “Extreme Cold Weather” procedures.

With Tip Start

If the engine fails to start after you have followed the “Normal Starting” or “Extreme Cold Weather” procedures, it may be flooded. To clear any excess fuel, push the accelerator pedal all the way to the floor and hold it. Then, turn the ignition switch to the START position and release it as soon as the starter engages. The starter motor will disengage automatically in 10 seconds. Once this occurs, release the accelerator pedal, turn the ignition switch to the LOCK position, wait 10 to 15 seconds, then repeat the normal starting procedure.

CAUTION!

To prevent damage to the starter, wait 10 to 15 seconds before trying again.

After Starting

The idle speed will automatically decrease as the engine warms up.

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.

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.

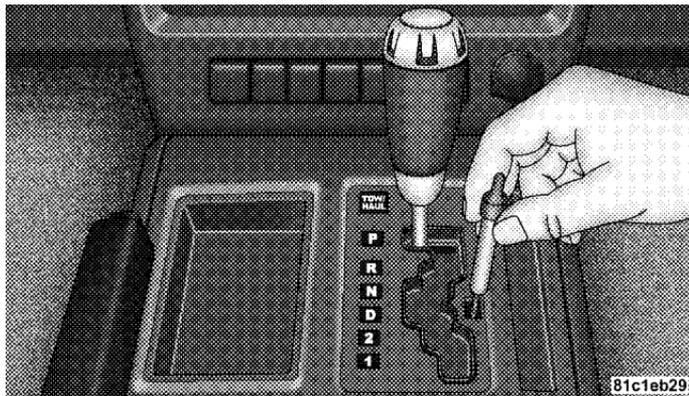
WARNING!

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 “R” (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 “P” (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 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).

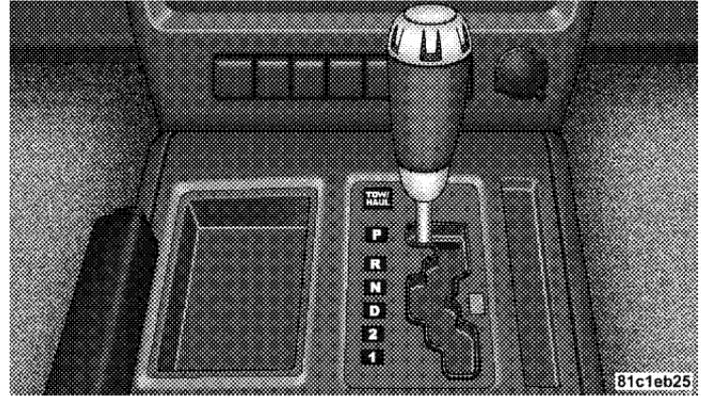
Have your vehicle inspected by your local authorized dealer, if the shift lock manual override has been used.

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

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 selector 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, and 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 “R” (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 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 vehicle speed is above approximately 30 mph (48 km/h).
- The “TOW/HAUL” button has not been activated.

NOTE:

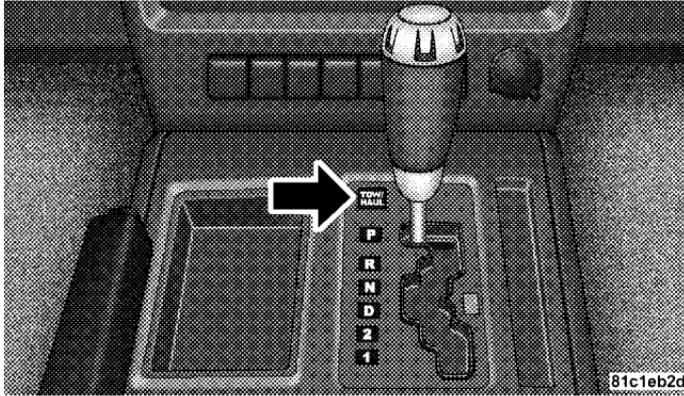
- If the vehicle is started in extremely cold temperatures, the transmission may not shift into Overdrive. It will however, automatically select the most desirable gear for operation at this temperature. Normal operation will resume when the transmission fluid temperature has risen to a suitable level.
- 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 a cool down, 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.

NOTE: “TOW/HAUL” mode locks out Overdrive.



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.

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.

Transmission Limp Home Mode

The transmission is monitored for abnormal conditions. If a condition is detected that could cause damage, the transmission shifts automatically into second gear if the vehicle speed is appropriate. If not, it will wait until the conditions are appropriate and then it will shift into second gear. The transmission will then remain in second gear despite the forward gear selected. “P” (Park), “R” (Reverse), and “N” (Neutral) will continue to operate.

A Reset feature allows the vehicle to be driven to a dealer for service without damaging the transmission. To reset the transmission, perform the following procedure:

1. Stop the vehicle.
2. Move the selector 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, and then restart the engine.
5. Move the selector 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) position. Have the transmission checked at your authorized dealer as soon as possible.

MANUAL TRANSMISSION — IF EQUIPPED

Clutch Interlocking Ignition System

Vehicles equipped with a manual transmission are equipped with a clutch interlock safety feature. The clutch pedal must be fully depressed to allow cranking of the engine.

To enhance off-road performance, 4-wheel drive models equipped with a manual transmission will start with or without pressing the clutch pedal when in 4-wheel drive low range. The 4 LOW indicator light will illuminate when the transfer case is in 4-wheel drive low range.

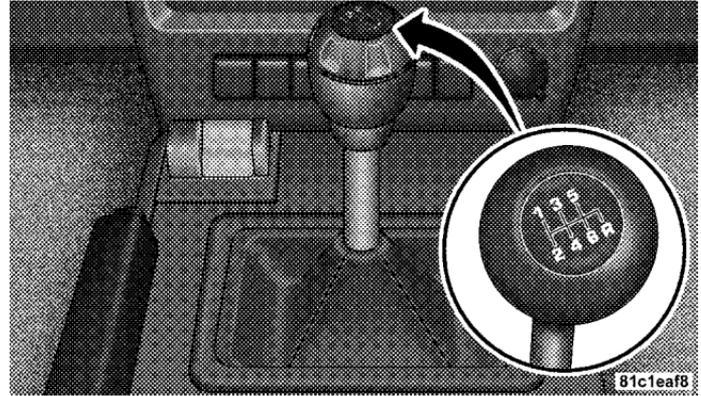
6-Speed Manual Transmission

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)						
En- gine	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	85 mph (135 km/h)	75 mph (120 km/h)	55 mph (88 km/h)	35 mph (56 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.

FOUR-WHEEL DRIVE OPERATION**MP1522 Command-Trac® Transfer Case — If Equipped****Operating Information & Precautions**

The Command-Trac® transfer case provides four positions:

- 2 (rear) wheel drive high range.

- 4-wheel drive high range.
- Neutral.
- 4-wheel drive low range.

This transfer case is intended to be driven in the 2-wheel drive position (2WD) for normal street and highway conditions such as dry hard surfaced roads.

When additional traction is required, select the transfer case 4WD Lock position or 4WD Low position. This position locks the front driveshaft and rear driveshaft together and forces the front and rear wheels to rotate at the same speed.

Use the transfer case Neutral (N) position for recreational towing only. Refer to “Recreational Towing” in this section for specific procedures on shifting into and out of Neutral (N).

CAUTION!

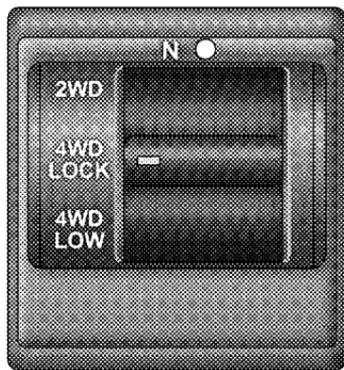
- Do not attempt to make a shift while only the front wheels or rear wheels are spinning. The MP1522 Command-Trac® transfer case is not equipped with a synchronizer and therefore the speed of the front driveshaft and rear driveshaft must be equal for the shift to take place. Shifting while only the front wheels or rear wheels are spinning can cause damage to the transfer case.
- The 4WD Lock position and 4WD Low position are intended for loose or slippery road surfaces only. Driving in these positions on dry hard surfaced roads may cause increased tire wear and damage to the driveline components.
- When operating your vehicle in 4WD LOW, the engine speed is approximately three times that of the 2WD position or 4WD LOCK position at a given road speed. Take care not to over-speed the engine and do not exceed 25 mph (40 km/h).
- 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.

WARNING!

- You or others could be injured if you leave the vehicle unattended with the transfer case in the Neutral (N) position without first fully engaging the parking brake. The transfer case Neutral (N) position disengages both the front driveshaft and rear driveshaft from the powertrain and it will allow the vehicle to move despite the transmission position. The parking brake should always be applied when the driver is not in the vehicle.
- Always engage the parking brake when powering down the vehicle if the “SERV 4WD” light is illuminated. Not engaging the parking brake may allow the vehicle to roll, which may cause personal injury.
- 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. You or others could be injured.

Shift Positions

The electronic transfer case switch is located on the center console next to the gear selector lever.



4WD Control Switch

81c686ba

2WD

Rear Wheel Drive High Range - Normal street and highway driving. Drive hard surfaced roads.

4WD Lock

4-Wheel-Drive High Range - Locks the front driveshaft and rear driveshaft together and forces the front and rear wheels to rotate at the same speed. Additional traction for loose or slippery road surfaces only.

4WD Low

4-Wheel-Drive Low Range - Low speed 4-wheel drive that locks the front driveshaft and rear driveshaft together and forces the front and rear wheels to rotate at the same speed. Additional traction and maximum pulling power for loose or slippery road surfaces only. Do not exceed 25 mph (40 km/h). This position allows engine starting without depressing the clutch pedal on vehicles equipped with a manual transmission. Refer to "Clutch Interlocking Ignition System" under "Manual Transmission" or to "Starting Procedures" in this section for details.

N

Neutral - Disengages both the front driveshaft and rear driveshaft from the powertrain. To be used for flat towing behind another vehicle. Refer to “Recreational Towing” in this section for more information.

Transfer Case Position Indicator Lights

The 4WD indicator lights are located in the instrument cluster. The “N” (Neutral) indicator light is located on the 4WD Control Switch. If there is no indicator light on or flashing, the transfer case position is 2-wheel drive (2WD). If the indicator light is on, the desired position (4WD LOCK, 4WD LOW, or NEUTRAL) has been obtained.

If One or More Shift Requirements are not met:

- An indicator light will flash.
- The transfer case **will not** shift.

NOTE: The “SERV 4WD” warning light monitors the electric shift 4WD system. If this light remains on after engine start up, or it illuminates during driving, it means that the 4WD system is not functioning properly and that service is required.

Shifting Procedures

NOTE: If any of the requirements to select a new transfer case position have not been met, the transfer case will not shift, the indicator light for the previous position will remain ON, and the newly selected position indicator light will continue to flash until all the requirements for the selected position have been met. To retry a shift, move the 4WD Control Switch back to the original position, make certain all shift requirements have been met, wait five (5) seconds, and try the shift again.

2WD to 4WD Lock

Move 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 moving the 4WD Control Switch. If the vehicle is stopped, the ignition switch must be in the ON position with the engine either OFF or RUNNING. This shift cannot be completed if the ignition switch is in the ACC position.

NOTE:

- The 4-wheel drive system will not allow shifts between 2WD and 4WD LOCK if the rear wheels are spinning (no traction). In this situation, the selected position indicator light will flash and the original position indicator light will remain ON. At this time,

reduce speed and stop spinning the wheels to complete the shift. There may be a delay up to 10 seconds for the shift to complete after the wheels have stopped spinning.

- Delayed shifting out of 4WD LOCK may be experienced due to uneven tire wear, low tire pressure, or excessive loading.

4WD Lock to 4WD Low

When shifting into or out of 4WD LOW, some gear noise may be heard. This noise is normal and is not detrimental to the vehicle or its occupants

Shifting can be performed with the vehicle rolling 2-3 mph (3-5 km/h) using the “Preferred Procedure” or completely stopped using the “Alternate Procedure.”

Preferred Procedure

1. With the engine RUNNING, slow the vehicle speed to 2-3 mph (3-5 km/h).
2. Shift the transmission into “N” (Neutral) (automatic transmission), or depress the clutch pedal (manual transmission).
3. While still rolling, move the 4WD Control Switch to the desired position.
4. After the desired position indicator light is ON (not flashing), shift the transmission into gear (automatic transmission), or release the clutch pedal (manual transmission).

Alternate Procedure

1. Bring the vehicle to a complete stop.

2. With the ignition switch in the ON position, and the engine OFF or RUNNING, shift the transmission into “N” (Neutral) (automatic transmission), or depress the clutch pedal (manual transmission).
3. Move the 4WD Control Switch to the desired position.
4. After the desired position indicator light is ON (not flashing), shift the transmission into gear (automatic transmission), or release the clutch pedal (manual transmission).

NOTE:

- Steps 1 and 2 in the “Preferred Procedure” and the “Alternate Procedure” are requirements for shifting the transfer case. If these requirements are not met prior to attempting the shift or while the shift attempt is in process, then the indicator light will flash, and the current transfer case position will be maintained. To retry a shift, move the 4WD Control Switch back to the

original position, make certain all shift requirements have been met, wait five (5) seconds, and try the shift again.

- The ignition switch must be in the ON position for a shift to take place and for the position indicator lights to be operable. If the ignition switch is not in the ON position, then the shift will not take place and no position indicator lights will be on or flashing.

MP3022 Selec-Trac II® Transfer Case — If Equipped

Operating Information & Precautions

The Selec-Trac II® active on-demand transfer case provides four positions:

- 2 (rear) wheel drive high range.
- 4-wheel drive auto high range.

- Neutral.
- 4-wheel drive low range.

This transfer case is intended to be driven in either the 2-wheel drive position (2WD) or the 4-wheel drive Auto position (4WD Auto) for normal street and highway conditions such as dry hard surfaced roads.

For added capability when traversing steep grades, rough terrain, or extremely poor traction surfaces, select the transfer case 4WD Low position. This position locks the front driveshaft and rear driveshaft together and forces the front and rear wheels to rotate at the same speed while multiplying engine torque.

Use the transfer case Neutral (N) position for recreational towing only. Refer to “Recreational Towing” in this section for specific procedures on shifting into and out of Neutral (N).

CAUTION!

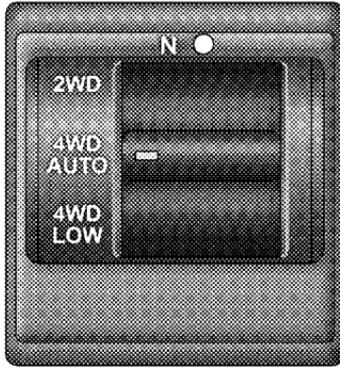
- The 4WD Low position is intended for loose or slippery road surfaces only. Driving in this position on dry hard surfaced roads may cause increased tire wear and damage to the driveline components.
- When operating your vehicle in 4WD LOW, the engine speed is approximately three times that of the 2WD position or 4WD AUTO position at a given road speed. Take care not to over-speed the engine and do not exceed 25 mph (40 km/h).
- 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.

WARNING!

- You or others could be injured if you leave the vehicle unattended with the transfer case in the Neutral (N) position without first fully engaging the parking brake. The transfer case Neutral (N) position disengages both the front driveshaft and rear driveshaft from the powertrain and it will allow the vehicle to move despite the transmission position. The parking brake should always be applied when the driver is not in the vehicle.
- Always engage the parking brake when powering down the vehicle if the “SERV 4WD” light is illuminated. Not engaging the parking brake may allow the vehicle to roll, which may cause personal injury.
- 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. You or others could be injured.

Shift Positions

The electronic transfer case switch is located on the center console next to the gear selector lever.



4WD Control Switch

81c357ca

2WD

Rear Wheel Drive High Range - Normal street and highway driving. Dry hard surfaced roads.

4WD Auto

4-Wheel-Drive Auto High Range - This active on-demand position makes available optimum traction for a wide range of conditions, while maximizing driver convenience. This position is always in 4-wheel drive mode, with a normal 42% front axle, 58% rear axle torque split. The system also anticipates and prevents slip by redirecting torque as necessary, up to 100% to the front or rear axle, if needed.

4WD Low

4-Wheel-Drive Low Range - Low speed 4-wheel drive that locks the front driveshaft and rear driveshaft together and forces the front and rear wheels to rotate at the same speed. Additional traction and maximum pulling power for loose or slippery road surfaces only. Do not exceed 25 mph (40 km/h). This position allows engine starting without depressing the clutch pedal on vehicles equipped with a manual transmission. Refer to "Clutch

Interlocking Ignition System” under “Manual Transmission” or to “Starting Procedures” in this section for details.

N

Neutral - Disengages both the front driveshaft and rear driveshaft from the powertrain. To be used for flat towing behind another vehicle. Refer to “Recreational Towing” in this section for more information.

Transfer Case Position Indicator Lights

The 4WD indicator lights are located in the instrument cluster. The “N” (Neutral) indicator light is located on the 4WD Control Switch. If there is no indicator light on or flashing, the transfer case position is 2-wheel drive (2WD). If the indicator light is on, the desired position (4WD AUTO, 4WD LOW, or NEUTRAL) has been obtained.

If One or More Shift Requirements are not met:

- An indicator light will flash.
- The transfer case **will not** shift.

NOTE: The “SERV 4WD” warning light monitors the electric shift 4WD system. If this light remains on after engine start up, or it illuminates during driving, it means that the 4WD system is not functioning properly and that service is required.

Shifting Procedures

NOTE: If any of the requirements to select a new transfer case position have not been met, the transfer case will not shift, the indicator light for the previous position will remain ON, and the newly selected position indicator light will continue to flash until all the requirements for the selected position have been met. To retry a shift, move the 4WD Control Switch back to the original

position, make certain all shift requirements have been met, wait five (5) seconds, and try the shift again.

2WD to 4WD Auto

Move the 4WD Control Switch to the desired position. Shifts between 2WD and 4WD Auto can be done with the vehicle stopped or in motion. If the vehicle is stopped, the ignition switch must be in the ON position with the engine either OFF or RUNNING. This shift cannot be completed if the ignition switch is in the ACC position.

2WD or 4WD Auto to 4WD Low

When shifting into or out of 4WD LOW, some gear noise may be heard. This noise is normal and is not detrimental to the vehicle or its occupants.

Shifting can be performed with the vehicle rolling 2-3 mph (3-5 km/h) using the “Preferred Procedure” or completely stopped using the “Alternate Procedures.”

Preferred Procedure

1. With the engine RUNNING, slow the vehicle speed to 2-3 mph (3-5 km/h).
2. Shift the transmission into “N” (Neutral) (automatic transmission), or depress the clutch pedal (manual transmission).
3. While still rolling, move the 4WD Control Switch to the desired position.
4. After the desired position indicator light is ON (not flashing), shift the transmission into gear (automatic transmission), or release the clutch pedal (manual transmission).

Alternate Procedure

1. Bring the vehicle to a complete stop.

2. With the ignition switch in the ON position and the engine OFF or RUNNING, shift the transmission into “N” (Neutral) (automatic transmission), or depress the clutch pedal (manual transmission).
3. Move the 4WD Control Switch to the desired position.
4. After the desired position indicator light is ON (not flashing), shift the transmission into gear (automatic transmission), or release the clutch pedal (manual transmission).

NOTE:

- Steps 1 and 2 in the “Preferred Procedure” and the “Alternate Procedure” are requirements for shifting the transfer case. If these requirements are not met prior to attempting the shift or while the shift attempt is in process, then the indicator light will flash, and the current transfer case position will be maintained. To retry a shift, move the 4WD Control Switch back to the

original position, make certain all shift requirements have been met, wait five (5) seconds, and try the shift again.

- The ignition switch must be in the ON position for a shift to take place and for the position indicator lights to be operable. If the ignition switch is not in the ON position, then the shift will not take place, and no position indicator lights will be on or flashing.

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.

OFF-ROAD DRIVING TIPS

When To Use 4WD Low Range

When off-road driving, shift to 4WD Low for additional traction and control on slippery or difficult terrain, ascending or descending steep hills, and to increase low-speed pulling power. This range should be limited to extreme situations such as deep snow, mud, or sand where additional low speed pulling power is needed. Vehicle speeds in excess of 25 mph (40 km/h) should be avoided when in 4WD Low range.

Driving Through Water

Although your vehicle is capable of driving through water, there are a number of precautions that must be considered before entering the water:

CAUTION!

When driving through water, do not exceed 5 mph (8 km/h). Always check water depth before entering as a precaution, and check all fluids afterward. Driving through water may cause damage that may not be covered by the new vehicle limited warranty.

Driving through water more than a few inches deep will require extra caution to ensure safety and prevent damage to your vehicle. If you must drive through water, try to determine the depth and the bottom condition (and location of any obstacles) prior to entering. Proceed with

caution and maintain a steady controlled speed less than 5 mph (8 km/h) in deep water to minimize wave effects.

Flowing Water

If the water is swift flowing and rising (as in storm run-off) avoid crossing until the water level recedes and/or the flow rate is reduced. If you must cross flowing-water, avoid depths in excess of 9 inches. The flowing water can erode the streambed causing your vehicle to sink into deeper water. Determine exit point(s) that are downstream of your entry point to allow for drifting.

Standing Water

Avoid driving in standing water deeper than 20 inches, and reduce speed appropriately to minimize wave effects. Maximum speed in 20 inches of water is less than 5 mph (8 km/h).

Maintenance

After driving through deep water, inspect your vehicle fluids and lubricants (engine, transmission, axle, transfer case) to assure they have not been contaminated. Contaminated fluids and lubricants (milky, foamy in appearance) should be flushed/changed as soon as possible to prevent component damage.

Driving In Snow, Mud and Sand

In heavy snow, when pulling a load, or for additional control at slower speeds, shift the transmission to a low gear and shift the transfer case to 4WD Low if necessary. Refer to “Four-Wheel Drive Operation” in this section. Do not shift to a lower gear than necessary to maintain headway. Over-revving the engine can spin the wheels and traction will be lost.

Avoid abrupt downshifts on icy or slippery roads, because engine braking may cause skidding and loss of control.

Hill Climbing

NOTE: Before attempting to climb a hill, determine the conditions at the crest and/or on the other side.

Before climbing a steep hill, shift the transmission to a lower gear and shift the transfer case to 4WD Low. Use first gear and 4WD Low for very steep hills.

If you stall or begin to lose headway while climbing a steep hill, allow your vehicle to come to a stop and immediately apply the brakes. Restart the engine and shift to R (Reverse). Back slowly down the hill allowing the compression braking of the engine to help regulate your speed. If the brakes are required to control vehicle speed, apply them lightly and avoid locking or skidding the tires.

WARNING!

If the engine stalls or you lose headway or cannot make it to the top of a steep hill or grade, never attempt to turn around. To do so may result in tipping and rolling the vehicle. Always back straight down a hill in R (Reverse) gear carefully. Never back down a hill in N (Neutral) using only the brake.

Remember, never drive diagonally across a hill—always drive straight up or down.

If the wheels start to slip as you approach the crest of a hill, ease off the accelerator and maintain headway by turning the front wheels slowly left and right. This may provide a fresh “bite” into the surface and will usually provide traction to complete the climb.

Traction Downhill

Shift the transmission into a low gear and the transfer case to 4WD Low range. Let the vehicle go slowly down the hill with all four wheels turning against engine compression drag. This will permit you to control the vehicle speed and direction.

When descending mountains or hills, repeated braking can cause brake fade with loss of braking control. Avoid repeated heavy braking by downshifting the transmission whenever possible.

After Driving Off-Road

Off-road operation puts more stress on your vehicle than does most on-road driving. After going off-road, it is always a good idea to check for damage. That way you can get any problems taken care of right away and have your vehicle ready when you need it.

- Completely inspect the underbody of your vehicle. Check tires, body structure, steering, suspension, and exhaust system for damage.
- Check threaded fasteners for looseness, particularly on the chassis, drivetrain components, steering, and suspension. Retighten them, if required, and torque to the values specified in the Service Manual.
- Check for accumulations of plants or brush. These things could be a fire hazard. They might hide damage to fuel lines, brake hoses, axle pinion seals, and propeller shafts.
- After extended operation in mud, sand, water, or similar dirty conditions, have brake rotors, wheels, brake linings, and axle yokes inspected and cleaned as soon as possible.

WARNING!

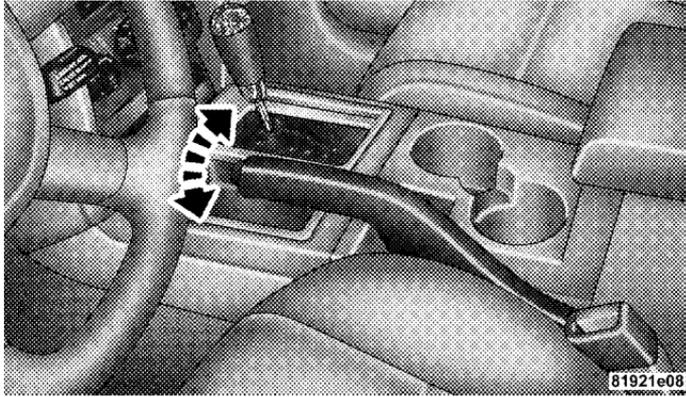
Abrasive material in any part of the brakes may cause excessive wear or unpredictable braking. You might not have full braking power when you need it to prevent an accident. If you have been operating your vehicle in dirty conditions, get your brakes checked and cleaned as necessary.

- If you experience unusual vibration after driving in mud, slush, or similar conditions, check the wheels for impacted material. Impacted material can cause a wheel imbalance and freeing the wheels of it will correct the situation.

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 selector 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 selector 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 apply the parking brake fully when leaving your vehicle or it may roll and cause damage or injury. Also, be certain to leave an automatic transmission in “P” (Park) or 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 it does not in any way damage the steering system.

WARNING!

Continued operation with reduced power steering assist could pose a safety risk to yourself and others. Service should be obtained as soon as possible.

CAUTION!

Prolonged operation of the steering system at the end of the steering wheel travel will increase the steering fluid temperature and it should be avoided when possible. Damage to the power steering pump may occur.

ELECTRONIC BRAKE CONTROL SYSTEM

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

Two additional electronic brake control system options are HDC (Hill Descent Control) and TSC (Trailer Sway Control). Your vehicle may be equipped with one or both of these options.

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 to 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 or the “Full Off” mode. Refer to “ESP (Electronic Stability Program)” in this section for more information.

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 “pump” the brakes). 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 vehicle's speed are sufficient to potentially cause wheel lift, it then applies the appropriate brake and may also 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 cannot prevent wheel lift due to other factors, such as road conditions, leaving the roadway, or striking objects or other vehicles.

NOTE: ERM is disabled anytime the ESP is in "Full Off" mode. Refer to ESP (Electronic Stability Program) for a complete explanation of the available ESP modes.

WARNING!

Many factors, such as vehicle loading, road conditions, and driving conditions, influence the chance that wheel lift or rollover may occur. ERM (Electronic Roll Mitigation) cannot 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.

TSC (Trailer Sway Control) – If Equipped

TSC uses sensors in the vehicle to recognize an excessively swaying trailer. TSC activates automatically once the excessively swaying trailer is recognized. When TSC is functioning, the “ESP/TCS Indicator” light will flash, the engine power will be reduced, and you will feel the brake being applied to individual wheels in an attempt to stop the trailer from swaying.

NOTE: The TSC is disabled when the ESP system is in the “Partial Off” mode and “Full Off” mode.

WARNING!

- **TSC (Trailer Sway Control) cannot stop all trailers from swaying. Always use caution when towing a trailer and follow the tongue weight recommendations. Refer to "Vehicle Loading" and "Trailer Towing" in this section for more information before towing a trailer with your vehicle.**
- **If TSC activates while towing a trailer, stop the vehicle at the nearest safe location and adjust the trailer load to eliminate the trailer sway.**
- **Failure to follow these warnings can result in an accident or serious personal injury.**

HSA (Hill Start Assist)

The HSA system is designed to help the driver accelerate the vehicle from a complete stop while on an incline. If the driver releases the brake while stopped on an incline, HSA will continue to hold the brake pressure for a short period. If the driver does not apply the throttle before this time expires, the system will release brake pressure and the vehicle will roll down the hill as normal. The system will release brake pressure in proportion to amount of throttle applied.

The following conditions must be met in order for HSA to activate:

- The vehicle must be stopped.
- The vehicle must be on a 7% or greater incline.
- The Gear selection must match vehicle uphill direction (i.e. vehicle facing uphill is in forward gear; vehicle backing uphill is in reverse gear).

- For vehicles equipped with an automatic transmission, the HSA will work in reverse gear and all forward gears. The system will not activate if the transmission is in “P” (Park).
- For vehicles equipped with a manual transmission, the HSA will work in reverse gear, neutral, and all forward gears.

WARNING!

There may be situations where the HSA (Hill Start Assist) will not activate and slight rolling may occur, such as on minor hills (i.e., less than 7%), or with a loaded vehicle, or while pulling a trailer. HSA is not a substitute for active driving involvement. It is always the driver's responsibility to be attentive to distance to other vehicles, people, and objects, and most importantly brake operation to ensure safe operation of the vehicle under all road conditions. Your complete attention is always required while driving to maintain safe control of your vehicle. Failure to follow these warnings can result in an accident or serious personal injury.

Towing with HSA

HSA will provide assistance during acceleration on an incline while towing a trailer.

WARNING!

- If you use a trailer brake controller with your trailer, the trailer brakes may be activated and deactivated with the brake switch. If so, there may not be enough brake pressure to hold both the vehicle and the trailer on a hill when the brake pedal is released. In order to avoid rolling down an incline while resuming acceleration, manually activate the trailer brake or apply more vehicle brake pressure prior to releasing the brake pedal.
- HSA is not a parking brake. Always apply the parking brake fully when leaving your vehicle. Also, be certain to leave an automatic transmission in “P” (Park) or a manual transmission in “R” (Reverse) or 1st gear.
- Failure to follow these warnings can result in an accident or serious personal injury.

Disabling & Enabling HSA

This feature can be turned on or turned off. To change the current setting, proceed as follows:

- For vehicles equipped with the Electronic Vehicle Information Center (EVIC), refer to “Hill Start Assist,” under “Personal Settings (Customer Programmable Features),” under “Electronic Vehicle Information Center (EVIC)” in Section 4 of this manual.
- For vehicles not equipped with the EVIC, perform the following steps:

NOTE: You must complete Steps 1 through 8 within 90 seconds.

1. Center the steering wheel (front wheels pointing straight forward).
2. Shift the transmission into “P” (Park) (automatic transmission) or “N” (Neutral) (manual transmission).

3. Apply the parking brake.
4. Start the engine.
5. Release the clutch pedal (manual transmission).
6. Rotate the steering wheel $\frac{1}{2}$ turn to the left.
7. Press the “ESP OFF” button located in the lower switch bank below the climate control four times within twenty seconds. The “ESP/TCS Indicator” light should turn on and turn off two times.
8. Rotate the steering wheel back to center and then an additional $\frac{1}{2}$ turn to the right.
9. Turn the ignition switch to the OFF position and then back to the ON position. If the sequence was completed properly, the “ESP/TCS Indicator” light will blink several times to confirm HSA is disabled.
10. Repeat these steps if you want to return this feature to its previous setting.

HDC (Hill Descent Control) – If Equipped

HDC is only intended for low speed off-road driving. HDC maintains vehicle speed while descending hills in off-road driving conditions by applying the brakes when necessary.

When enabled, HDC senses the terrain and activates when the vehicle is descending a hill. HDC speed may be adjusted by the driver to suit the driving conditions. The speed corresponds to the transmission gear selected.

Gear	Approximate HDC Set Speed
1st	1 mph (1.5 km/h)
2nd	3 mph (4.5 km/h)
D (Drive)	7.5 mph (12 km/h)
R (Reverse)	1 mph (1.5 km/h)
N (Neutral)	3 mph (4.5 km/h)

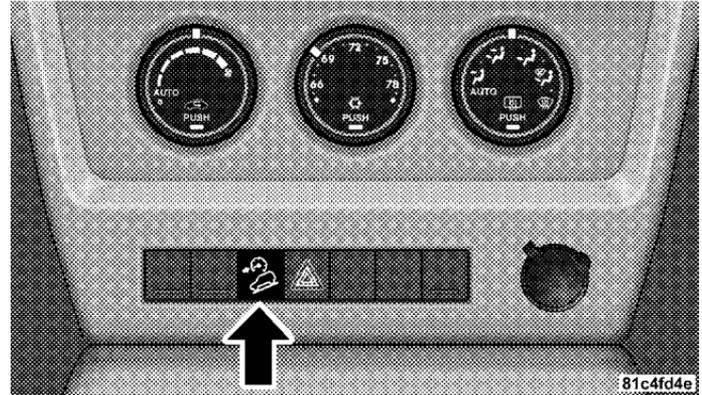
However, the driver can override HDC operation by applying the brake to slow the vehicle down below the

HDC control speed. Conversely, if more speed is desired during HDC control, the accelerator pedal will increase vehicle speed in the usual manner. When either the brake or the accelerator is released, HDC will control the vehicle at the original set speed.

NOTE: HDC is available on vehicles equipped with the MP1522 transfer case.

- The transfer case must be in 4WD low range to enable HDC.
- HDC is enabled only when the “Hill Descent Control Indicator” light in the instrument cluster is on solid.
- HDC will NOT activate when the automatic transmission is in “P” (Park).
- HDC will NOT activate on level ground.
- HDC will NOT activate at vehicle speeds above 30 mph (50 km/h).

The “Hill Descent” button is located in the lower switch bank below the climate control.



Hill Descent Button

Enabling HDC

**4
LOW**

Shift the transfer case into 4WD low range. Refer to “Four-Wheel Drive Operation” in this section for transfer case operation information.



Press the “Hill Descent” button. The “Hill Descent Control Indicator” light in the instrument cluster will turn on solid.

NOTE: If the transfer case is not in 4WD low range, the “Hill Descent Control Indicator” light will flash for 5 seconds and HDC will not be enabled.

Disabling HDC

1. Press the “Hill Descent” button or shift the transfer case out of 4WD low range. The “Hill Descent Control Indicator” light in the instrument cluster will turn off.

ESP (Electronic Stability Program)

This system enhances directional control and stability of the vehicle under various driving conditions. ESP corrects for oversteering and understeering the vehicle by applying the brake of the appropriate wheel. Engine power may also be reduced to help the vehicle maintain the desired path.

The ESP uses sensors in the vehicle to determine the path that the driver intends to steer the vehicle and compares it to the actual path of the vehicle. When the actual path does not match the intended path, the ESP applies the brake of the appropriate wheel to assist in counteracting the condition of oversteer or understeer.

- 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.

Depending upon model and mode of operation, the ESP system has up to three operating modes: "ESP On" "Partial Off," and "Full Off."

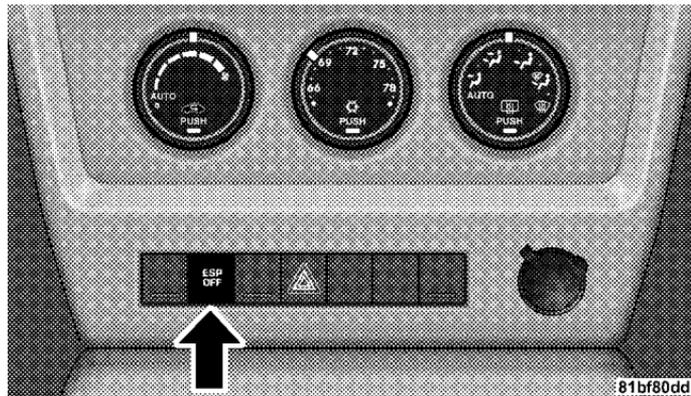
ESP On — 2WD Vehicles & 4WD Vehicles in 2WD & 4WD High Range

This is the normal operating mode for ESP when operating a 2WD vehicle. It is also the normal mode for operating a 4WD vehicle in 2WD or 4WD high range. The ESP system will be in "ESP On" mode whenever the vehicle is started or the transfer case (if equipped) is shifted out of 4WD low range. This mode should be used for most driving situations. ESP should only be turned to "Partial Off" or "Full Off" for specific reasons as noted. Refer to "Partial Off" and to "Full Off" for additional information.

Partial Off — 2WD Vehicles & 4WD Vehicles in 2WD & 4WD High Range

The “Partial Off” mode is intended for driving in deep snow, sand, or gravel. This mode raises the threshold for TCS and ESP activation, which allows for more wheel spin than what ESP normally allows.

The “ESP OFF” button is located in the lower switch bank below the climate Control. To enter the “Partial Off” mode, momentarily depress the “ESP OFF” button and the “ESP/TCS Indicator” light will illuminate. To turn the ESP on again, momentarily depress the “ESP OFF” button and the “ESP/TCS Indicator” light will turn off. This will restore the normal “ESP On” mode of operation.



ESP Off Button

NOTE: To improve the vehicle’s traction when driving with snow chains, or when starting off in deep snow, sand, or gravel, it may be desirable to switch to the “Partial Off” mode by momentarily depressing the “ESP OFF” button. Once the situation requiring “Partial Off”

mode is overcome, turn ESP back on by momentarily depressing the “ESP OFF” button. This may be done while the vehicle is in motion.

Full Off — 4WD Vehicles in 4WD High & 4WD Low Range

The “Full Off” mode is intended for off-highway and off-road use when ESP stability features could inhibit vehicle maneuverability due to trail conditions.

The “ESP OFF” button is located in the lower switch bank below the climate Control. To enter “Full Off” mode, depress and hold the “ESP Off” button for 5 seconds while the vehicle is stopped with the engine running. After 5 seconds, the “ESP/TCS Indicator” light will illuminate and an “ESP Off” message will appear in the odometer. Press and release the trip odometer button located on the instrument cluster to turn off this message.

In this mode, ESP and TCS are turned off (except for the “limited slip” feature described in the TCS section) until

the vehicle reaches a speed of 40 mph. At speeds over 40 mph, the system automatically switches to “Partial Off” mode, described above. When the vehicle speed returns to less than 35 mph, the ESP system will return to “Full Off” mode. The “ESP/TCS Indicator” light is always illuminated when ESP is off. To turn ESP on again, momentarily depress the “ESP Off” button. This will restore the normal “ESP On” mode of operation.

NOTE:

- “Full Off” is the only operating mode for ESP in 4WD low range. Therefore, ESP system will be in this mode whenever the vehicle is started in 4WD low range or the transfer case is shifted into 4WD low range.
- The “ESP OFF” message will display and a chime will sound when the gear selector is moved from any position to the “P” (Park) position and then moved out of the “P” (Park) position. This will occur even if the message was cleared previously.

WARNING!

With the ESP switched off, the enhanced vehicle stability offered by ESP is unavailable. In an emergency evasive maneuver, the ESP system will not engage to assist in maintaining stability. "Full Off" mode is only intended for off-highway or off-road use.

ESP/BAS Warning Light & ESP/TCS Indicator Light**ESP
BAS**

The malfunction indicator for the ESP is combined with the BAS indicator. The "ESP/BAS Malfunction Indicator" light and the "ESP/TCS Indicator" light in the instrument cluster both turn on when the ignition switch is turned to the ON position. They should both turn off with the engine running. If the "ESP/BAS Malfunction Indicator" light

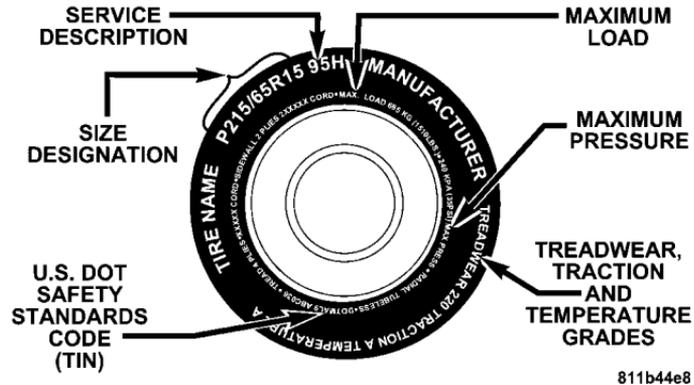
turns on continuously with the engine running, a malfunction has been detected in either the ESP or the BAS system, or both. If this light remains on after several ignition cycles, and the vehicle has been driven several miles at speeds greater than 30 mph (48 km/h), see your authorized dealer as soon as possible to have the problem diagnosed and corrected.

NOTE:

- "The "ESP/TCS Indicator" light and the "ESP/BAS Malfunction Indicator" light will turn 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.

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.

- 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 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)

EXAMPLE:**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.

—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)

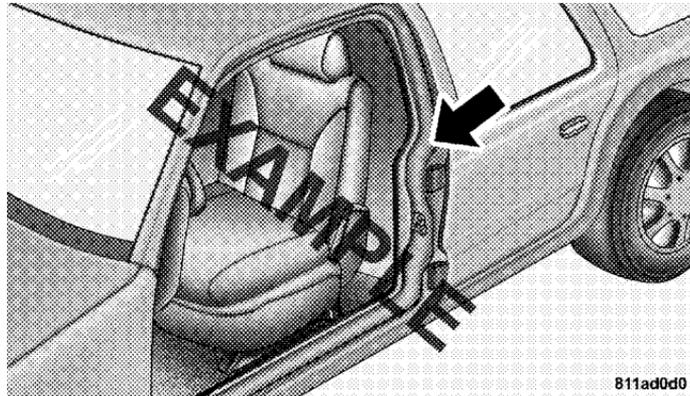
—01 means the year 2001.

—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.



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Tire Placard Location

Tire and Loading Information Placard

TIRE AND LOADING INFORMATION			
SEATING CAPACITY - TOTAL 5 FRONT 2 REAR 3			
THE COMBINED WEIGHT OF OCCUPANTS AND CARGO SHOULD NEVER EXCEED XXX KG OR XXX LBS.			
TIRE	FRONT	REAR	SPARE
ORIGINAL TIRE SIZE	P195/70R14	P195/70R14	T125/70D15
COLD TIRE INFLATION PRESSURE	200kPa, 29PSI	200kPa, 29PSI	420kPa, 60PSI
SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION			4N109268

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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 $5 \times 150 = 750$, 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	865 lbs	minus	670 lbs	=	195 lbs
					Occupant 1: 200 lbs Occupant 2: 130 lbs Occupant 3: 160 lbs Occupant 4: 100 lbs Occupant 5: 80 lbs TOTAL WEIGHT: 670 lbs		
EXAMPLE 2							
3	2	1	865 lbs	minus	540 lbs	=	325 lbs
					Occupant 1: 210 lbs Occupant 2: 180 lbs Occupant 3: 150 lbs TOTAL WEIGHT: 540 lbs		
EXAMPLE 3							
2	2	0	865 lbs	minus	400 lbs	=	465 lbs
					Occupant 1: 200 lbs Occupant 2: 200 lbs TOTAL WEIGHT: 400 lbs		

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 chuckholes can cause damage that result in tire failure.
- Unequal tire pressures can cause steering problems. You could lose control of your vehicle.
- Over inflated or under inflated tires can affect vehicle handling and can fail suddenly, resulting in loss of vehicle control.
- Unequal tire pressures from one side of the vehicle to the other can cause the vehicle to drift to the right or left.
- Always drive with each tire inflated to the recommended cold tire inflation pressure.

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*—

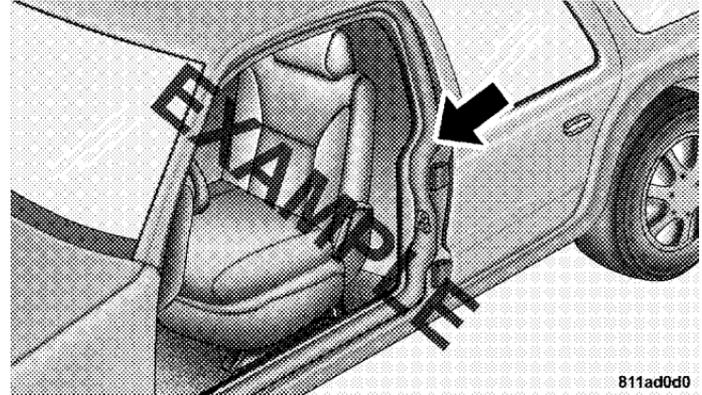
Proper tire inflation contributes to a comfortable ride. Over inflation produces a jarring and uncomfortable ride. Both under inflation and over inflation affect the stability of the vehicle and can produce a feeling of sluggish response or over responsiveness in the steering.

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 sidewall.

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 at or above 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

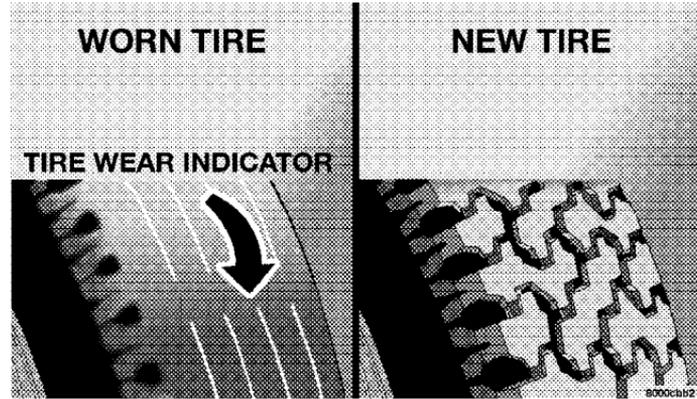
When stuck in mud, sand, snow, or ice conditions, do not spin your vehicle's wheels above 35 mph (55 km/h).

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. They 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 dismantled 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 (refer to 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 only compact chains, or other traction aids that meet SAE type “Class S” specifications. Chains must be the proper size for the vehicle, as recommended by the chain manufacturer. In addition, only install tire chains on P235/65R17 or smaller tires.

CAUTION!

To avoid damage to your vehicle, tires, or chains, observe the following precautions:

- 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.
- 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 on the rear wheels as tightly as possible and then retighten after driving about ½ 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.
- Use on Rear Wheels only.
- 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 use. Always use the lower suggested operating speed of the chain manufacturer if different from the speed recommended by the manufacturer.

These cautions apply to all chain traction devices, including link and cable (radial) chains.

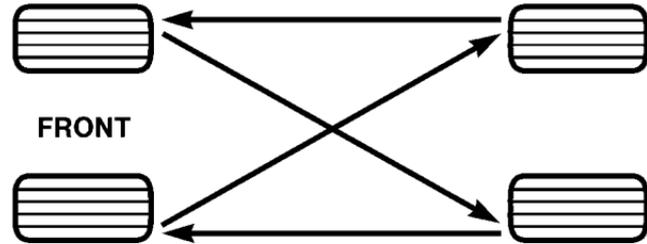
TIRE ROTATION RECOMMENDATIONS

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 “Maintenance Schedule” in Section 8 of this manual for the recommended tire rotation frequency. Remember, more frequent rotation is permissible if desired. Also, correct for anything causing rapid or unusual wear prior to performing the tire rotation.

The suggested rotation method is the “forward-cross” shown in the following diagram.



TIRE PRESSURE MONITOR SYSTEM (TPMS) — IF EQUIPPED

- The Tire Pressure Monitor System (TPMS) will warn the driver of a low tire pressure based on the vehicle recommended cold placard pressure.
- The tire pressure will vary with temperature by about 1 psi (6.9 kPa) for every 12°F (6.5°C). This means that when the outside temperature decreases, the tire pressure will decrease. Tire pressure should always be set based on cold inflation tire pressure. This is defined as the tire pressure after 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 sidewall. 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 limit for any reason, including low temperature effects and natural pressure loss through the tire.
- 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 the recommended cold placard pressure. Once the low tire pressure warning (Tire Pressure Monitoring Telltale Light) illuminates, you must increase the tire pressure to the recommended cold placard pressure in order for the Tire Pressure Monitoring Telltale Light to turn off. The system will automatically update and the Tire Pressure Monitoring Telltale Light will turn off

once the system receives the updated tire pressures. The vehicle may need to be driven for up to 10 minutes above 15 mph (25 km/h) in order for the TPMS to receive this information.

- For example, your vehicle may have a recommended cold (parked for more than 3 hours) placard pressure 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 are 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 and warning have been established for the tire size equipped on your vehicle. Undesirable system operation or sensor damage may result when using replacement equipment that is not of the same size, type, and/or style. Aftermarket wheels can cause sensor damage. Do not use aftermarket tire sealants or balance beads if your vehicle is equipped with a TPMS, as damage to the sensors may result.**
- **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, or 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 using an accurate tire pressure gauge, even if under-inflation has not reached the level to trigger illumination of the Tire Pressure Monitoring Telltale light.

- Seasonal temperature changes will affect tire pressure, and the TPMS will monitor the actual tire pressure in the tire.

Base System — 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 the tires on your vehicle monthly and to maintain the proper pressure.

The TPMS consists of the following components:

- Receiver Module
- 4 Tire Pressure Monitoring Sensors
- Tire Pressure Monitoring Telltale Light

The matching full size spare wheel and tire assembly (if equipped) has a tire pressure monitoring sensor. The matching full size spare can be used in place of any of the four road tires. The TPMS will only monitor the pressure in the full size spare when it is used in place of a road tire. Otherwise, a spare with a pressure below the low-pressure limit will not cause the Tire Pressure Monitoring Telltale Light to illuminate or the chime to sound.

Tire Pressure Monitoring Low Pressure Warnings



The Tire Pressure Monitoring Telltale Light will illuminate in the instrument cluster and a chime will sound when tire pressure is low in one or more of the four active road tires. Should this occur, you should stop as soon as possible, check the inflation pressure of each tire on your vehicle, and inflate each tire to the vehicle's recommended cold placard pressure value. Once the system receives the updated tire pressures, the system will automatically update and the Tire Pressure Monitoring Telltale Light will turn off. The

vehicle may need to be driven for up to 10 minutes above 15 mph (25 km/h) in order for the TPMS to receive this information.

Check TPMS Warning

When a system fault is detected, the Tire Pressure Monitoring Telltale Light will flash on and off for 75 seconds and then remain on solid. The system fault will also sound a chime. If the ignition key is cycled, this sequence will repeat, providing the system fault still exists. The Tire Pressure Monitoring Telltale Light will turn off when the fault condition no longer exists. A system fault can occur due to any of the following:

1. Jamming due to electronic devices or driving next to facilities emitting the same Radio Frequencies as the TPM sensors.
2. Installing some form of aftermarket window tinting that affects radio wave signals.

3. Lots of snow or ice around the wheels or wheel housings.
4. Using tire chains on the vehicle.
5. Using wheels/tires not equipped with TPM sensors.

NOTE:***Vehicles with Full Size Spare***

1. The matching full size spare wheel and tire assembly has a tire pressure monitoring sensor that can be monitored by the TPMS.
2. If you install the full size spare in place of a road tire that has a pressure below the low-pressure warning limit, upon the next ignition key cycle, a chime will sound and the TPM Telltale Light will turn ON.
3. Driving the vehicle for up to 10 minutes above 15 mph (25 km/h) will turn off the TPM Telltale Light, as long as no tire pressure is below the low-pressure warning limit in any of the four active road tires.

NOTE:***Vehicles with Compact Spare***

1. The compact spare tire does not have a tire pressure monitoring sensor. Therefore, the TPMS will not monitor the pressure in the compact spare tire.
2. If you install the compact spare tire in place of a road tire that has a pressure below the low-pressure warning limit, upon the next ignition key cycle, a chime will sound and the TPM Telltale Light will turn ON.
3. After driving the vehicle for up to 10 minutes above 15 mph (25 km/h), the TPM Telltale Light will flash on and off for 75 seconds and then remain on solid.
4. For each subsequent ignition key cycle, a chime will sound and the TPM Telltale Light will flash on and off for 75 seconds and then remain on solid.
5. Once you repair or replace the original road tire, and reinstall it on the vehicle in place of the compact spare, the TPMS will update automatically and the TPM Telltale Light will turn OFF, as long as no tire pressure is below

the low-pressure warning limit in any of the four active road tires. The vehicle may need to be driven for up to 10 minutes above 15 mph (25 km/h) in order for the TPMS 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 the tires on your vehicle monthly 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

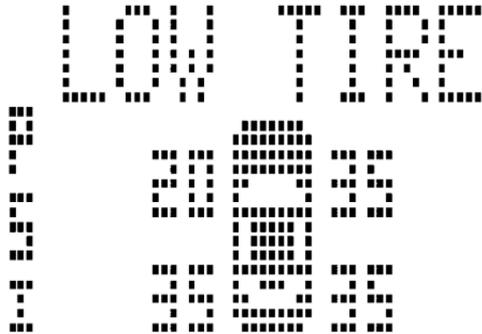
The matching full size spare wheel and tire assembly (if equipped) has a tire pressure monitoring sensor. The full size spare can be used in place of any of the four road tires. A spare with a pressure below the low-pressure limit will not cause the Tire Pressure Monitoring Telltale Light to illuminate or the chime to sound. However, it will cause a “SPARE LOW PRESSURE” message to display in the EVIC.

Tire Pressure Monitoring Low Pressure Warnings



The Tire Pressure Monitoring Telltale Light will illuminate in the instrument cluster and a chime

will sound when tire pressure is low in one or more of the four active road tires. In addition, the Electronic Vehicle Information Center (EVIC) will display a graphic showing the pressure values of each tire with the low tire pressure values flashing.

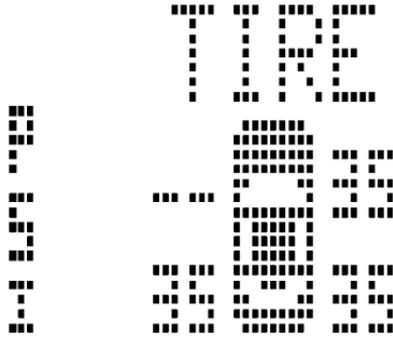


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Should this occur, you should stop as soon as possible, and inflate the tires with low pressure (those flashing in the EVIC graphic) to the vehicle's recommended cold placard pressure value. Once the system receives the updated tire pressures, the system will automatically update, the graphic display in the EVIC will stop flashing, and the Tire Pressure Monitoring Telltale Light will turn off. The vehicle may need to be driven for up to 10 minutes above 15 mph (25 km/h) in order for the TPMS to receive this information.

Check TPMS Warning

When a system fault is detected, the Tire Pressure Monitoring Telltale Light will flash on and off for 75 seconds and then remain on solid. The system fault will also sound a chime. In addition, the EVIC will display a "CHECK TPM SYSTEM" message for 3 seconds and then display dashes (- -) in place of the pressure value to indicate which sensor is not being received.



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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, and the "CHECK TPM SYSTEM" message will no longer display, and a pressure value will display in place of the dashes. A system fault can occur due to any of the following:

1. Jamming due to electronic devices or driving next to facilities emitting the same Radio Frequencies as the TPM sensors.
2. Installing some form of aftermarket window tinting that affects radio wave signals.
3. Lots of snow or ice around the wheels or wheel housings.
4. Using tire chains on the vehicle.
5. Using wheels/tires not equipped with TPM sensors.

NOTE:

Vehicles with Full Size Spare

1. The matching full size spare wheel and tire assembly has a tire pressure monitoring sensor that can be monitored by the TPMS.
2. If you install the full size spare in place of a road tire that has a pressure below the low-pressure warning limit,

upon the next ignition key cycle, a chime will sound and the TPM Telltale Light will turn ON. In addition, the EVIC will display a Low Pressure message and a graphic showing the low tire pressure value flashing.

3. After driving the vehicle for up to 10 minutes above 15 mph (25 km/h) the TPM Telltale Light will turn OFF, as long as no tire pressure is below the low-pressure warning limit in any of the four active road tires.

4. The EVIC will display a graphic showing the tire pressure value in place of the flashing low tire pressure value. The EVIC will also display a "SPARE LOW PRESSURE" message to remind you to service the flat tire.

NOTE:

Vehicles with Compact Spare

1. The compact spare tire does not have a tire pressure monitoring sensor. Therefore, the TPMS will not monitor the pressure in the compact spare tire.

2. If you install the compact spare tire in place of a road tire that has a pressure below the low-pressure warning limit, upon the next ignition key cycle, the TPM Telltale Light will remain ON and a chime will sound. In addition, the graphic in the EVIC will still display a flashing pressure value.

3. After driving the vehicle for up to 10 minutes above 15 mph (25 km/h), the TPM Telltale Light will flash on and off for 75 seconds and then remain on solid. In addition, the EVIC will display a "CHECK TPM SYSTEM" message for 3 seconds and then display dashes (- -) in place of the pressure value.

4. For each subsequent ignition key cycle, a chime will sound, the TPM Telltale Light will flash on and off for 75 seconds and then remain on solid, and the EVIC will display a "CHECK TPM SYSTEM" message for 3 seconds and then display dashes (- -) in place of the pressure value.

5. Once you repair or replace the original road tire, and reinstall it on the vehicle in place of the compact spare, the TPMS will update automatically. In addition, the TPM Telltale Light will turn OFF and the graphic in the EVIC will display a new pressure value instead of dashes (- -), as long as no tire pressure is below the low-pressure warning limit in any of the four active road tires. The vehicle may need to be driven for up to 10 minutes above 15 mph (25 km/h) in order for the TPMS to receive this information.

General Information

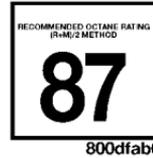
This device complies with part 15 of the FCC rules and RSS 210 of Industry Canada. Operation is subject to the following conditions:

- 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



Your 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.

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 manufacturers worldwide have issued and endorsed consistent gasoline specifications (the Worldwide Fuel Charter, WWFC) which define fuel properties necessary to deliver enhanced emissions, performance, and durability for your vehicle. The 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 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 they 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, and 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:

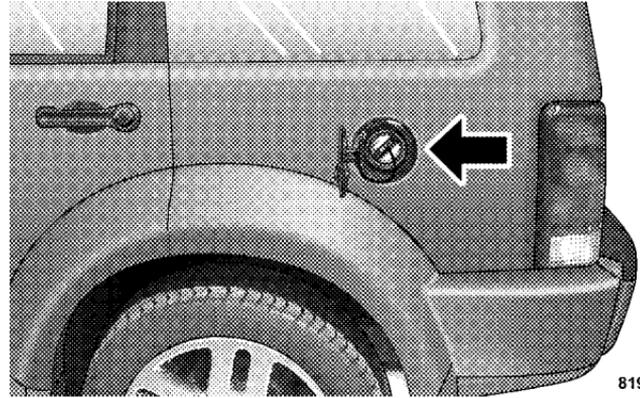
- Do not inhale exhaust gases. They contain carbon monoxide, a colorless and odorless gas, which can kill. Never run the engine in a closed area, such as a garage, and never sit in a parked vehicle with the engine running for an extended period. If the vehicle is stopped in an open area with the engine 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 trunk 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 left side of the vehicle. If the gas cap is lost or damaged, be sure the replacement cap is designed for use with this vehicle.



Fuel Filler Cap (Gas Cap)

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CAUTION!

- Damage to the fuel system or emission control system could result from using an improper fuel tank filler tube cap (gas cap).
- A poorly fitting gas cap could let impurities into the fuel system.
- A poorly fitting gas cap may cause the Malfunction Indicator Light to turn on.
- To avoid fuel spillage and overfilling, do not “top off” the fuel tank after filling. When the fuel nozzle “clicks” or shuts off, the fuel tank is full.

WARNING!

- Never have any smoking materials lit in or near the vehicle when the gas cap is removed or the tank filled.
- Never add fuel to the vehicle when the engine is running.
- A fire may result if gasoline is pumped into a portable container that is inside of a vehicle. You could be burned. Always place gas containers on the ground while filling.

NOTE:

- Tighten the gas cap until you hear a “clicking” sound. This is an indication that the gas cap is tightened properly. The Malfunction Indicator Light in the instrument cluster may turn on if the gas cap is not secured properly. Make sure that the gas cap is tightened each time the vehicle is refueled.
- When the fuel nozzle “clicks” or shuts off, the fuel tank is full.

Loose Fuel Filler Cap Message

If the vehicle diagnostic system determines that the fuel filler cap is loose, improperly installed, or damaged, a “gASCAP” message will display 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 trip odometer reset button to turn off the message. 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.

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 Gross Vehicle Weight Rating (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 Gross Axle Weight Rating (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)

Tongue weight (TW) is 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

Frontal area is the maximum height and maximum width of the front of a trailer.

Trailer Sway Control — Electronic

Refer to “TSC (Trailer Sway Control)” under “Electronic Brake Control System” in this section for information on this system.

Trailer Sway Control — Mechanical

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 kinds 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

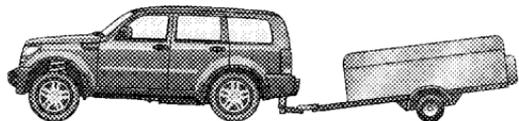


FIG. 1 WITHOUT WEIGHT DISTRIBUTION (INCORRECT)



FIG. 2. WITH WEIGHT DISTRIBUTION (CORRECT)

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Weight Distributing Hitch System

EXAMPLE ONLY

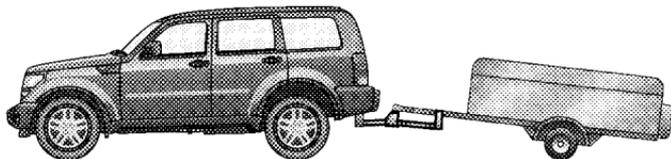


FIG. 3 IMPROPER ADJUSTMENT (INCORRECT)

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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)
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 it should never exceed the weight referenced on the “Tire and Loading Information” placard. Refer to “Tire–Safety Information” in this section.

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.

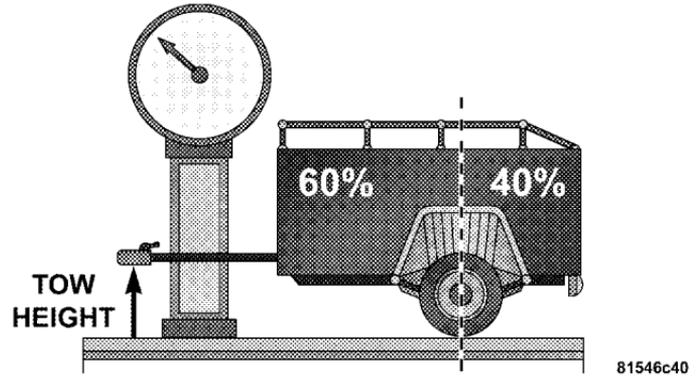
Engine/ Transmission	Model	GCWR (Gross Combined Wt. Rating)	Frontal Area	Max. GTW (Gross Trailer Wt.)	Tongue Wt. (See Note)
3.7L/ Automatic w/ Cooler	4x2	9,850 lbs (4 468 kg)	64 Sq. Ft. (5.94 square meters)	5,000 lbs (2 268 kg)	500 lbs (227 kg)
3.7L/ Automatic w/Cooler	4x4	10,100 lbs (4 581 kg)	64 Sq. Ft. (5.94 square meters)	5,000 lbs (2 268 kg)	500 lbs (227 kg)
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 it should never exceed the weight referenced on the “Tire and Loading Information” placard. Refer to “Tire-Safety Information” in this section.

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 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 that it 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 “Tires–General Information” in this section for information on tire pressures and 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 “Tires–General Information” in this section for information on tread wear indicators and for the proper inspection procedure.
- When replacing tires, refer to “Tires–General Information” in this section for information on replacement tires and for the 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.

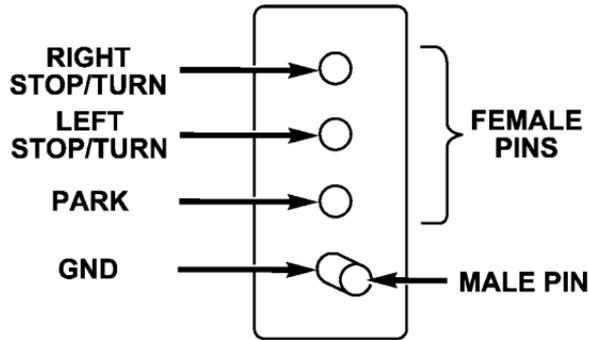
Towing Requirements — Trailer Lights & Wiring

Whenever you pull a trailer, regardless of the trailer size, stoplights 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.

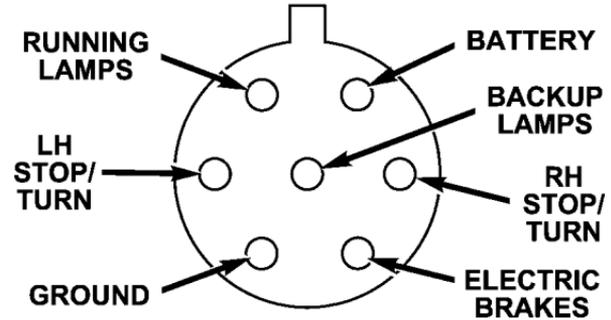
NOTE: Do not cut or splice wiring into the vehicles wiring harness.

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

813262be



7- Pin Connector

812634c6

Towing Tips

Before setting out on a trip, practice turning, stopping, and backing the trailer in an area located 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, you will want to activate the TOW/HAUL feature. Refer to “Automatic Transmission” in this section for additional information.

NOTE: Using the TOW/HAUL feature 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.

If you REGULARLY tow a trailer for more than 45 minutes of continuous operation, then change the automatic transmission fluid and filter according to the interval specified for “police, taxi, fleet, or frequent trailer towing” in the “Maintenance Schedule” in this manual.

Towing Tips — TOW/HAUL

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 “Automatic Transmission” in this section for additional information.

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” under “Maintenance Procedures” in Section 7 of this manual for more information.

RECREATIONAL TOWING (BEHIND MOTORHOME, ETC.)

Towing – 2WD Models

Recreational towing is not allowed.

CAUTION!
Towing with the rear wheels on the ground can result in severe transmission damage.

Towing — 4WD Models

The transfer case must be shifted into Neutral (N) for recreational towing. The Neutral (N) selection button is located at the top of the 4WD Control Switch. Shifts into and out of transfer case Neutral (N) can take place with the selector switch in any mode position.

CAUTION!

- The Automatic Transmission must be in “P” (Park) position for recreational towing. The Manual Transmission (if equipped) must be in gear (for example, 4th gear) for recreational towing. Failure to follow these procedures can cause severe transmission and/or transfer case damage.
- Internal damage to the transmission or transfer case will occur if a front or rear wheel lift is used when recreational towing.
- Before recreational towing, perform the procedure outlined under “Shifting into Neutral” to be certain that the transfer case is fully in Neutral (N). Otherwise, internal damage will result.
- Do not use a bumper mounted clamp-on tow bar on your vehicle. The bumper face bar will be damaged.

WARNING!

You or others could be injured if you leave the vehicle unattended with the transfer case in the Neutral (N) position without first fully engaging the parking brake. The transfer case Neutral (N) position disengages both the front driveshaft and rear driveshaft from the powertrain and it will allow the vehicle to move despite the transmission position. The parking brake should always be applied when the driver is not in the vehicle.

Shifting into Neutral (N)

Perform the following procedure to prepare your vehicle for recreational towing:

1. Bring the vehicle to a complete stop.
2. Shut OFF the engine.

3. Turn the ignition switch to the ON position.
 4. Depress the brake pedal.
 5. Shift the transmission to “N” (Neutral) (automatic transmission), or depress the clutch pedal (manual transmission).
 6. Use the point of a ballpoint pen or similar object to depress the recessed transfer case Neutral (N) button for 4 seconds. After the shift is complete, and the Neutral (N) light turns on, release the Neutral (N) button.
 7. Start the engine.
 8. Shift the automatic transmission into “R” (Reverse).
 9. Release the brake pedal for five seconds and ensure that there is no vehicle movement.
 10. Repeat Steps 8 and 9 with the transmission in “D” (Drive) (automatic transmission) or 1st gear (manual transmission).
 11. Shut OFF the engine.
 12. Turn the ignition switch to the unlocked OFF position.
 13. Shift the transmission into “P” (Park) (automatic transmission), or shift into 4th gear (manual transmission).
 14. Attach the vehicle to a tow vehicle with a tow bar.
 15. Disconnect the battery negative cable.
- NOTE:**
- Steps 1 through 5 are requirements for shifting the transfer case. If these requirements are not met prior to depressing the Neutral (N) selection button or while the shift attempt is in process, then the Neutral (N) indicator light will flash continuously until all requirements are met or until the Neutral (N) button is released.

- The ignition switch must be in the ON position for a shift to take place and for the position indicator lights to be operable. If the ignition switch is not in the ON position, the shift will not take place and no position indicator lights will be on or flashing.
- Flashing Neutral (N) position indicator light indicates that shift requirements have not been met.

CAUTION!

Damage to the transmission may occur if the transmission is shifted into “P” (Park) with the transfer case in Neutral (N) and the engine RUNNING. With the transfer case in Neutral (N), ensure that the engine is OFF prior to shifting the transmission into “P” (Park).

Shifting Out of Neutral (N)

Perform the following procedure to prepare your vehicle for normal usage:

1. Bring the vehicle to a complete stop.
2. Reconnect the battery negative cable.
3. Place the ignition switch in the LOCK position (if it has been moved or the engine has been started).
4. Turn the ignition switch to the ON position, but do not start the engine.
5. Depress the brake pedal.
6. Shift the transmission into “N” (Neutral) (automatic transmission), or depress the clutch pedal (manual transmission).
7. Use the point of a ballpoint pen or similar object to depress the recessed transfer case Neutral (N) button. Release the Neutral (N) button after the Neutral (N)

indicator light turns off (approximately 1 second). After the Neutral (N) button is released, the transfer case will shift to the position identified by the selector switch.

8. Start the engine.

9. Shift the transmission into “D” (Drive) (automatic transmission) or into 1st gear and momentarily release the clutch (manual transmission) to verify that the transfer case has engaged.

10. Set the parking brake.

11. Shift the transmission into “P” (Park) (automatic transmission), or into “N” (Neutral) (manual transmission).

NOTE:

- Steps 1 through 6 are requirements for shifting the transfer case. If these requirements not met prior to depressing the Neutral (N) selection button or while the shift attempt is in process, then all of the mode position indicator lights will flash continuously until all requirements are met or until the Neutral (N) button is released.
- The ignition switch must be in the ON position for a shift to take place and for the position indicator lights to be operable. If the ignition switch in not in the ON position, the shift will not take place and no position indicator lights will be on or flashing.
- Flashing Neutral (N) position indicator light indicates that shift requirements have not been met.

WHAT TO DO IN EMERGENCIES

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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.

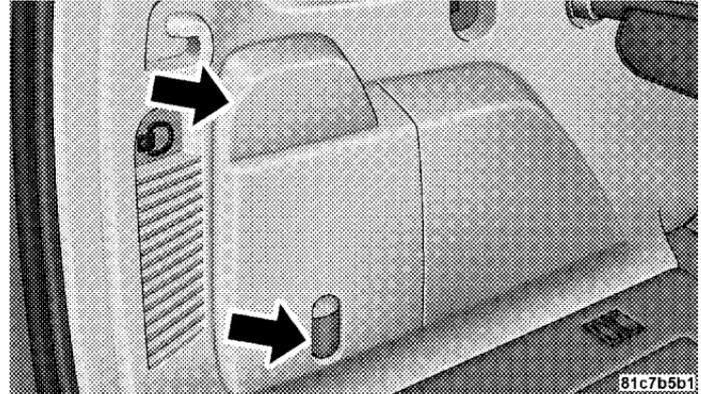
JACKING AND TIRE CHANGING

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 cargo compartment behind a trim cover on the left rear trim panel. The latch is located at the bottom of the trim cover.



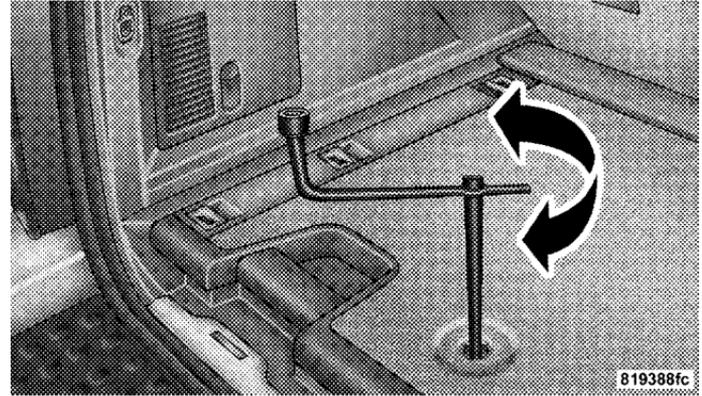
Jack Storage Location

Spare Tire Stowage

The spare tire is stowed underneath the rear of the vehicle and is held in place by a cable winch mechanism.

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 you to pull the tire out from under the vehicle.



Lowering/Raising Spare Tire

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 they 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.

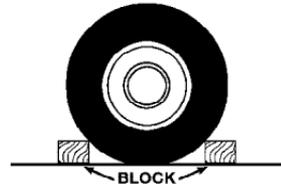
Preparations For Jacking

- Park the vehicle on a firm level surface as far from the edge of the roadway as possible. Avoid icy or slippery areas.
- **Set the parking brake** and place the gear selector in PARK (automatic transmission) or REVERSE (manual transmission).

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.

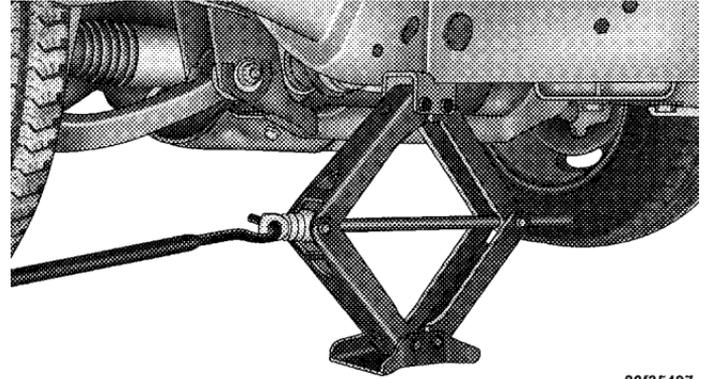
- Turn on the Hazard Warning Flasher.



- 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.

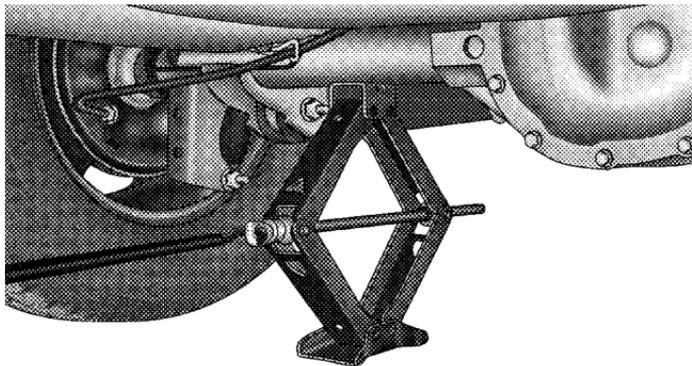
Jacking Instructions

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

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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 its 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!

- Take care to avoid the radiator cooling fan whenever the hood is raised. It can start anytime the ignition switch is on. You can be hurt by the fan.
- 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 another vehicle. This type of start can be dangerous if done improperly, so follow this procedure carefully.
- 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 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.

1. Wear eye protection and remove all metal jewelry such as watchbands or bracelets that might make an unintended electrical contact.
2. When boosting from a battery in another vehicle, park that vehicle within booster cable reach, but without allowing the vehicles to touch.

WARNING!

Do not permit vehicles to touch each other as this could establish a ground connection and personal injury could result.

3. Set the parking brake, place the automatic transmission in PARK (or NEUTRAL for manual transmission), and turn the ignition OFF for both vehicles.
4. Turn OFF the heater, radio and all unnecessary electrical loads.
5. Connect one end of the jumper cable to the positive battery post. Connect the other end of the same cable to the positive terminal of the booster battery.
6. Connect the other cable, first to the negative terminal of the booster battery and then to the engine ground of the vehicle with the discharged battery. Make sure you have a good contact on the engine ground.

WARNING!

- **You should not try to start your vehicle by pushing or towing.**
- **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.**

7. If the vehicle is equipped with Sentry Key Immobilizer, turn the ignition switch to the ON position for 3 seconds before moving the ignition switch to the START position.

8. Start the engine in the vehicle that has the booster battery, let the engine idle a few minutes, and then start the engine in the vehicle with the discharged battery.

9. 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.**

TOWING METHOD

NOTE: The transmission & transfer case must be in “N” Neutral under any towing configuration.

Model	Flat Towing (all four wheels on the ground)	Flat Bed Towing (Recommended for speeds > 30 mph (48 km/h) & distances > 15 miles (24 km) and/or when using a vehicle trailer [All four wheels suspended off the ground])	Front Wheels Raised, Rear Wheels on the Ground	Rear Wheels Raised, Front Wheels on the Ground
2 Wheel Drive	Rear driveshaft removed	All four wheels suspended off the ground	Speed < 30 mph (48 km/h) & distance < 15 miles (24 km)	Speed < 30 mph (48 km/h) & distance < 15 miles (24 km)
4 Wheel Drive	Yes	All four wheels suspended off the ground	Not Recommended	Not Recommended

MAINTAINING YOUR VEHICLE

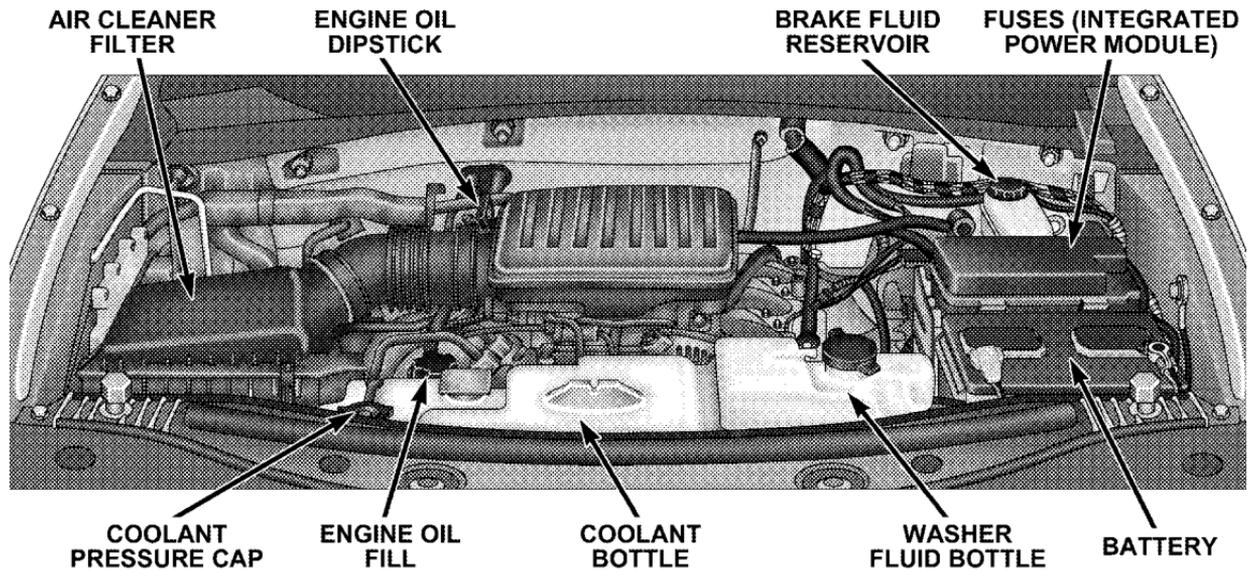
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3.7L ENGINE COMPARTMENT



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

If the vehicle diagnostic system determines that the fuel filler cap is loose, improperly installed, or damaged, a “gASCAP” message will display 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 trip odometer reset button to turn off the message. 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 Light) 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.

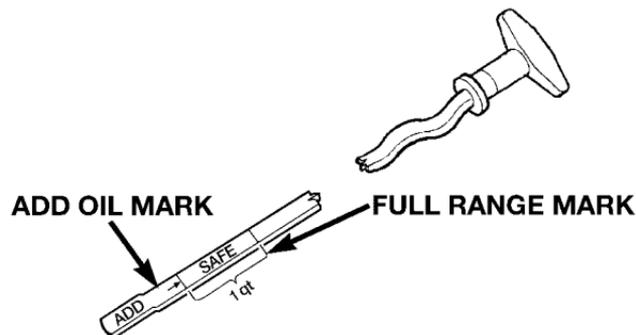
Engine Oil

Checking Oil Level

To assure proper engine lubrication, 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.



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CAUTION!

Do not overfill the engine. Overfilling the engine will cause oil aeration, which can lead to loss of oil pressure and an increase in oil temperature. This could damage your engine. Also, be sure the oil fill cap is replaced and tightened after adding oil.

Change Engine Oil

The oil change indicator system will remind you that it is time to take your vehicle in for scheduled maintenance. Refer to “Maintenance Schedule” in Section 8 of this manual for information on this system.

NOTE: Under no circumstances should oil change intervals exceed 6,000 miles (10 000 km) or 6 months, whichever occurs first.

Engine Oil Selection

For best performance and maximum protection 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

SAE 5W-20 engine oil is recommended for all operating temperatures. This engine oil improves low temperature starting and vehicle fuel economy.

The engine oil filler cap also shows the recommended engine oil viscosity for your engine. For information on engine oil filler cap location, refer to the “Engine Compartment” illustration in this section.

Lubricants, which do not have both, the engine oil certification mark and the correct SAE viscosity grade number should not be used.

Synthetic Engine Oils

You may use synthetic engine oils provided the recommended oil quality requirements are met, and the recommended maintenance intervals for oil and filter changes are followed.

Materials Added to Engine Oil

The manufacturer strongly recommends against the addition of any additives (other than leak detection dyes) to the engine oil. Engine oil is an engineered product and its performance may be impaired by supplemental additives.

Disposing of Used Engine Oil and Oil Filters

Care should be taken in disposing of used engine oil and oil filters from your vehicle. Used oil and oil filters, indiscriminately discarded, can present a problem to the environment. Contact your dealer, service station, or governmental agency for advice on how and where used oil and oil filters can be safely discarded in your area.

Engine Oil Filter

The engine oil filter should be replaced at every engine oil change.

Engine Oil Filter Selection

All of this 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. Therefore, no belt tension adjustments are required. However, belt and belt tensioner condition should be inspected periodically and replaced if required. Improper belt tension can cause belt slippage and failure. Low generator belt tension can cause battery failure.

Inspect belts for evidence of cuts, cracks, glazing, or frayed cords and replaced if there is indication of damage, which could result in belt failure. Also, check belt routing to make sure there is no interference between the belts and other engine components. See your authorized dealer for service.

Spark Plugs

Spark plugs must fire properly to assure engine performance and emission control. New plugs should be installed at the specified mileage. The entire set should be replaced if there is any malfunction due to a faulty spark plug. Malfunctioning spark plugs can damage the catalytic converter. Refer to “Fluids, Lubricants, and Genuine Parts” in this section for the proper type of spark plug for use in your vehicle.

Engine Air Cleaner Filter

Refer to the “Maintenance Schedule” in Section 8 of this manual for engine air cleaner filter maintenance intervals.

NOTE: Be sure to follow the “dusty or off-road conditions” maintenance interval if applicable.

WARNING!

The air induction system (air cleaner, hoses, etc) can provide a measure of protection in the case of engine backfire. Do not remove the air induction system (air cleaner, hoses, etc) unless such removal is necessary for repair or maintenance. Make sure that no one is near the engine compartment before starting the vehicle with the air induction system (air cleaner, hoses, etc) removed. Failure to do so can result in serious personal injury.

Fuel Filter

A plugged fuel filter can cause stalling, limit the speed at which a vehicle can be driven or cause hard starting. Should an excessive amount of dirt accumulate in the fuel tank, frequent filter replacement may be necessary. See your authorized dealer for service.

Catalytic Converter

The catalytic converter requires the use of unleaded fuel only. Leaded gasoline will destroy the effectiveness of the catalyst 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 the vehicle.

NOTE: Intentional tampering with emissions control systems can result in civil penalties being assessed against you.

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, safely bring the vehicle to a complete stop, 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 ignition coil connectors disconnected for prolonged periods.
- 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.

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.

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 fluid is a corrosive acid solution and can burn or even blind you. Don't allow battery fluid to contact your eyes, skin, or clothing. Don't lean over a battery when attaching clamps. If acid splashes in eyes or on skin, flush the area immediately with large amounts of water.
- Battery gas is flammable and explosive. Keep flame or sparks away from the battery. Don't use a booster battery or any other booster source with an output greater than 12 volts. Don't allow cable clamps to touch each other.
- Battery posts, terminals, and related accessories contain lead and lead compounds. Wash hands after handling.

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. Cable clamps should be tight on the terminal posts and free of corrosion.
- If a "fast charger" is used while the 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 as battery damage can result.

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 technician.**

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.

NOTE: Use only manufacturer approved A/C System Sealers, Stop Leak Products, Seal Conditioners, Compressor Oil, and Refrigerants.

A/C Air Filter — If Equipped

Refer to the “Maintenance Schedule” in Section 8 of this manual for A/C Air Filter service intervals.

WARNING!

Do not remove the A/C Air Filter while the blower is operating or personal injury may result.

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 and with the engine off to prevent injury from moving parts and to insure accurate fluid level reading. Do not overfill. Use only manufacturer’s recommended power steering fluid.

If necessary, add fluid to restore to the proper indicated level. With a clean cloth, wipe any spilled fluid from all surfaces. Refer to “Fluids, Lubricants, and Genuine Parts” in this section for the 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 or use the washer solvent. This will remove accumulations of salt, waxes, or road film and help reduce streaking and smearing.

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. Make sure that they are not frozen to the glass before turning them on to avoid damaging the blade.

Keep the blade rubber out of contact with petroleum products such as engine oil, gasoline, etc.

NOTE: Always refer to the wiper blade packaging for specific installation instructions. Many wiper blade replacements fit multiple vehicles.

Windshield & Rear Window Washers

The windshield and rear window washers share the same fluid reservoir. The fluid reservoir is located in the front of the engine compartment. Be sure to check the fluid level in the reservoir 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.

When refilling the washer fluid reservoir, take some washer fluid and apply it to a cloth or towel and wipe clean the wiper blades, this will help blade performance.

To prevent freeze-up of your windshield washer system in cold weather, select a solution or mixture that meets or exceeds the temperature range of your climate. This rating information can be found on most washer fluid containers.

WARNING!

Commercially available 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.

Whenever a change is noticed in the sound of the exhaust system, when exhaust fumes can be detected inside the vehicle, or when the underside or rear of the vehicle is damaged, have 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.

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. Refer to "Exhaust Gas" in the "Safety Tips" section of this manual.

Cooling System

WARNING!

- **When working near the radiator cooling fan, disconnect the fan motor lead or turn the ignition switch to the LOCK position. The fan is temperature controlled and can start at any time the ignition switch is in the ON position.**
- **You or others can be badly burned by hot 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 is hot.**

Coolant Checks

Check engine coolant (antifreeze) protection every 12 months (before the onset of freezing weather, where applicable). If coolant is dirty or rusty in appearance, the system should be drained, flushed, and refilled with fresh 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 coolant from the radiator drain cock. If the cap is sealing

properly, the 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

The system should be drained, flushed, and refilled at the intervals shown in the “Maintenance Schedule” in Section 8 of this manual.

If the solution is dirty or contains a considerable amount of sediment, clean and flush with a reliable cooling system cleaner. Follow with a thorough rinsing to remove all deposits and chemicals. Properly dispose of old antifreeze solution.

Selection of Coolant

Use only the manufacturer’s recommended coolant. Refer to “Fluids, Lubricants, and Genuine Parts” in this section for the correct fluid type.

CAUTION!

- **Mixing of coolants other than specified HOAT engine coolants, may result in engine damage and may decrease corrosion protection. If a non-HOAT coolant is introduced into the cooling system in an emergency, it should be replaced with the specified coolant as soon as possible.**
- **Do not use plain water alone or alcohol-base engine coolant (antifreeze) products. Do not use additional rust inhibitors or antirust products, as they may not be compatible with the radiator engine coolant and may plug the radiator.**
- **This vehicle has not been designed for use with Propylene Glycol based coolants. Use of Propylene Glycol based coolants is not recommended.**

Adding Coolant

Your vehicle has been built with an improved engine coolant that allows extended maintenance intervals. This coolant can be used up to 5 Years or 100,000 miles (160 000 km) before replacement. To prevent reducing this extended maintenance period, it is important that you use the same coolant throughout the life of your vehicle. Please review these recommendations for using Hybrid Organic Additive Technology (HOAT) coolant.

When adding coolant:

- The manufacturer recommends using Mopar® Antifreeze/Coolant 5 Year/100,000 Mile Formula HOAT (Hybrid Organic Additive Technology).
- Mix a minimum solution of 50% HOAT engine coolant and distilled water. Use higher concentrations (not to exceed 70%) if temperatures below -34°F (-37°C) are anticipated.

- Use only high purity water such as distilled or deionized water when mixing the water/engine coolant 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 coolant types will decrease the life of the engine coolant and will require more frequent coolant changes.

Cooling System Pressure Cap

The cap must be fully tightened to prevent loss of coolant, and to insure that coolant will return to the radiator from the coolant recovery bottle.

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 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.**
- **Do not use a pressure cap other than the one specified for your vehicle. Personal injury or engine damage may result.**

Disposal of Used Coolant

Used ethylene glycol based engine 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 engine 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.

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 coolant in the bottle should be between the ranges indicated on the bottle.

The radiator normally remains completely full, so there is no need to remove the radiator cap unless checking for coolant freeze point or replacing 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 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 (kilometers) of operation, you may observe vapor coming from the front of the engine compartment. This is normally a result of moisture from rain, snow, or high humidity accumulating on the radiator and being vaporized when the thermostat opens, allowing hot 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 coolant freeze point in the radiator and in the coolant recovery bottle. If coolant needs to be added, contents of coolant recovery bottle must also be protected against freezing.
- If frequent coolant additions are required, or if the level in the coolant recovery bottle does not drop when the engine cools, the cooling system should be pressure tested for leaks.
- Maintain coolant concentration at 50% HOAT engine 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 those 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 wear or damage that could cause failure.

Fuel System

The Electronic Fuel Injection high-pressure fuel system's tubes, special connectors, connections, and clamps have unique material characteristics that provide adequate sealing and resist attack by deteriorated gasoline.

You are urged to use only the manufacture specified tubes, connections, and clamps, or their equivalent in material and specification, in any fuel system servicing.

Brake System

In order to assure brake system performance, all brake system components should be inspected periodically. Suggested service intervals can be found in the “Maintenance Schedule” in Section 8 of this manual.

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 the surface of the hoses and nylon tubing for evidence of heat and mechanical damage. Hard and

brittle rubber, cracking, tears, cuts, abrasions, 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.

Insure nylon tubing in these areas has not melted or collapsed.

Inspect all hose clamps and couplings to make sure they are secure and no leaks are present.

NOTE:

- Often, fluids such as oil, power steering fluid, and brake fluid are used during assembly plant operations to ease the assembly of hoses to couplings. Therefore, oil wetness at the hose-coupling area is not necessarily an indication of leakage. Actual dripping of hot fluid when systems are under pressure (during vehicle operation) should be noted before a hose is replaced based on leakage.

- Inspect the brake hoses whenever the brake system is serviced and at every engine oil change. Inspect hydraulic brake hoses for surface cracking, scuffing, or worn spots. If there is any evidence of cracking, scuffing, or worn spots, the hose should be replaced immediately! Eventual deterioration of the hose can take place resulting in a possibility of a burst failure.

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.

Master Cylinder - Brake Fluid Level Check

Check the fluid level in the master cylinder immediately if the brake system warning light indicates system failure.

Check the fluid level in the master cylinder when performing underhood services.

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.

Overfilling of fluid is not recommended because it may cause leaking in the system.

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" in this section for the correct fluid type.

WARNING!

- **Overfilling the brake fluid reservoir can result in spilling brake fluid on hot engine parts and the brake fluid catching fire.**
- **Use of a brake fluid that has a lower initial boiling point than the recommended product or a brake fluid that is unidentified as to FMVSS specification may result in sudden brake failure during hard prolonged braking. You could have an accident.**

Use only brake fluid that has been in a tightly closed container to avoid contamination from foreign matter or moisture.

CAUTION!

Do not allow petroleum-base fluid to contaminate the brake fluid. Seal damage may result.

Clutch Hydraulic System — Manual Transmission (If Equipped)

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" in this section for the correct fluid type.

Automatic Transmission

Fluid Level Check

Your vehicle is equipped with a capped dipstick tube that is sealed and it should not be tampered with. Your authorized dealer has the proper tools to ensure that the fluid level is set properly.

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 that recommended by the manufacturer will result in more frequent fluid and filter changes. Refer to "Fluids, Lubricants, and Genuine Parts" in this section for the correct fluid type.

Fluid and Filter Changes

Change the automatic transmission fluid and filter at the intervals shown in the "Maintenance Schedule" in Section 8 of this manual.

In addition, change the fluid and filter if the transmission is disassembled for any reason.

NOTE: Be sure to follow the "police, taxi, fleet, off-road, or frequent trailer towing" maintenance interval if applicable.

Special Additives

Automatic Transmission Fluid (ATF) is an engineered product and its performance may be impaired by supplemental additives. Therefore, do not add any fluid additives to the transmission. The only exception to this policy is the use of special dyes to aid in detecting fluid leaks. In addition, avoid using transmission sealers as they may adversely affect seals.

Manual Transmission — If Equipped

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.

Lubricant Selection

Use only manufacturer's recommended manual transmission fluid. Refer to "Fluids, Lubricants, and Genuine Parts" in this section for the correct fluid type.

Frequency of Fluid Change

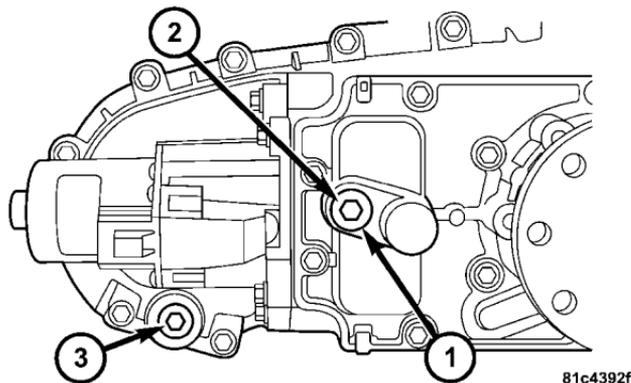
Under normal operating conditions, the fluid installed at the factory will give satisfactory lubrication for the life of the vehicle. Fluid changes are not necessary unless the fluid becomes contaminated with water. Change the fluid immediately if contaminated with water.

NOTE: Be sure to follow the "trailer tow, snow plow, heavy load, taxi, police, commercial service, off-road, desert, or sustained high speeds during hot weather" maintenance interval if applicable.

Transfer Case

Fluid Level Check

The fluid level should be to the bottom edge of the fill hole (1) 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.

Draining Fluid

First remove fill plug (2), then drain plug (3). Recommended tightening torque for drain and fill plugs is 15–25 ft.lbs. (20–34 N·m).

CAUTION!

Do not over-tighten the plugs. You could damage them and cause a leak.

Lubricant Selection

Use only manufacturer's recommended fluid. Refer to "Fluids, Lubricants, and Genuine Parts" in this section for the correct fluid type.

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 fluid becomes contaminated with water. Change the fluid immediately if contaminated with water.

NOTE: Be sure to follow the “police, taxi, fleet, off-road, or frequent trailer towing” maintenance interval if applicable.

Front/Rear Axle Fluid

Fluid Level Check

The lubricant level 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.

Lubricant Selection

Use only manufacturer’s recommended lubricant. Refer to “Fluids, Lubricants, and Genuine Parts” in this section for the correct fluid type.

Frequency of Fluid Change

Under normal operating conditions, the lubricant installed at the factory will give satisfactory lubrication for

the life of the vehicle. Lubricant changes are not necessary unless the lubricant becomes contaminated with water. Change the lubricant immediately if contaminated with water.

NOTE: Be sure to follow the “police, taxi, fleet, off-road, or frequent trailer towing” maintenance interval if applicable.

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 seacoast 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.**
- **Use of power washers exceeding 1,200 psi (8 274 kPa) can result in damage or removal of paint and decals.**

Special Care

- If you drive on salted or dusty roads or if you drive near the ocean, hose off the undercarriage at least once a month.
 - It is important that the drain holes in the lower edges of the doors, rocker panels, and tailgate 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 or equivalent on scratches or chips as soon as possible. Your authorized dealer has touch up paint to match the color of your vehicle.

Wheel and Wheel Trim Care

All wheels and wheel trim, especially aluminum and chrome plated wheels should be cleaned regularly with a mild soap and water to prevent corrosion. To remove heavy soil and/or excessive brake dust, use Mopar® Wheel Cleaner (05066247AB) or equivalent or select a nonabrasive, non-acidic cleaner. Do not use scouring pads, steel wool, a bristle brush, or metal polishes. Only Mopar® or equivalent is recommended. Do not use oven cleaner. Avoid automatic car washes that use acidic solutions or harsh brushes that may damage the wheels' protective finish.

Interior Care

Instrument Panel Cover

The instrument panel cover has a low glare surface, which minimizes reflections in the windshield. Do not

use protectants or other products, which may cause undesirable reflections. Use soap and warm water to restore the low glare surface.

Cleaning Interior Trim

Clean interior trim with a damp cloth and Mopar Total Clean, and if necessary, follow with Mopar Spot & Stain Remover. Do not use harsh cleaners or Armorall. Use Mopar Total Clean to clean vinyl upholstery.

Cleaning Leather Upholstery

Mopar® Total Clean is specifically recommended for leather upholstery.

Your leather upholstery can be best preserved by regular cleaning with a damp soft cloth. Small particles of dirt can act as an abrasive and damage the leather upholstery and should be removed promptly with a damp cloth. Stubborn soils can be removed easily with a soft cloth and Mopar® Total Clean. Care should be taken to avoid soaking leather upholstery with any liquid. Please do not

use polishes, oils, cleaning fluids, solvents, detergents, or ammonia-based cleaners to clean leather upholstery. Application of a leather conditioner is not required to maintain the original condition.

WARNING!

Do not use volatile solvents for cleaning purposes. Many are potentially flammable, and if used in closed areas they may cause respiratory harm.

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 the stain. Use a fresh, damp towel to remove the soap residue.
- For grease stains, apply Mopar® Multi-Purpose Cleaner to a clean, damp cloth and remove the stain. Use a fresh, damp towel to remove the soap residue.
- Do not use any solvents or protectants on Yes Essentials® products.

Cleaning Headlights

Your vehicle has plastic headlights that are lighter and less susceptible to stone breakage than glass headlights.

Plastic is not as scratch resistant as glass and therefore different lens cleaning procedures must be followed.

To minimize the possibility of scratching the lenses and reducing light output, avoid wiping with a dry cloth. To remove road dirt, wash with a mild soap solution followed by rinsing.

Do not use abrasive cleaning components, solvents, steel wool or other aggressive material to clean the lenses.

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 the inside rear window equipped with electric defrosters or the right rear quarter window equipped with the radio antenna. 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 can also weaken the fabric.

If the belts need cleaning, use a mild soap solution or lukewarm water. Dry with a soft tissue. Do not remove the belts from the car to wash them.

Replace the belts if they appear frayed or worn or if the buckles do not work properly.

SKY SLIDER® TOP CARE

Immediate removal of any contaminant is recommended. Regular washing of the top will enhance its life and appearance, and make successive cleaning easier. Do not subject the top to excessive heat. Frequently vacuum the top and storage compartment.

Washing

Hand washing or an automatic car wash with a soft cloth system is preferred.

CAUTION!

Avoid pointing a high-pressure hand held spray wand directly at the sides of the top, as this can damage the seal and force water past the weather strips.

General Cleaning

Careful vacuuming of the top before washing is helpful in removing dust and other foreign particles.

If hand washing:

- Wash in partial shade instead of direct sun.
- Wet the entire vehicle before washing the top.
- Wash the top with a soft, natural bristle scrub brush, and a mild soap solution such as liquid dishwashing soap. Do not use detergent.
- Scrub in all directions, covering an area of about two square feet at a time. Avoid heavy scrubbing.
- Rinse the entire vehicle with water to remove all soap and dirt from the top fabric and to prevent streaking on painted and chrome surfaces.

- Allow the top to dry before opening. Vacuuming the top with a wet/dry shop vacuum will decrease the top's drying time, ensure removal of all dirt, and delete streaks in the material.
- Multiple cleanings may be necessary to remove stubborn stains. If stains persist, contact your local dealership for further suggestions.

CAUTION!

Never use an abrasive type cleaner or bleaches. Cleaners should not contain silicones, organic solvents, petroleum distillates, or plasticizers. Always wait until the top is thoroughly dry before lowering it into the storage area.

Additional Cleaning Procedure

For additional cleaning assistance in removing stubborn stains, apply Mopar Convertible Cloth Top Cleaner # 4883061 to the complete stain, extending 2 inches (50 mm) beyond the stain. With a soft bristle brush, scrub in all directions over the stain. Avoid heavy scrubbing. Rinse the area with warm water. If the stain is still apparent, repeat the cleaning procedure. When the stain is no longer showing, rinse the complete top with warm water. Let the top dry before lowering it.

Protection

For appearance purposes, you may wish to protect the acrylic (cloth) top periodically. A fabric protectant such as Scotchguard® is suggested. The top should be clean and dry before application of the protectant.

CAUTION!

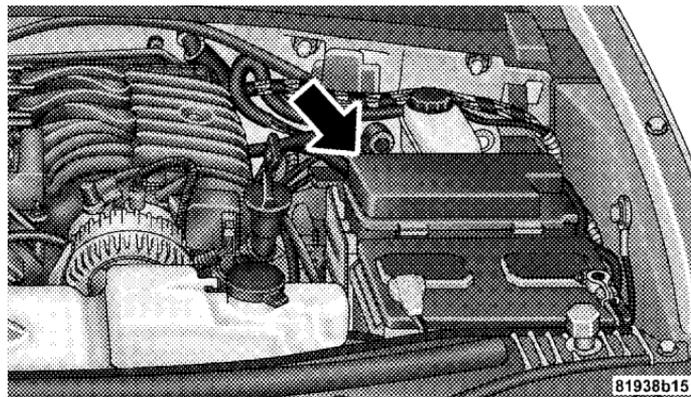
Avoid getting Scotchguard® on the surrounding weather strips, moldings, paint, or glass. Damage to these items might occur.

Weather Strip Care

Lubricate the weather strips periodically with Mopar Weather Strip Lubricant (part number 4773427), to keep them soft and pliable.

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	—	—	—
J2	30 Amp Pink	—	Transfer Case Module - if equipped

Cavity	Cartridge Fuse	Mini Fuse	Description
J3	40 Amp Green	—	Rear Door Modules
J4	25 Amp White	—	Driver Door Node
J5	25 Amp White	—	Passenger Door Node
J6	40 Amp Green	—	Anti-Lock Brake System (ABS) Pump/ESP - if equipped
J7	30 Amp Pink	—	Anti-Lock Brake System (ABS) Valve/ESP - if equipped
J8	40 Amp Green	—	Power Seats - if equipped
J9	40 Amp Green	—	PZEV/Flex Fuel - if equipped
J10	—	—	—

Cavity	Cartridge Fuse	Mini Fuse	Description
J11	—	—	—
J13	60 Amp Yellow	—	Ignition Off Draw (IOD)
J14	40 Amp Green	—	EBL (Rear Window Defogger) - if equipped
J15	—	—	—
J17	40 Amp Green	—	Starter Solenoid
J18	20 Amp Blue	—	Powertrain Control Module (PCM) Transmission Relay
J19	60 Amp Yellow	—	Radiator Fan
J20	30 Amp Pink	—	Front Wiper

Cavity	Cartridge Fuse	Mini Fuse	Description
J21	20 Amp Blue	—	Front Washer/Rear Washer - if equipped
J22	25 Amp White	—	Sunroof Module - if equipped
M1	—	15 Amp Blue	Stop Light Switch Feed — Center High Mounted Stop Light (CHMSL)
M2	—	20 Amp Yellow	Trailer Lighting - if equipped
M3	—	—	—
M4	—	10 Amp Red	Trailer Tow - if equipped
M5	—	25 Amp Natural	Power Inverter - if equipped

Cavity	Cartridge Fuse	Mini Fuse	Description
M6	—	20 Amp Yellow	Power Outlet #1 (cigar lighter)/Rain Sensor - if equipped/Trailer Tow - if equipped
M7	—	20 Amp Yellow	Power Outlet #2 (BATT/ACC SELECT)
M8	—	20 Amp Yellow	Front Heated Seats - if equipped
M9	—	—	—
M10	—	15 Amp Blue	Hands Free Module (HFM) - if equipped/Universal Garage Door Opener (UGDO) - if equipped/Vanity Light

Cavity	Cartridge Fuse	Mini Fuse	Description
M11	—	10 Amp Red	Automatic Temperature Control (ATC) - if equipped
M12	—	30 Amp Green	Radio/Amplifier - if equipped
M13	—	20 Amp Yellow	Cabin Compartment Node (CCN)/Wireless Control Module (WCM)/Multi-Function Control Switch
M14	—	—	—

Cavity	Cartridge Fuse	Mini Fuse	Description
M15	—	20 Amp Yellow	Multi-Function Control Switch/Cabin Compartment Node (CCN)/Steering Column Control Module (SCM)/Rear View Mirror/Tire Pressure Monitor (TPM) - if equipped/IR Sensor - if equipped/Transfer Case Module - if equipped
M16	—	10 Amp Red	Occupant Restraint Controller (ORC)

Cavity	Cartridge Fuse	Mini Fuse	Description
M17	—	15 Amp Blue	Exterior Lighting — Left Front Park & Side Marker, Left Tail & Running, License Lights
M18	—	15 Amp Blue	Exterior Lighting — Right Front Park & Side Marker, Right Tail & Running Lights
M19	—	25 Amp Natural	Auto Shut Down (ASD) #1 & #2

Cavity	Cartridge Fuse	Mini Fuse	Description
M20	—	15 Amp Blue	Interior Lighting/Steering Wheel Switches - if equipped/Switch Bank/Electronic Vehicle Information Center (EVIC) - if equipped
M21	—	20 Amp Yellow	Auto Shut Down (ASD) #3
M22	—	10 Amp Red	Right Horn (Hi/Low)
M23	—	10 Amp Red	Left Horn (Hi/Low)
M25	—	20 Amp Yellow	Fuel Pump

Cavity	Cartridge Fuse	Mini Fuse	Description
M26	—	10 Amp Red	Power Mirror Switch/ Driver Window Switch
M27	—	10 Amp Red	Ignition Switch/ Wireless Control Module (WCM)/ Steering Column Lock - if equipped
M28	—	10 Amp Red	Powertrain Control Module (PCM)
M29	—	10 Amp Red	Occupant Classification Module (OCM)
M30	—	15 Amp Blue	Rear Wiper Module - if equipped/ Diagnostic Link
M31	—	20 Amp Yellow	Back-Up Lights

Cavity	Cartridge Fuse	Mini Fuse	Description
M32	—	10 Amp Red	Occupant Restraint Controller (ORC)
M33	—	10 Amp Red	Powertrain Control Module (PCM)
M34	—	10 Amp Red	Park Assist Module - if equipped/Heating, Ventilation, & Air Conditioning (HVAC) Module - if equipped/Compass Module - if equipped
M35	—	10 Amp Red	Heated Mirrors - if equipped
M36	—	—	—

Cavity	Cartridge Fuse	Mini Fuse	Description
M37	—	10 Amp Red	Anti-Lock Brake System (ABS)/Electronic Stability Program (ESP) Module/Stop Light Switch
M38	—	25 Amp Natural	Door & Liftgate Lock/Unlock Motors

CAUTION!

- **When installing the Integrated Power Module cover, it is important to ensure the cover is properly positioned and fully latched. Failure to do so may allow water to get into the Integrated Power Module, and possibly result in an electrical system failure.**
- **When replacing a blown fuse, it is important to use only a fuse having the correct amperage rating. The use of a fuse with a rating other than indicated may result in a dangerous electrical system overload. If a properly rated fuse continues to blow, it indicates a problem in the circuit that must be corrected.**

REPLACEMENT LIGHT BULBS

LIGHT BULBS — Interior

	Bulb No.
Cargo Light	WL212-2
Overhead Console Light.	PLW214-2A
Reading Light.	WL212-2

LIGHT BULBS — Exterior

	Bulb No.
Headlight.	9008 H13
Front Park/Turn Signal Light	3757AK
Front Side Marker Light.	168
Back-Up Light.	3157K
Center High Mounted Stop Light (CHMSL)	LED (Serviced at Dealer)
Fog Light	H10 9145
License Plate Light	168
Rear Tail/Stop.	3157K
Rear Turn Signal Light.	3757AK

BULB REPLACEMENT

Headlight

1. Open the hood.
2. Reach behind the headlight housing to access the headlight bulb lock ring.
3. Firmly grasp the lock ring and rotate it counterclockwise to unlock it.
4. Remove the bulb and connector assembly from the headlight housing.
5. Disconnect the bulb from the electrical connector and then connect the replacement 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.

6. Install the bulb and connector assembly into the headlight housing and rotate the lock ring clockwise to lock it in place.
7. Close the hood.

Front Turn Signal and Front Side Marker Lights

1. Turn the steering wheel all the way to the right to access the left front turn signal or side marker. Turn the steering wheel all the way to the left to access the right front turn signal or side marker.
2. Remove three push-pins from the wheel-well liner.
3. Gently flex the wheel-well liner forward to access the bulb.
4. Rotate the bulb's socket counterclockwise, and remove the bulb and socket assembly from the housing.
5. Pull the bulb out of the socket and insert the replacement bulb.
6. Install the bulb and socket assembly into the housing, and rotate the socket clockwise to lock it in place.
7. Reposition the wheel-well liner and install the push-pins.

Front Fog Light

1. Open the hood.
2. Reach behind the headlight housing to access the bulb.
3. Rotate the bulb's socket counterclockwise, and remove the bulb and socket assembly from the fog light housing.
4. Pull the bulb out of the socket and insert the replacement 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.

5. Install the bulb and socket assembly into the fog light housing, and rotate the connector clockwise to lock it in place.
6. Close the hood.

Rear Tail/Stop, Turn Signal, and Back-Up Lights

1. Open the liftgate.
2. Remove the screws that fasten the taillight housing to the vehicle.
3. Pull the taillight housing straight back to separate it from the vehicle.
4. Disconnect the electrical connector.

5. Remove the two screws that fasten the back plate to the taillight housing.
6. Separate the back plate from the taillight housing.
7. Pull the appropriate bulb(s) out of the back plate and insert the replacement bulb(s).
8. Install the back plate and screws into the taillight housing.
9. Connect the electrical connector.
10. Install the taillight housing and screws.
11. Close the liftgate.

FLUID CAPACITIES

	U.S.	Metric
Fuel (approximate)		
3.7 Liter Engine	19.5 Gallons	73.8 Liters
Engine Oil-With Filter		
SAE 5W-20, API Certified	5 Qts	4.7 Liters
Cooling System *		
Mopar® Antifreeze/Coolant 5 Year/100,000 Mile Formula or equivalent.	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	Use API Certified SAE 5W-20 Engine Oil meeting the requirements of DaimlerChrysler Material Standard MS-6395. Refer to the engine oil fill cap for correct SAE grade.
Spark Plugs	ZFR6F-11 (Gap.043 in [1.1 mm])
Oil Filter	Mopar® 5281090 or equivalent.
Fuel Selection	87 Octane

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, SAE J1703 or equivalent should be used. If DOT 3 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

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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 SCHEDULE

The oil change indicator system will remind you that it is time to take your vehicle in for scheduled maintenance.

On Electronic Vehicle Information Center (EVIC) equipped vehicles, “Oil Change Required” will be displayed in the EVIC and a single chime will sound, indicating that an oil change is necessary.

On Non-EVIC equipped vehicles, “Change Oil” will flash in the instrument cluster odometer and a single chime will sound, indicating that an oil change is necessary.

Based on engine operation conditions the oil change indicator message will illuminate, this means that service is required for your vehicle. Have your vehicle serviced as soon as possible, within the next 500 miles (805 km).

NOTE:

- The oil change indicator message will not monitor the time since the last oil change. Change your vehicle's oil if it has been 6 months since your last oil change even if the oil change indicator message is NOT illuminated.
- Change your engine oil more often if you drive your vehicle off-road for an extended period of time.
- Under no circumstances should oil change intervals exceed 6,000 miles (10,000 km) or 6 months, whichever comes first.

Your dealer will reset the oil change indicator message after completing the scheduled oil change. If a scheduled oil change is performed by someone other than your dealer, the message can be reset by referring to the steps described under “Oil Change Required” under “Electronic Vehicle Information Center (EVIC)” in Section 3 of

this manual or under “Odometer/Trip Odometer” under “Instrument Cluster Descriptions” in Section 3 of this manual.

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 and add if required.

Once a Month

- Check tire pressure and look for unusual wear or damage.
- Inspect the battery and clean and tighten the terminals as required.
- Check the fluid levels of coolant reservoir, brake master cylinder, and power steering, and add as needed.
- Check all lights and other electrical items for correct operation.

At Each Oil Change

- Change the engine oil filter.
- Inspect the brake hoses and lines.
- Check the manual transmission fluid level.

CAUTION!

Failure to perform the required maintenance items may result in damage to the vehicle.

Required Maintenance Intervals

Maintenance Items	Perform Maintenance Every (Where time and mileage are listed, follow the interval that occurs first.)		
	Miles	Kilometers	or Months
Change the engine oil and engine oil filter.	6,000	10 000	6
Rotate the tires.	6,000	10 000	6
If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary.	12,000	20 000	12
Inspect the brake linings, and replace if necessary.	12,000	20 000	12
Replace the air conditioning air filter (if equipped).	12,000	20 000	12
Inspect the front & rear axle lubricant. Change the lubricant if using your vehicle for police, taxi, fleet, off-road, or frequent trailer towing.	18,000	30 000	18
Inspect the CV Joints. Perform the first inspection at 12,000 miles (20 000 km) or 12 months.	24,000	40 000	24
Inspect the exhaust system. Perform the first inspection at 12,000 miles (20 000 km) or 12 months.	24,000	40 000	24

456 MAINTENANCE SCHEDULES

Maintenance Items	Perform Maintenance Every (Where time and mileage are listed, follow the interval that occurs first.)		
	Miles	Kilometers	or Months
Inspect the front suspension, tie rod ends and boot seals, and replace if necessary.	24,000	40 000	24
Replace the engine air cleaner filter.	30,000	50 000	30
Change the manual transmission fluid if using your vehicle for any of the following: trailer towing, snow plowing, heavy loading, taxi, police, delivery service (commercial service), off-road, desert operation, or more than 50% of your driving is at sustained high speeds during hot weather, above 90°F (32°C).	30,000	50 000	30
Inspect the transfer case fluid.	30,000	50 000	30
Replace the spark plugs.	30,000	50 000	30
Change the automatic transmission fluid & filter if using your vehicle for police, taxi, fleet, off-road, or frequent trailer towing.	60,000	100 000	60

Maintenance Items	Perform Maintenance Every (Where time and mileage are listed, follow the interval that occurs first.)		
	Miles	Kilometers	or Months
Change the transfer case fluid if using your vehicle for any of the following: police, taxi, fleet, off-road, or frequent trailer towing.	60,000	100 000	60
Inspect and replace the PCV valve if necessary.	90,000	150 000	90
Flush and replace the engine coolant.	102,000	170 000	60
Change the automatic transmission fluid & filter.	120,000	200 000	120
Replace the accessory drive belt(s).	120,000	200 000	120

WARNING!

You can be badly injured working on or around a motor vehicle. Do only that service work for which you have the knowledge and the right equipment. If you have any doubt about your ability to perform a service job, take your vehicle to a competent mechanic.

IF YOU NEED CONSUMER ASSISTANCE

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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.

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.

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.safercar.gov>; or write to: Administrator, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. You can also obtain other information about motor vehicle safety from <http://www.safercar.gov>.

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.

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