

SUSPENSION

The Suspension page displays the current status of the vehicle's suspension system and the current ride height of the vehicle. The Suspension page will also indicate when the vehicle's height changes.



Accessory Gauge Menu 2WD/4WD

- 1 – Wheel Articulation
- 2 – Height Status

RADIO OPERATION AND MOBILE PHONES

Under certain conditions, the mobile phone being on in your vehicle can cause erratic or noisy performance from your radio. This condition may be lessened or eliminated by relocating the mobile phone antenna. This condition is not harmful to the radio. If your radio performance does not satisfactorily “clear” by the repositioning of the antenna, it is recommended that the radio volume be turned down or off during mobile phone operation when not using Uconnect (if equipped).

REGULATORY AND SAFETY INFORMATION

USA/CANADA

Exposure to Radio Frequency Radiation

The radiated output power of the internal wireless radio is far below the FCC and IC radio frequency exposure limits. Nevertheless, the wireless radio will be used in such a manner that the radio is 8 in (20 cm) or further from the human body.

The internal wireless radio operates within guidelines found in radio frequency safety standards and recommendations, which reflect the consensus of the scientific community.

The radio manufacturer believes the internal wireless radio is safe for use by consumers. The level of energy emitted is far less than the electromagnetic energy emitted by wireless devices such as mobile phones. However, the use of wireless radios may be restricted in some situations or environments, such as aboard airplanes. If you are unsure of restrictions, you are encouraged to ask for authorization before turning on the wireless radio → page 482.

SAFETY

SAFETY FEATURES

ANTI-LOCK BRAKE SYSTEM (ABS)

The ABS provides increased vehicle stability and brake performance under most braking conditions. The system automatically prevents wheel lock, and enhances vehicle control during braking.

The ABS performs a self-check cycle to ensure that the ABS is working properly each time the vehicle is started and driven. During this self-check, you may hear a slight clicking sound as well as some related motor noises.

The ABS is activated during braking when the system detects one or more wheels are beginning to lock. Road conditions such as ice, snow, gravel, bumps, railroad tracks, loose debris, or panic stops may increase the likelihood of ABS activation(s).

You also may experience the following normal characteristics when ABS activates:

- ABS motor noise or clicking sounds (you may continue to hear for a short time after the stop)
- Brake pedal pulsations
- A slight drop of the brake pedal at the end of the stop

The ABS is designed to function with the Original Equipment Manufacturer (OEM) tires. Modification may result in degraded ABS performance.

WARNING!

- The ABS contains sophisticated electronic equipment that may be susceptible to interference caused by improperly installed or high output radio transmitting equipment. This interference can cause possible loss of anti-lock braking capability. Installation of such equipment should be performed by qualified professionals.

(Continued)

WARNING! *(Continued)*

- Pumping of the Anti-Lock Brakes will diminish their effectiveness and may lead to a collision. Pumping makes the stopping distance longer. Just press firmly on your brake pedal when you need to slow down or stop.
- The 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 collisions, including those resulting from excessive speed in turns, following another vehicle too closely, or hydroplaning.
- The capabilities of an ABS equipped vehicle must never be exploited in a reckless or dangerous manner that could jeopardize the user's safety or the safety of others.

Anti-Lock Brake System (ABS) Warning Light

The yellow ABS Warning Light will turn on when the ignition is placed in the ON/RUN mode and may stay on for as long as four seconds.

If the ABS Warning Light remains on or comes on while 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 if the ABS Warning Light is on.

If the ABS Warning Light is on, the brake system should be serviced as soon as possible to restore the benefits of anti-lock brakes. If the ABS Warning Light does not come on when the ignition is placed in the ON/RUN mode, have the light repaired as soon as possible.

ELECTRONIC BRAKE CONTROL (EBC) SYSTEM

Your vehicle is equipped with an advanced Electronic Brake Control (EBC) system. This system includes Anti-Lock Brake System (ABS), Brake Assist System (BAS), Electronic Brake Force Distribution (EBD), Electronic Roll Mitigation (ERM), Electronic Stability Control (ESC), Hill Start Assist (HSA), and Traction

Control System (TCS). These systems work together to enhance both vehicle stability and control in various driving conditions.

Your vehicle may also be equipped with Trailer Sway Control (TSC) and Hill Descent Control (HDC).

Brake Assist System (BAS)

The BAS is designed to optimize the vehicle's braking capability during emergency braking maneuvers. The system detects an emergency braking situation by sensing the rate and amount of brake application, and then applies optimum pressure to the brakes. This can help reduce braking distances. The BAS complements the Anti-Lock Brake System (ABS). Applying the brakes very quickly results in the best BAS assistance. To receive the benefit of the system, you must apply continuous braking pressure during the stopping sequence (do not "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!

The Brake Assist System (BAS) cannot prevent the natural laws of physics from acting on the vehicle, nor can it increase the traction afforded by prevailing road conditions. BAS cannot prevent collisions, including those resulting from excessive speed in turns, driving on very slippery surfaces, or hydroplaning. The capabilities of a BAS-equipped vehicle must never be exploited in a reckless or dangerous manner, which could jeopardize the user's safety or the safety of others.

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Brake System Warning Light

The red Brake System Warning Light will turn on when the ignition is placed in the ON/RUN mode and may stay on for as long as four seconds.

If the Brake System Warning Light remains on or comes on while driving, it indicates that the brake system is not functioning properly and that immediate service is required. If the Brake System Warning Light does not come on when the ignition is placed in the ON/RUN mode, have the light repaired as soon as possible.

Electronic Brake Force Distribution (EBD)

EBD manages the distribution of the braking torque between the front and rear axles by limiting braking pressure to the rear axle. This is done to prevent overslip of the rear wheels to avoid vehicle instability, and to prevent the rear axle from entering the Anti-Lock Brake System (ABS) before the front axle.

Electronic Roll Mitigation (ERM)

The ERM 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 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, striking objects or other vehicles.

WARNING!

Many factors, such as vehicle loading, road conditions and driving conditions, influence the chance that wheel lift or rollover may occur. ERM cannot prevent all wheel lift or roll overs, especially those that involve leaving the roadway or striking objects or other vehicles. The capabilities of an ERM-equipped vehicle must never be exploited in a reckless or dangerous manner which could jeopardize the user's safety or the safety of others.

Electronic Stability Control (ESC)

ESC enhances directional control and stability of the vehicle under various driving conditions. ESC corrects for oversteering or understeering of the vehicle by applying the brake of the appropriate wheel(s) to counteract the above conditions. Engine power may also be reduced to help the vehicle maintain the desired path.

- 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.

ESC uses sensors in the vehicle to determine the vehicle path intended by the driver and compares it to the actual path of the vehicle. When the actual path does not match the intended path, ESC applies the brake of the appropriate wheel to assist in counteracting the oversteer or understeer condition.

The ESC Activation/Malfunction Indicator Light located in the instrument cluster will start to flash as soon as the ESC system becomes active. The ESC Activation/Malfunction Indicator Light also flashes when the TCS is active. If the ESC Activation/Malfunction Indicator Light begins to flash during acceleration, ease up on the accelerator and apply as little throttle as possible. Be sure to adapt your speed and driving to the prevailing road conditions.

WARNING!

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

*(Continued)***WARNING! (Continued)**

- Vehicle modifications, or failure to properly maintain your vehicle, may change the handling characteristics of your vehicle, and may negatively affect the performance of the ESC system. Changes to the steering system, suspension, braking system, tire type and size or wheel size may adversely affect ESC performance. Improperly inflated and unevenly worn tires may also degrade ESC performance. Any vehicle modification or poor vehicle maintenance that reduces the effectiveness of the ESC system can increase the risk of loss of vehicle control, vehicle rollover, personal injury and death.

ESC Operating Modes

Depending upon model and mode of operation, the ESC system may have multiple operating modes.

ESC On

This is the normal operating mode for the ESC. Whenever the vehicle is started, the ESC system will be in this mode. This mode should be used for most driving conditions. Alternate ESC modes should only be used for specific reasons as noted in the following paragraphs.

Partial Off

This mode may be useful if the vehicle becomes stuck. This mode may modify TCS and ESC thresholds for activation, which allows for more wheel spin than normally allowed.

To enter the "Partial Off" mode, momentarily push the ESC OFF switch and the ESC OFF Indicator Light will illuminate. To turn the ESC on again, momentarily push the ESC OFF switch and the ESC OFF Indicator Light will turn off.

NOTE:

For vehicles with multiple partial ESC modes, the push and release of the button will toggle the ESC modes. Multiple attempts may be required to return to "ESC On".

WARNING!

- When in “Partial Off” mode, the TCS functionality of ESC, (except for the limited slip feature described in the TCS section), has been disabled and the “ESC OFF Indicator Light” will be illuminated. When in “Partial Off” mode, the engine power reduction feature of TCS is disabled, and the enhanced vehicle stability offered by the ESC system is reduced.
- Trailer Sway Control (TSC) is disabled when the ESC system is in the “Partial Off” mode.

Full Off — If Equipped

This mode is intended for off-highway or off-road use only and should not be used on any public roadways. In this mode, TCS and ESC features are turned off. To enter the “Full Off” mode, push and hold the ESC OFF switch for five seconds while the vehicle is stopped with the engine running. After five seconds, a chime will sound, the ESC OFF Indicator Light will illuminate, and the “ESC OFF” message will display in the instrument cluster. To turn ESC on again, momentarily push the ESC OFF switch.

NOTE:

System may switch from ESC “Full Off” to “Partial Off” mode when vehicle exceeds a predetermined speed. When the vehicle speed slows below the predetermined speed the system will return to ESC “Full Off”.

ESC modes may also be affected by drive modes (if equipped).

WARNING!

- In the ESC “Full Off” mode, the engine torque reduction and stability features are disabled. Therefore, enhanced vehicle stability offered by the ESC system is unavailable. In an emergency evasive maneuver, the ESC system will not engage to assist in maintaining stability. ESC “Full Off” mode is intended for off-highway or off-road use only.

(Continued)

WARNING! (Continued)

- The Electronic Stability Control (ESC) cannot prevent the natural laws of physics from acting on the vehicle, nor can it increase the traction afforded by prevailing road conditions. ESC cannot prevent all accidents, including those resulting from excessive speed in turns, driving on very slippery surfaces, or hydroplaning. ESC also cannot prevent collisions.

ESC Activation/Malfunction Indicator Light And ESC OFF Indicator Light

The ESC Activation/Malfunction Indicator Light in the instrument cluster will come on when the ignition is placed in the ON/RUN mode. It should go out with the engine running. If the ESC Activation/Malfunction Indicator Light comes on continuously with the engine running, a malfunction has been detected in the ESC system. If this light remains on after several ignition cycles, and the vehicle has been driven several miles (kilometers) at speeds greater than 30 mph (48 km/h), see an authorized dealer as soon as possible to have the problem diagnosed and corrected.

The ESC Activation/Malfunction Indicator Light starts to flash as soon as the tires lose traction and the ESC system becomes active. The ESC Activation/Malfunction Indicator Light also flashes when TCS is active. If the ESC Activation/Malfunction Indicator Light begins to flash during acceleration, ease up on the accelerator and apply as little throttle as possible. Be sure to adapt your speed and driving to the prevailing road conditions.



The ESC OFF Indicator Light indicates that the Electronic Stability Control (ESC) is in a reduced mode.

NOTE:

- The ESC Activation/Malfunction Indicator Light and the ESC OFF Indicator Light come on momentarily each time the ignition is placed in the ON/RUN mode.
- Each time the ignition is placed in the ON/RUN mode, the ESC system will be on even if it was turned off previously.
- The ESC system will make buzzing or clicking sounds when it is active. This is normal; the sounds will stop when ESC becomes inactive following the maneuver that caused the ESC activation.

Hill Descent Control (HDC) — If Equipped

HDC is intended for low speed off-road driving while in 4WD Low. HDC maintains vehicle speed while descending hills during various driving situations. HDC controls vehicle speed by actively controlling the brakes.

HDC Has Three States:

1. Off (feature is not enabled and will not activate).
2. Enabled (feature is enabled and ready but activation conditions are not met, or driver is actively overriding with brake or throttle application).
3. Active (feature is enabled and actively controlling vehicle speed).

Enabling HDC

HDC is enabled by pushing the HDC switch, but the following conditions must also be met to enable HDC:

- Driveline is in 4WD Low.
- Vehicle speed is below 5 mph (8 km/h).
- The parking brake is released.
- The driver door is closed.

Activating HDC

Once HDC is enabled it will activate automatically if driven down a grade of sufficient magnitude. The set speed for HDC is selectable by the driver, and can be adjusted by using the gear shift +/- . The following summarizes the HDC set speeds:

HDC Target Set Speeds

- P = No set speed. HDC may be enabled but will not activate.
- R = 0.6 mph (1 km/h)
- N = 1.2 mph (2 km/h)
- D = 0.6 mph (1 km/h)
- 1st = 0.6 mph (1 km/h)
- 2nd = 1.2 mph (2 km/h)
- 3rd = 1.8 mph (3 km/h)
- 4th = 2.5 mph (4 km/h)
- 5th = 3.1 mph (5 km/h)
- 6th = 3.7 mph (6 km/h)
- 7th = 4.3 mph (7 km/h)
- 8th = 5.0 mph (8 km/h)
- 9th = 5.6 mph (9 km/h) – If Equipped

NOTE:

During HDC the +/- shifter input is used for HDC target speed selection, but will not affect the gear chosen by the transmission. When actively controlling HDC the transmission will shift appropriately for the driver-selected set speed and corresponding driving conditions.

Driver Override

The driver may override HDC activation with throttle or brake application at any time.

Deactivating HDC

HDC will be deactivated but remain available if any of the following conditions occur:

- The driver overrides HDC set speed with throttle or brake application.
- The vehicle speed exceeds 20 mph (32 km/h) but remains below 40 mph (64 km/h).
- The vehicle is on a downhill grade of insufficient magnitude, is on level ground, or is on an uphill grade.
- The vehicle is shifted to PARK.

Disabling HDC

HDC will be deactivated and disabled if any of the following conditions occur:

- The driver pushes the HDC switch.
- The driveline is shifted out of the 4WD Low.
- The parking brake is applied.
- The driver door opens.
- The vehicle is driven greater than 20 mph (32 km/h) for greater than 70 seconds.
- The vehicle is driven greater than 40 mph (64 km/h) (HDC exits immediately).
- HDC detects excessive brake temperature.

Feedback To The Driver

The instrument cluster has an HDC icon and the HDC switch has an LED icon, which offers feedback to the driver about the state HDC is in.

- The cluster icon and switch lamp will illuminate and remain on solid when HDC is enabled or activated. This is the normal operating condition for HDC.
- The cluster icon and switch lamp will flash for several seconds, then extinguish when the driver pushes the HDC switch but enable conditions are not met.
- The cluster icon and switch lamp will flash for several seconds, then extinguish when HDC disables due to excess speed.
- The cluster icon and switch lamp will flash when HDC deactivates due to overheated brakes. The flashing will stop and HDC will activate again once the brakes have cooled sufficiently.

WARNING!

HDC is only intended to assist the driver in controlling vehicle speed when descending hills. The driver must remain attentive to the driving conditions and is responsible for maintaining a safe vehicle speed.

Hill Start Assist (HSA)

HSA is designed to mitigate roll back 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 following conditions must be met in order for HSA to activate:

- The feature must be enabled.
- The vehicle must be stopped.
- The parking brake must be off.
- The driver door must be closed.
- The vehicle must be on a sufficient grade.
- The gear selection must match vehicle uphill direction (i.e., vehicle facing uphill is in forward gear; vehicle backing uphill is in REVERSE gear).
- HSA will work in REVERSE gear and all forward gears. The system will not activate if the transmission is in PARK or NEUTRAL.

WARNING!

There may be situations where the Hill Start Assist (HSA) will not activate and slight rolling may occur, such as on minor hills 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 a collision or serious personal injury.

Disabling And Enabling HSA

This feature can be turned on or turned off. To change the current setting, proceed as follows:

If disabling HSA using Uconnect Settings
 ⇨ page 237.

Towing With HSA

HSA will also provide assistance to mitigate roll back 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 exiting your vehicle. Also, be certain to place the transmission in PARK.
- Failure to follow these warnings can result in a collision or serious personal injury.

Ready Alert Braking (RAB)

RAB may reduce the time required to reach full braking during emergency braking situations. It anticipates when an emergency braking situation may occur by monitoring how fast the throttle is released by the driver. The Electronic Brake Control System will prepare the brake system for a panic stop.

Traction Control System (TCS)

TCS monitors the amount of wheel spin of each of the driven wheels. If wheel spin is detected, the TCS may apply brake pressure to the spinning wheel(s) and/or reduce engine power to provide enhanced acceleration and stability. A feature of the TCS, Brake Limited Differential (BLD), functions similarly 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. BLD may remain enabled even if TCS and Electronic Stability Control (ESC) are in reduced modes.

Trailer Sway Control (TSC)

TSC uses sensors in the vehicle to recognize an excessively swaying trailer and will take the appropriate actions to attempt to stop the sway.

NOTE:

TSC cannot stop all trailers from swaying. Always use caution when towing a trailer and follow the trailer tongue weight recommendations ↪ page 214.

When TSC is functioning, the ESC Activation/Malfunction Indicator Light will flash, the engine power may be reduced and you may feel the brakes being applied to individual wheels to attempt to stop the trailer from swaying. TSC is disabled when the ESC system is in the “Partial Off” or “Full Off” modes.

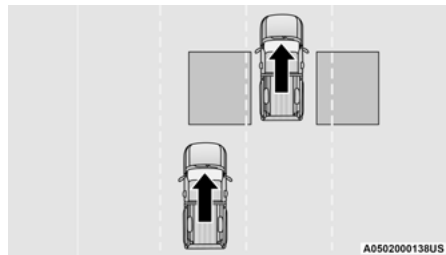
WARNING!

If TSC activates while driving, slow the vehicle down, stop at the nearest safe location, and adjust the trailer load to eliminate trailer sway.

AUXILIARY DRIVING SYSTEMS

BLIND SPOT MONITORING (BSM) — IF EQUIPPED

BSM uses two radar sensors, located inside the taillights, to detect highway licensable vehicles (automobiles, trucks, motorcycles, etc.) that enter the blind spot zones from the rear/front/side of the vehicle.



Rear Detection Zones

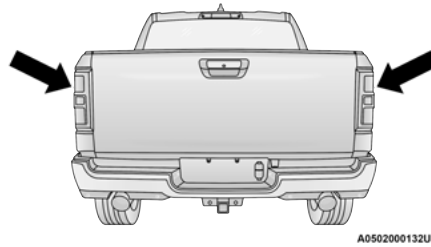
When the vehicle is started, the BSM Warning Light will momentarily illuminate in both outside rearview mirrors to let the driver know that the system is operational. The BSM system sensors operate when the vehicle is in any forward gear or REVERSE and enters standby mode when the vehicle is in PARK.

The BSM detection zone covers approximately one lane width on both sides of the vehicle 12 ft (3.8 m). The zone length starts at the outside rear view mirror and extends approximately 10 ft (3 m) beyond the rear fascia/bumper of the vehicle. The BSM system monitors the detection zones on both sides of the vehicle when the vehicle speed reaches approximately 6 mph (10 km/h) or higher and will alert the driver of vehicles in these areas.

NOTE:

- The BSM system DOES NOT alert the driver about rapidly approaching vehicles that are outside the detection zones.
- BSM may experience dropouts (blinking on and off) of the side mirror warning indicator lamps when a motorcycle or any small object remains at the side of the vehicle for extended periods of time (more than a couple of seconds).

The vehicle's taillights, where the radar sensors are located, must remain free of snow, ice, and dirt/road contamination so that the BSM system can function properly. Do not block the taillights with foreign objects (bumper stickers, bicycle racks, etc.).



Radar Sensor Locations

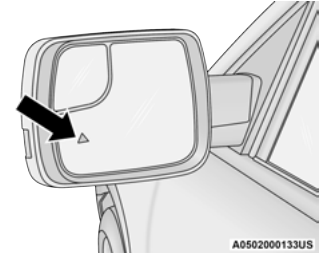
If the system detects degraded performance due to contamination or foreign objects, a message will warn you of a blocked sensor and the warning indicators in side view mirrors will be on. The warning indicators will remain illuminated until blockage clearing conditions are met. First clear the taillights around the sensors of the blockage. After removing the blockage, the following procedure can be used to reset the system:

Cycle the ignition from ON to OFF and then back ON.

If the blockage message is still present after cycling the ignition and driving in traffic, check again for a blockage.

The system may also detect a blockage if the vehicle is operated in areas with extremely low radar returns such as a desert or parallel to a large elevation drop.

The BSM system notifies the driver of objects in the detection zones by illuminating the BSM warning light located in the outside mirrors, in addition to sounding an audible (chime) alert and reducing the radio volume → page 322.

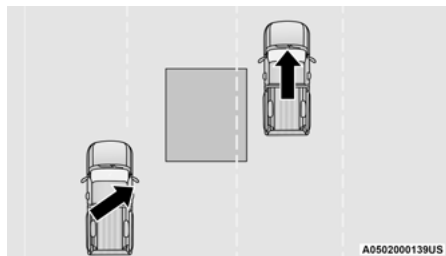


Warning Light Location

The BSM system monitors the detection zone from three different entry points (side, rear, front) while driving to see if an alert is necessary. The BSM system will issue an alert during these types of zone entries.

Entering From The Side

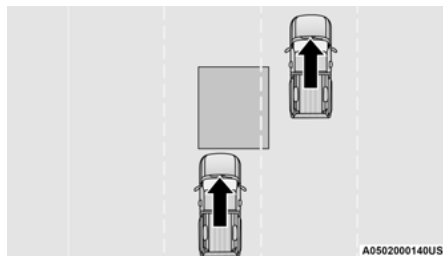
Vehicles that move into your adjacent lanes from either side of the vehicle.



Side Monitoring

Entering From The Rear

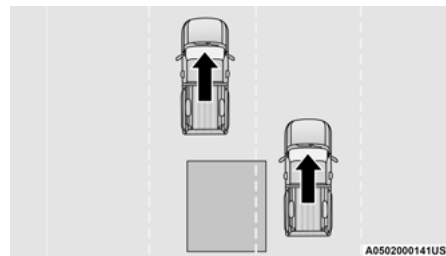
Vehicles that come up from behind your vehicle on either side and enter the rear detection zone with a relative speed of less than 30 mph (48 km/h).



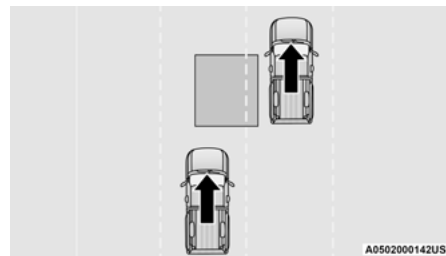
Rear Monitoring

Overtaking Traffic

If you pass another vehicle slowly with a relative speed less than 15 mph (24 km/h) and the vehicle remains in the blind spot for approximately 1.5 seconds, the warning light will be illuminated. If the difference in speed between the two vehicles is greater than 15 mph (24 km/h), the warning light will not illuminate.



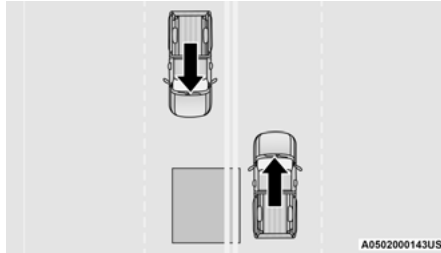
Overtaking/Approaching



Overtaking/Passing

The BSM system is designed not to issue an alert on stationary objects such as guardrails, posts, walls, foliage, berms, snow banks, car washes etc. However, occasionally the system may alert on such objects. This is normal operation and your vehicle does not require service.

The BSM system will not alert you of objects that are traveling in the opposite direction of the vehicle in adjacent lanes → page 482.



Opposing Traffic

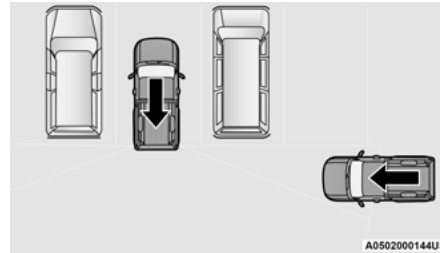
For information on how Blind Spot Monitoring functions when pulling a trailer → page 322.

WARNING!

The Blind Spot Monitoring system is only an aid to help detect objects in the blind spot zones. The BSM system is not designed to detect pedestrians, bicyclists, or animals. Even if your vehicle is equipped with the BSM system, always check your vehicle's mirrors, glance over your shoulder, and use your turn signal before changing lanes. Failure to do so can result in serious injury or death.

Rear Cross Path (RCP)

RCP is intended to aid the driver when backing out of parking spaces where their vision of oncoming vehicles may be blocked. Proceed slowly and cautiously out of the parking space until the rear end of the vehicle is exposed. The RCP system will then have a clear view of the cross traffic, and if an oncoming vehicle is detected, alert the driver.



RCP Detection Zones

RCP monitors the rear detection zones on both sides of the vehicle, for objects that are moving toward the side of the vehicle with a minimum speed of approximately 3 mph (5 km/h), to objects moving a maximum of approximately 20 mph (32 km/h), such as in parking lot situations.

When RCP is on and the vehicle is in REVERSE (R), the driver is alerted using both the visual and audible alarms, including reducing the radio volume.

NOTE:

In a parking lot situation, oncoming vehicles can be blocked by vehicles parked on either side. If the sensors are blocked by other structures or vehicles, the system will not be able to alert the driver.

WARNING!

Rear Cross Path Detection (RCP) is not a backup aid system. It is intended to be used to help a driver detect an oncoming vehicle in a parking lot situation. Drivers must be careful when backing up, even when using RCP. 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. Failure to do so can result in serious injury or death.

Blind Spot Modes

Blind Spot has three selectable modes of operation that are available in the Uconnect system.

Blind Spot Alert Lights Only

When operating in Blind Spot Alert mode, the BSM system will provide a visual alert in the appropriate side view mirror based on a detected object. However, when the system is operating in Rear Cross Path (RCP) mode, the system will respond with both visual and audible alerts when a detected object is present. Whenever an audible alert is requested, the radio is muted.

Blind Spot Alert Lights/Chime

When operating in Blind Spot Alert Lights/Chime mode, the BSM system will provide a visual alert in the appropriate side view mirror based on a detected object. If the turn signal is then activated, and it corresponds to an alert present on that side of the vehicle, an audible chime will also be sounded. Whenever a turn signal and detected object are present on the same side at the same time, both the visual and audible alerts will be issued. In addition to the audible alert the radio (if on) will also be muted.

NOTE:

Whenever an audible alert is requested by the BSM system, the radio is also muted.

When the system is in RCP, the system shall respond with both visual and audible alerts when a detected object is present. Whenever an audible alert is requested, the radio is also muted. Turn/hazard signal status is ignored; the RCP state always requests the chime.

Blind Spot Alert Off

When the BSM system is turned off there will be no visual or audible alerts from either the BSM, RCP, or Trailer Merge Assist systems.

NOTE:

The BSM system will store the current operating mode when the vehicle is shut off. Each time the vehicle is started the previously stored mode will be recalled and used.

Trailer Merge Assist – If Equipped

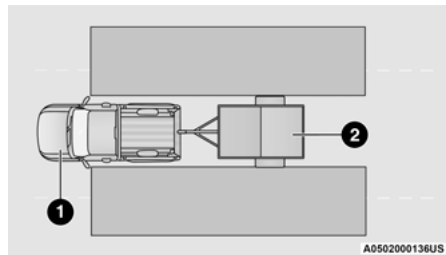
Trailer Merge Assist is a function of the Blind Spot Monitoring (BSM) system that extends the blind spot zone to work while pulling a trailer.

NOTE:

When Trailer Merge Assist is activated, Rear Cross Path is disabled.

Trailer Merge Assist consists of three sub functions:

- Automatic Trailer Detection
- Trailer Length Detection
- Trailer Merge Warning




Blind Spot Zones With Trailer Merge Assist


- 1 – Vehicle
2 – Trailer

Automatic Trailer Detection


There are two modes of operation for the detection of the trailer length:

- *Automatic Mode* – When “Auto Mode” is selected, the system will use the blind spot sensors to automatically determine the presence and length of a trailer. The presence of

a trailer will be detected using the blind spot radar within 90 seconds of forward movement of the vehicle. The vehicle must be moving above 6 mph (10 km/h) to activate the feature. Once the trailer has been detected, the system will default to the maximum blind spot zone until the length has been verified. You will see “Auto” in the instrument panel cluster .

- **Maximum Mode** – When “Max Mode” is selected, the system will default to the maximum blind spot zone regardless of what size trailer is attached .

NOTE:

Selected setting is stored when the ignition is placed in the OFF position. To change this setting, it must be selected through the Uconnect settings  page 237.

Trailer Length Detection

Once the trailer presence has been established, the trailer length will be established (by making a 90 degree turn) and then the trailer length category (example 10-20 ft (3 m to 6 m)) will be displayed. This can take up to 30 seconds after completing the turn.

NOTE:

During the same ignition cycle, if the vehicle is at a standstill for a minimum of 90 seconds, a new “trailer detection request” is enabled by the system once the vehicle resumes motion.

Maximum length supported by the Trailer Merge Assist feature is 39.5 ft (12 m). Trailer length is considered the forward most portion of the trailer hitch to the rearward most portion of the body, fascia/bumper, or ramp of the trailer.

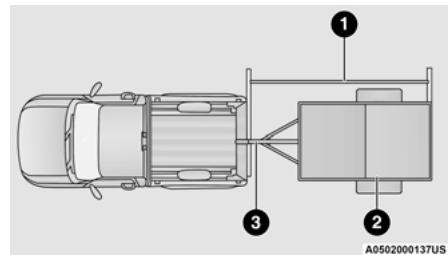
Maximum width supported by the Trailer Merge Assist feature is 8.5 ft (2.59 m). Trailer width is measured at the widest portion of the trailer and may include wheels, tires, finders, or rails.

NOTE:

Fifth wheel or gooseneck trailers are not supported by Trailer Merge Assist.

NOTE:




The ability to detect a trailer may be degraded in crowded or busy environments. Busy parking lots, narrow areas surrounded with trees, or any other crowded area may prevent the radar sensors from being able to adequately detect the trailer. The system will try to detect a trailer at every ignition cycle or 90 seconds of standstill.



Trailer Length Detection

- 1 – Trailer Length
- 2 – Trailer Width
- 3 – Trailer Hitch

Trailer length will be identified and placed into one of the following categories:

- Trailer length up to 10 ft (3 m) – Blind spot zone will be adjusted to 10 ft (3 m) .
- Trailer length between 10 ft to 20 ft (3 m to 6 m) – Blind spot zone will be adjusted to 20 ft (6 m) .
- Trailer length between 20 ft to 30 ft (6 m to 9 m) – Blind spot zone will be adjusted to 30 ft (9 m) .

- Trailer length between 30 ft and 39.5 ft (9 m to 12 m) — Blind spot zone will be adjusted to Max distance $\frac{\text{Max}}{0.9}$.

NOTE:

Trailer length is determined within +/- 3 ft (1 m) of actual length. Trailers that are the same size as the category limit, 10/20/30 ft (3/6/9 m), could be subject to being placed in the category above or below the correct one.

Trailer Merge Warning

Trailer Merge Warning is the extension of the blind spot function to cover the length of the trailer, plus a safety margin, to warn the driver when there is a vehicle in the adjacent lane. The driver is alerted by the illumination of the BSM warning light located in the outside mirror on the side the other vehicle is detected on. In addition, an audible (chime) alert will be heard and radio volume will be reduced → page 322.

NOTE:

- The Trailer Merge Alert system DOES NOT alert the driver about rapidly approaching vehicles that are outside the detection zones.
- The Blind Spot Monitoring (BSM) system may experience drop outs (blinking on and off) of

the side mirror warning indicator lamps when a motorcycle or any small object remains at the side of the vehicle for extended periods of time (more than a couple of seconds).

- Crowded areas such as parking lots, neighborhoods, etc. may lead to an increased amount of false alerts. This is normal operation.

WARNING!

The Blind Spot Monitoring system is only an aid to help detect objects in the blind spot zones. The BSM system is not designed to detect pedestrians, bicyclists, or animals. Even if your vehicle is equipped with the BSM system, always check your vehicle's mirrors, glance over your shoulder, and use your turn signal before changing lanes. Failure to do so can result in serious injury or death.

FORWARD COLLISION WARNING (FCW) WITH MITIGATION — IF EQUIPPED

FCW with Mitigation provides the driver with audible warnings, visual warnings (within the instrument cluster display), and may apply a brake jerk to warn the driver when it detects a

potential frontal collision. The warnings and limited braking are intended to provide the driver with enough time to react, avoid or mitigate the potential collision.

NOTE:

FCW monitors the information from the forward looking sensors as well as the Electronic Brake Controller (EBC), to calculate the probability of a forward collision. When the system determines that a forward collision is probable, the driver will be provided with audible and visual warnings as well as a possible brake jerk warning.

If the driver does not take action based upon these progressive warnings, then the system will provide a limited level of active braking to help slow the vehicle and mitigate the potential forward collision. If the driver reacts to the warnings by braking and the system determines that the driver intends to avoid the collision by braking but has not applied sufficient brake force, the system will compensate and provide additional brake force as required.

If a FCW with Mitigation event begins at a speed below 32 mph (52 km/h), the system may provide the maximum braking possible to mitigate the potential forward collision. If the

Forward Collision Warning with Mitigation event stops the vehicle completely, the system will hold the vehicle at standstill for two seconds and then release the brakes.

!BRAKE!

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FCW Message

When the system determines a collision with the vehicle in front of you is no longer probable, the warning message will be deactivated
 ⇨ page 482.

NOTE:

- The minimum speed for FCW activation is 3 mph (5 km/h).
- The FCW alerts may be triggered on objects other than vehicles such as guard rails or sign posts based on the course prediction. This is expected and is a part of normal FCW activation and functionality.

- It is unsafe to test the FCW system. To prevent such misuse of the system, after four Active Braking events within a key cycle, the Active Braking portion of FCW will be deactivated until the next key cycle.
- The FCW system is intended for on-road use only. If the vehicle is taken off-road, the FCW system should be deactivated to prevent unnecessary warnings to the surroundings.
- FCW may not react to irrelevant objects such as overhead objects, ground reflections, objects not in the path of the vehicle, stationary objects that are far away, oncoming traffic, or leading vehicles with the same or higher rate of speed.
- FCW will be disabled like ACC, with the unavailable screens.

WARNING!

Forward Collision Warning (FCW) is not intended to avoid a collision on its own, nor can FCW detect every type of potential collision. The driver has the responsibility to avoid a collision by controlling the vehicle via braking and steering. Failure to follow this warning could lead to serious injury or death.

Turning FCW On or Off

The FCW button is located in the Uconnect display in the control settings ⇨ page 237.

- To turn the FCW system on, press the forward collision button once.
- To turn the FCW system off, press the forward collision button once.

NOTE:

- When the FCW is “on”, this allows the system to warn the driver of a possible collision with the vehicle in front.
- When the FCW is “off”, this prevents the system from warning the driver of a possible collision with the vehicle in front. If the FCW is set to “off”, “FCW OFF” will be displayed in the instrument cluster display.
- When FCW status is set to “Only Warning”, this prevents the system from providing limited active braking, or additional brake support if the driver is not braking adequately in the event of a potential frontal collision.

- When FCW status is set to “Warning and Braking”, this allows the system to warn the driver of a possible collision with the vehicle in front using audible/visual warnings and it applies autonomous braking.
- The FCW system state is defaulted to “Full On” from one ignition cycle to the next. If the system is turned off, it will reset to “Full On” when the vehicle is restarted.

FCW Braking Status And Sensitivity

The FCW Sensitivity and Active Braking status are programmable through the Uconnect system ↪ page 237.

- Far
 - When the sensitivity of FCW is set to the “Far” setting and the system status is “Only Warning”, this allows the system to warn the driver of a possible more distant collision with the vehicle in front using audible/visual warnings.
 - More cautious drivers that do not mind frequent warnings may prefer this setting.
- Medium
 - When the sensitivity of FCW is set to the “Medium” setting and the system status is “Only Warning”, this allows the system to warn the driver of a possible collision with the vehicle in front using audible/visual warnings.
- Near
 - When the sensitivity of FCW is set to the “Near” setting and the system status is “Only Warning”, this allows the system to warn the driver of a possible closer collision with the vehicle in front using audible/visual warnings.
 - This setting provides less reaction time than the “Far” and “Medium” settings, which allows for a more dynamic driving experience.
 - More dynamic or aggressive drivers that want to avoid frequent warnings may prefer this setting.

FCW Limited Warning

If the instrument cluster displays “ACC/FCW Limited Functionality” or “ACC/FCW Limited Functionality Clean Front Windshield” momentarily, there may be a condition that limits FCW functionality. Although the vehicle is still driveable under normal conditions, the active braking may not be fully available. Once the condition that limited the system performance is no longer present, the system will return to its full performance state. If the problem persists, see an authorized dealer.

Service FCW Warning

If the system turns off, and the instrument cluster displays:

- ACC/FCW Unavailable Service Required
- Cruise/FCW Unavailable Service Required

This indicates there is an internal system fault. Although the vehicle is still drivable under normal conditions, have the system checked by an authorized dealer.

Pedestrian Emergency Braking (PEB) — If Equipped

PEB is a subsystem of the FCW system that provides the driver with audible and visual warnings in the instrument cluster display, and may apply automatic braking when it detects a potential frontal collision with a pedestrian.

If a PEB event begins at a speed below 37 mph (60 km/h), the system may provide braking to mitigate the potential collision with a pedestrian. If the PEB event stops the vehicle completely, the system will hold the vehicle at a standstill for two seconds and then release the brakes. When the system determines a collision with the pedestrian in front of you is no longer probable, the warning message will be deactivated.

The minimum speed for PEB activation is 3 mph (5 km/h).

WARNING!

Pedestrian Emergency Braking (PEB) is not intended to avoid a collision on its own, nor can PEB detect every type of potential collision with a pedestrian. The driver has the responsibility to avoid a collision by controlling the vehicle via braking and steering. Failure to follow this warning could lead to serious injury or death.

Turning PEB On Or Off

NOTE:

The default status of PEB is “On.” This allows the system to warn you of a possible frontal collision with the pedestrian.

The PEB button is located in the Uconnect display in the controls settings ↗ page 237.

To turn the PEB system off, push the Pedestrian Emergency Braking button once.

To turn the PEB system back on, push the Pedestrian Emergency Braking button again.

Changing the PEB status to “Off” deactivates the system, so no warning or active braking will be available in case of a possible frontal collision with the pedestrian.

NOTE:

The PEB system will NOT retain the last setting selected by the driver after ignition shut down. The system will reset to the default setting when the vehicle is restarted.

TIRE PRESSURE MONITORING SYSTEM (TPMS)

TPMS will warn the driver of a low tire pressure based on the vehicle recommended cold placard pressure.

NOTE:

The TPMS Warning 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 instrument cluster will display a graphic showing the pressure values of each tire with the low tire pressure values in a different color, or the Uconnect radio will display a TPMS message; when this occurs you must increase the tire pressure to the recommended cold placard pressure in order for the TPMS Warning Light to turn off.

The tire pressure will vary with temperature by about 1 psi (7 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 three hours, or driven less than 1 mile (1.6 km) after a three hour period. The cold tire inflation pressure must not exceed the maximum inflation pressure molded into the tire sidewall. The tire pressure will also increase as the vehicle is driven – this is normal and there should be no adjustment for this increased pressure.

See ⇨ page 443 on how to properly inflate the vehicle's tires.

The TPMS 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 ⇨ page 482.

The TPMS will continue to warn the driver of low tire pressure as long as the condition exists, and will not turn off until the tire pressure is at or above the recommended cold placard pressure. Once the low TPMS Warning Light illuminates, increase the tire pressure to the recommended cold placard pressure in order for the TPMS Warning Light to turn off. The system will automatically update and the TPMS

Warning Light will turn off once the system receives the updated tire pressures. The vehicle may need to be driven for up to 20 minutes above 15 mph (24 km/h) in order for the TPMS to receive this information.

NOTE:

When filling warm tires, the tire pressure may need to be increased up to an additional 4 psi (28 kPa) above the recommended cold placard pressure in order to turn the TPMS Warning Light off.

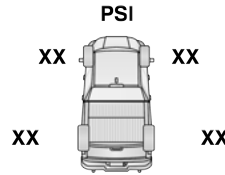
For example, your vehicle may have a recommended cold (parked for more than three hours) placard pressure of 30 psi (207 kPa). If the ambient temperature is 68°F (20°C) and the measured tire pressure is 27 psi (186 kPa), a temperature drop to 20°F (-7°C) will decrease the tire pressure to approximately 23 psi (158 kPa). This tire pressure is sufficiently low enough to turn on the TPMS Warning Light. Driving the vehicle may cause the tire pressure to rise to approximately 27 psi (186 kPa), but the TPMS Warning Light will still be on. In this situation, the TPMS Warning 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.
- Using aftermarket tire sealants may cause the Tire Pressure Monitoring System (TPMS) sensor to become inoperable. After using an aftermarket tire sealant it is recommended that you take your vehicle to an authorized dealership to have your sensor function checked.
- 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 TPMS 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, unless your vehicle is equipped with a Tire Fill Alert (TFA) system.
- Driving on a significantly underinflated tire causes the tire to overheat and can lead to tire failure. Underinflation 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 underinflation has not reached the level to trigger illumination of the TPMS Warning Light.
- Seasonal temperature changes will affect tire pressure, and the TPMS will monitor the actual tire pressure in the tire.

**Tire Pressure**

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Tire Pressure Monitoring Display

The Tire Pressure Monitoring 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.

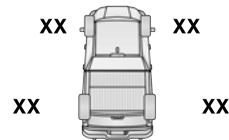
The TPMS consists of the following components:

- Receiver module
- Four Tire Pressure Monitoring System sensors

- Various Tire Pressure Monitoring System messages, which display in the instrument cluster
- Tire Pressure Monitoring System Warning Light

Tire Pressure Monitoring Low Pressure Warnings

The Tire Pressure Monitoring System (TPMS) Warning 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 instrument cluster will display a graphic showing the pressure values of each tire with the low tire pressure values in a different color. An "Inflate to XX" message will also be displayed.

Inflate Front to XX PSI**Inflate Rear to XX PSI****Tire Pressure****Low Tire Pressure Display**

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Should this occur, you should stop as soon as possible and inflate the tires with a low pressure condition (those in a different color in the instrument cluster graphic) to the vehicle's recommended cold placard pressure inflation value as shown in the "Inflate to XX" message. Once the system receives the updated tire pressures, the system will automatically update, the graphic display in the instrument cluster will return to its original color, and the Tire Pressure Monitoring System Warning Light will turn off. The vehicle may need to be driven for up to 20 minutes above 15 mph (24 km/h) in order for the TPMS to receive this information.

NOTE:

When filling warm tires, the tire pressure may need to be increased up to an additional 4 psi (28 kPa) above the recommended cold placard pressure in order to turn the Tire Pressure Monitoring System Warning Light off.

Service TPMS Warning

If a system fault is detected, the Tire Pressure Monitoring System (TPMS) Warning 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 instrument cluster will

display a "SERVICE TPMS SYSTEM" message for a minimum of five seconds and then display dashes (–) in place of the pressure value to indicate which sensor is not being received.

If the ignition switch is cycled, this sequence will repeat, providing the system fault still exists. If the system fault no longer exists, the Tire Pressure Monitoring System Warning Light will no longer flash, and the "SERVICE TPMS 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:

- Signal interference due to electronic devices or driving next to facilities emitting the same radio frequencies as the Tire Pressure Monitoring System sensors
- Installing aftermarket window tinting that contains materials that may block radio wave signals
- Accumulation of snow or ice around the wheels or wheel housings
- Using tire chains on the vehicle
- Using wheels/tires not equipped with TPMS sensors

A system fault may occur due to an incorrect TPMS sensor location condition. When a system fault occurs due to an incorrect TPMS sensor location, the Tire Pressure Monitoring System (TPMS) Warning 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 instrument cluster will display a Tire Pressure Temporarily Unavailable message in place of the tire pressure display screen. If the ignition switch is cycled, this sequence will repeat, providing the system fault still exists. If the system fault no longer exists, the "Tire Pressure Monitoring System Warning Light" will no longer flash and the tire pressure display screen will be displayed showing the tire pressure values the correct locations.

Vehicles With Non-Matching Full Size Spare Or Compact Spare

- The non-matching full size spare or compact spare tire does not have a TPMS sensor. Therefore, the TPMS will not monitor the pressure in the non-matching full size spare or compact spare tire.
- If you install the non-matching full size spare or compact spare tire in place of a road tire that has a pressure below the low-pressure

warning limit, upon the next ignition switch cycle, the Tire Pressure Monitoring System (TPMS) Warning Light and a "LOW TIRE" message will remain on and a chime will sound. In addition, the graphic in the instrument cluster will still display a pressure value in a different color and an "Inflate to XX" message.

- After driving the vehicle for up to 20 minutes above 15 mph (24 km/h), the Tire Pressure Monitoring System (TPMS) Warning Light will flash on and off for 75 seconds and then remain on solid. In addition, the instrument cluster will display a "SERVICE TPMS SYSTEM" message for a minimum of five seconds and then display dashes (-) in place of the pressure value.
- For each subsequent ignition switch cycle, a chime will sound, the Tire Pressure Monitoring System (TPMS) Warning Light will flash on and off for 75 seconds and then remain on solid, and the instrument cluster will display a "SERVICE TPMS SYSTEM" message for a minimum of five seconds and then display dashes (-) in place of the pressure value.
- Once you repair or replace the original road tire and reinstall it on the vehicle in place of the non-matching full size spare or compact spare, the TPMS will update automatically. In addition, the Tire Pressure Monitoring System (TPMS) Warning Light will turn off and the graphic in the instrument cluster 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 20 minutes above 15 mph (24 km/h) in order for the TPMS to receive this information.

Tire Fill Alert

This feature notifies the user when the placard tire pressure is attained while inflating or deflating the tire.

You may choose to disable or enable the Tire Fill Alert feature through use of the Uconnect Settings in the radio.

NOTE:

- Only one tire can be filled at a time when using the Tire Fill Alert system.

- The Tire Fill Alert feature cannot be entered if an existing TPMS fault is set to "active" or if the system is in deactivation mode (if equipped).

The system will be activated when a positive increase in tire pressure is detected by the TPMS while inflating the tire. The ignition must be in the RUN mode, with the transmission in PARK.

NOTE:

It is not required to have the engine running to enter Tire Fill Alert mode.

The hazard lamps will come on to confirm the vehicle is in Tire Fill Alert mode.

When Tire Fill Alert mode is entered, the tire pressure display screen will be displayed in the instrument cluster.

If the hazard lamps do not come on while inflating the tire, the TPMS sensor may be out of range preventing the TPMS sensor signal from being received. In this case, the vehicle may need to be moved either forward or backward slightly to exit the null spot.

Operation:

- The horn will sound once to let the user know when to stop filling the tire, when it reaches recommended pressure.
- The horn will sound three times if the tire is overfilled and will continue to sound every five seconds if the user continues to inflate the tire.
- The horn will sound once again when enough air is let out to reach proper inflation level.
- The horn will also sound three times if the tire is then underinflated and will continue to sound every five seconds if the user continues to deflate the tire.

Trailer Tire Pressure Monitoring System (TPMS) – If Equipped

The Trailer Tire Pressure Monitoring System (TPMS) is a feature that displays the trailer tire pressure values and warns the driver of a low tire pressure event based on the drivers set target tire pressure value, through TPMS settings found in the radio.

The TPMS monitors the pressure of each tire and warns the driver through the instrument cluster, when either a low tire pressure

condition falls below 25% of the drivers set pressure or if a system malfunction occurs. The instrument cluster will display the actual tire pressure or dashes for each of the trailer tires in the correct trailer position, based on trailer configuration. The TTPMS can support up to 12 trailer tires per configured trailer on up to four configurable trailers ↪ page 237.

**Trailer Tire Pressure Monitoring System****Trailer Tire Pressure Sensor Pairing**

In order use this feature, the provided tire pressure sensors must be installed in the desired trailer tires and the sensors must be paired to the truck. If the target trailer requires more than the provided four sensors, additional sensors can be purchased at an authorized Ram dealership.

With the sensors installed and the trailer near or connected to your Ram truck, initiate the pairing process by entering the settings menu in the radio and selecting trailer. Select the desired trailer profile to pair to, open the “Tire Pressure” menu, and hit “Setup All Tires” ↪ page 237.

NOTE:

The vehicle may not be driven until the pairing process is complete.

**Trailer Tire Pressure Settings**



Trailer Tire Pressure Pairing

Follow the on screen prompts to select the number of axles (1 - 3), the number of trailer tires (2, 4, 6, 8, or 12), and the set trailer tire pressure. The range is selectable anywhere between 25-125 PSI (172-862 kPa).

Once PSI (kPa) is programmed, the pairing screen appears. Tire sensors must be paired in order shown. Starting with Tire 1, deflate tire by 5 PSI (34 kPa) and wait for a horn chirp. It may take up to three minutes for the chirp to occur, indicating that the sensor has paired. Repeat process on each tire, in order, until complete. Do not exit the pairing screen until process is complete. If pairing was unsuccessful, a double horn chirp will sound, and a prompt on the touchscreen will allow you to retry the procedure; "Retry" will only appear when setup

fails. Each tire must be successfully paired during a single pairing process to receive the success screen.

NOTE:

If the pairing process times out after three minutes of no communication with a sensor, a double horn chirp will occur indicating the pairing has failed and a message will display on the radio indicating the process was unsuccessful. Under certain circumstances, the double horn chirp may continue to happen every three minutes indicating the failed pairing. If this happens, the horn chirping may be canceled by cycling the ignition button OFF and then back to RUN position.

Tire Pressure Monitoring Low Pressure Warnings

When a tire pressure low in one or more of the active road tires is detected, the instrument cluster will display a message stating "Trailer Tire Pressure Low". The instrument cluster will then display the TTPMS graphic showing the pressure values of each tire with the low tire pressure values in a different color.

Should this occur, you should stop as soon as possible and inflate the tires with a low pressure

condition (those in a different color in the instrument cluster graphic) to the customer programmed target tire pressure value as shown at the top of the TTPMS instrument cluster graphic. Once the tire(s) are inflated, the system will automatically update the graphic display in the instrument cluster, returning to its original color. The vehicle may need to be driven for up to 10 minutes above 15 mph (24 km/h) in order for the TTPMS to receive the updated information.

Service TTPMS Warning

If a system fault is detected, the instrument cluster will display a "Trailer Tire Pressure System Service Required" message for a minimum of five seconds.

Once the system fault is corrected the "Trailer Tire Pressure System Service Required" message will no longer be displayed. The vehicle may need to be driven for up to 10 minutes above 15 mph (24 km/h) in order for the TTPMS to receive the trailer tire pressure information.

Trailer Tire Pressure System Not Configured

A “Trailer Tire Pressure System Not Configured” message will be displayed in the instrument cluster on the TTPMS instrument cluster graphic when a trailer number is selected that has not had trailer tire pressure sensors paired. To correct this condition, see ⇨ page 237.

Trailer Sensors Detected Do Not Match Active Trailer

The “Trailer Sensors Detected Do Not Match Active Trailer” message will be displayed in the instrument cluster when the trailer sensors being received by the TTPMS module do not match the trailer sensors paired to the current trailer number selected. This message will be displayed when the sensors being received completely match the sensors paired to another trailer number configured in the TTPMS module.

To correct this condition, the correct trailer number must be selected in the radio
⇨ page 237.

OCCUPANT RESTRAINT SYSTEMS

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

OCCUPANT RESTRAINT SYSTEMS FEATURES

- Seat Belt Systems
- Supplemental Restraint Systems (SRS) Air Bags
- Child Restraints


Some of the safety features described in this section may be standard equipment on some models, or may be optional equipment on others. If you are not sure, ask an authorized dealer.

IMPORTANT SAFETY PRECAUTIONS

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.

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

1. Children 12 years old and under should always ride buckled up in the rear seat of a vehicle with a rear seat.
2. A child who is not big enough to wear the vehicle seat belt properly must be secured in the appropriate child restraint or belt-positioning booster seat in a rear seating position ⇨ page 355.
3. If a child from 2 to 12 years old (not in a rear-facing child restraint) must ride in the front passenger seat, move the seat as far back as possible and use the proper child restraint ⇨ page 355.
4. Never allow children to slide the shoulder belt behind them or under their arm.
5. You should read the instructions provided with your child restraint to make sure that you are using it properly.
6. All occupants should always wear their lap and shoulder belts properly.
7. The driver and front passenger seats should be moved back as far as practical to allow the front air bags room to inflate.

8. Do not lean against the door or window. If your vehicle has side air bags, and deployment occurs, the side air bags will inflate forcefully into the space between occupants and the door and occupants could be injured.
9. If the air bag system in this vehicle needs to be modified to accommodate a disabled person, see  page 479 for customer service contact information.

WARNING!

- Never place a rear-facing child restraint in front of an air bag. A deploying passenger front air bag can cause death or serious injury to a child 12 years or younger, including a child in a rear-facing child restraint.
- Never install a rear-facing child restraint in the front seat of a vehicle. Only use a rear-facing child restraint in the rear seat. If the vehicle does not have a rear seat, do not transport a rear-facing child restraint in that vehicle.


SEAT BELT SYSTEMS

Buckle up even though you are an excellent driver, even on short trips. Someone on the road may be a poor driver and could 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.

Enhanced Seat Belt Use Reminder System (BeltAlert)

Driver And Passenger BeltAlert — If Equipped

 BeltAlert is a feature intended to remind the driver and outboard front seat passenger (if equipped with outboard front passenger seat BeltAlert) to buckle their seat belts. The BeltAlert feature is active whenever the ignition switch is in the START or ON/RUN position.

Initial Indication

If the driver is unbuckled when the ignition switch is first in the START or ON/RUN position, a chime will signal for a few seconds. If the driver or outboard front seat passenger (if equipped with outboard front passenger seat BeltAlert) is unbuckled when the ignition switch is first in the START or ON/RUN position the Seat Belt Reminder Light will turn on and remain on until both outboard front seat belts are buckled. The outboard front passenger seat BeltAlert is not active when an outboard front passenger seat is unoccupied.

BeltAlert Warning Sequence

The BeltAlert warning sequence is activated when the vehicle is moving above a specified vehicle speed range and the driver or outboard front seat passenger is unbuckled (if equipped with outboard front passenger seat BeltAlert) (the outboard front passenger seat BeltAlert is not active when the outboard front passenger seat is unoccupied). The BeltAlert warning sequence starts by blinking the Seat Belt Reminder Light and sounding an intermittent chime. Once the BeltAlert warning sequence has completed, the Seat Belt Reminder Light will remain on until the seat belts are buckled.

The BeltAlert warning sequence may repeat based on vehicle speed until the driver and occupied outboard front seat passenger seat belts are buckled. The driver should instruct all occupants to buckle their seat belts.

Change Of Status

If the driver or outboard front seat passenger (if equipped with outboard front passenger seat BeltAlert) unbuckles their seat belt while the vehicle is traveling, the BeltAlert warning sequence will begin until the seat belts are buckled again.

The outboard front passenger seat BeltAlert is not active when the outboard front passenger seat is unoccupied. BeltAlert may be triggered when an animal or other items are placed on the outboard front passenger seat or when the seat is folded flat (if equipped). It is recommended that pets be restrained in the rear seat (if equipped) in pet harnesses or pet carriers that are secured by seat belts, and cargo is properly stowed.

BeltAlert can be activated or deactivated by an authorized dealer. FCA US LLC does not recommend deactivating BeltAlert.

NOTE:

If BeltAlert has been deactivated and the driver or outboard front seat passenger (if equipped with outboard front passenger seat BeltAlert) is unbuckled the Seat Belt Reminder Light will turn on and remain on until the driver and outboard front seat passenger seat belts are buckled.

Lap/Shoulder Belts

All seating positions in your vehicle are equipped with lap/shoulder belts.

The seat belt webbing retractor will lock only during very sudden stops or collisions. This feature allows the shoulder part of the seat belt to move freely with you under normal conditions. However, in a collision the seat belt will lock and reduce your risk of striking the inside of the vehicle or being thrown out of the vehicle.

WARNING!

- Relying on the air bags alone could lead to more severe injuries in a collision. The air bags work with your seat belt to restrain you properly. In some collisions, the air bags won't deploy at all. Always wear your seat belt even though you have air bags.
- In a collision, you and your passengers can suffer much greater injuries if you are not properly buckled up. You can strike the interior of your vehicle or other passengers, or you can be thrown out of the vehicle. Always be sure you and others in your vehicle are buckled up properly.
- It is dangerous to ride in a cargo area, inside or outside of a vehicle. In a collision, people riding in these areas are more likely to be seriously injured or killed.
- Do not allow people to ride in any area of your vehicle that is not equipped with seats and seat belts.

(Continued)

WARNING! *(Continued)*

- Be sure everyone in your vehicle is in a seat and using a seat belt properly. Occupants, including the driver, should always wear their seat belts whether or not an air bag is also provided at their seating position to minimize the risk of severe injury or death in the event of a crash.
- Wearing your seat belt incorrectly could make your injuries in a collision much worse. You might suffer internal injuries, or you could even slide out of the seat 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 a collision, hurting one another badly. Never use a lap/shoulder belt or a lap belt for more than one person, no matter what their size.

WARNING!

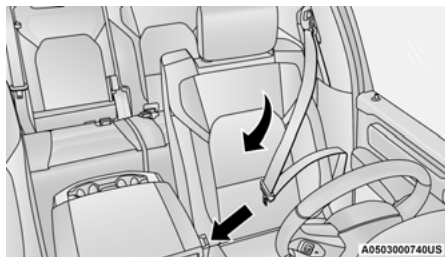
- A lap belt worn too high can increase the risk of injury in a collision. The seat belt forces won't be at the strong hip and pelvic bones, but across your abdomen. Always wear the lap part of your seat belt as low as possible and keep it snug.
- A twisted seat belt may not protect you properly. In a collision, it could even cut into you. Be sure the seat belt is flat against your body, without twists. If you can't straighten a seat belt in your vehicle, take it to an authorized dealer immediately and have it fixed.
- A seat belt that is buckled into the wrong buckle will not protect you properly. The lap portion could ride too high on your body, possibly causing internal injuries. Always buckle your seat belt into the buckle nearest you.
- A seat belt that is too loose will not protect you properly. In a sudden stop, you could move too far forward, increasing the possibility of injury. Wear your seat belt snugly.

*(Continued)***WARNING!** *(Continued)*

- A seat belt that is worn under your arm is dangerous. Your body could strike the inside surfaces of the vehicle in a collision, increasing head and neck injury. A seat belt worn under the arm can cause internal injuries. Ribs aren't as strong as shoulder bones. Wear the seat belt over your shoulder so that your strongest bones will take the force in a collision.
- A shoulder belt placed behind you will not protect you from injury during a collision. You are more likely to hit your head in a collision if you do not wear your shoulder belt. The lap and shoulder belt are meant to be used together.
- A frayed or torn seat belt could rip apart in a collision and leave you with no protection. Inspect the seat belt system periodically, checking for cuts, frays, or loose parts. Damaged parts must be replaced immediately. Do not disassemble or modify the seat belt system. Seat belt assemblies must be replaced after a collision.

Lap/Shoulder Belt Operating Instructions

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



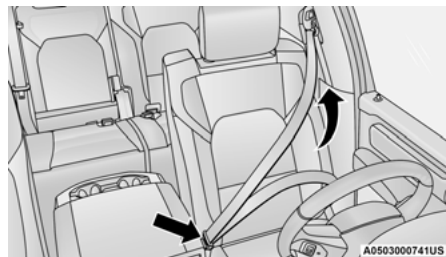
Pulling Out The Latch Plate

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



Inserting Latch Plate Into Buckle

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



Positioning The Lap Belt

5. Position the shoulder belt across the shoulder and chest with minimal, if any slack so that it is comfortable and not resting on your neck. The retractor will withdraw any slack in the shoulder belt.
6. To release the seat belt, push the red button on the buckle. The seat belt will automatically retract to its stowed position. If necessary, slide the latch plate down the webbing to allow the seat belt to retract fully.

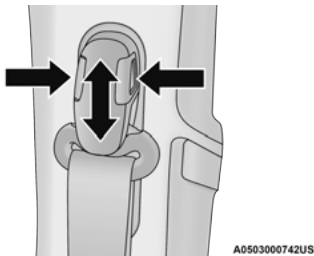
Lap/Shoulder Belt Untwisting Procedure

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, grab and twist the seat belt webbing 180 degrees to create a fold that begins immediately above the latch plate.
3. Slide the latch plate upward over the folded webbing. The folded webbing must enter the slot at the top of the latch plate.
4. Continue to slide the latch plate up until it clears the folded webbing and the seat belt is no longer twisted.

Adjustable Upper Shoulder Belt Anchorage

In the driver and outboard front passenger seats, the top of the shoulder belt can be adjusted upward or downward to position the seat belt away from your neck. Push or squeeze the anchorage button to release the anchorage, and move it up or down to the position that serves you best.



Adjustable Anchorage

As a guide, if you are shorter than average, you will prefer the shoulder belt anchorage in a lower position, and if you are taller than average, you will prefer the shoulder belt anchorage in a higher position. After you release the anchorage button, try to move it up or down to make sure that it is locked in position.

NOTE:

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

WARNING!

- Wearing your seat belt incorrectly could make your injuries in a collision much worse. You might suffer internal injuries, or you could even slide out of the seat belt. Follow these instructions to wear your seat belt safely and to keep your passengers safe, too.
- Position the shoulder belt across the shoulder and chest with minimal, if any slack so that it is comfortable and not resting on your neck. The retractor will withdraw any slack in the shoulder belt.
- Misadjustment of the seat belt could reduce the effectiveness of the safety belt in a crash.
- Always make all seat belt height adjustments when the vehicle is stationary.

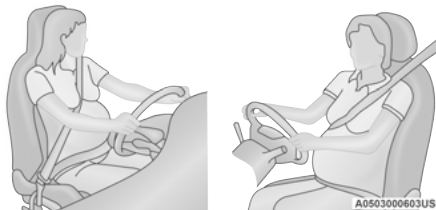
Seat Belt Extender

If a seat belt is not long enough to fit properly, even when the webbing is fully extended and the adjustable upper shoulder belt anchorage (if equipped) is in its lowest position, an authorized dealer can provide you with a Seat Belt Extender. The Seat Belt Extender should be used only if the existing seat belt is not long enough. When the Seat Belt Extender is not required for a different occupant, it must be removed.

WARNING!

- ONLY use a Seat Belt Extender if it is physically required in order to properly fit the original seat belt system. DO NOT USE the Seat Belt Extender if, when worn, the distance between the front edge of the Seat Belt Extender buckle and the center of the occupant's body is LESS than 6 inches.
- Using a Seat Belt Extender when not needed can increase the risk of serious injury or death in a collision. Only use the Seat Belt Extender when the lap belt is not long enough and only use in the recommended seating positions. Remove and store the Seat Belt Extender when not needed.

Seat Belts And Pregnant Women



Seat Belts and Pregnant Women

Seat belts must be worn by all occupants including pregnant women: the risk of injury in the event of an accident is reduced for the mother and the unborn child if they are wearing a seat belt.

Position the lap belt snug and low below the abdomen and across the strong bones of the hips. Place the shoulder belt across the chest and away from the neck. Never place the shoulder belt behind the back or under the arm.

Seat Belt Pretensioner

The front outboard seat belt system is equipped with pretensioning devices that are designed to remove slack from the seat belt in the event of a collision. These devices may improve the

performance of the seat belt by removing slack from the seat belt 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 still must be worn snugly and positioned properly.

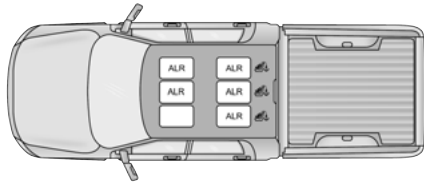
The pretensioners are triggered by the Occupant Restraint Controller (ORC). Like the air bags, the pretensioners are single use items. A deployed pretensioner or a deployed air bag must be replaced immediately.

Energy Management Feature

The front outboard seat belt system is equipped with an Energy Management feature that may help further reduce the risk of injury in the event of a collision. The seat belt system has a retractor assembly that is designed to release webbing in a controlled manner.

Switchable Automatic Locking Retractors (ALR)

The seat belts in the passenger seating positions are equipped with a Switchable Automatic Locking Retractor (ALR) which is used to secure a child restraint system  page 364. The figure below illustrates the locking feature for each seating position.



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Automatic Locking Retractor – (ALR) Locations

If the passenger seating position is equipped with an ALR and is being used for normal usage, only pull the seat belt webbing out far enough to comfortably wrap around the occupant's mid-section so as to not activate the ALR. If the ALR is activated, you will hear a clicking sound as the seat belt retracts. Allow the webbing to retract completely in this case and then carefully pull out only the amount of webbing

necessary to comfortably wrap around the occupant's mid-section. Slide the latch plate into the buckle until you hear a "click."

In Automatic Locking Mode, the shoulder belt is automatically pre-locked. The seat belt will still retract to remove any slack in the shoulder belt. Use the Automatic Locking Mode anytime a child restraint is installed in a seating position that has a seat belt with this feature. Children 12 years old and under should always be properly restrained in the rear seat of a vehicle with a rear seat.

WARNING!

- Never place a rear-facing child restraint in front of an air bag. A deploying passenger front air bag can cause death or serious injury to a child 12 years or younger, including a child in a rear-facing child restraint.
- Never install a rear-facing child restraint in the front seat of a vehicle. Only use a rear-facing child restraint in the rear seat. If the vehicle does not have a rear seat, do not transport a rear-facing child restraint in that vehicle.

How To Engage The Automatic Locking Mode

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

How To Disengage The Automatic Locking Mode

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

WARNING!

- The seat belt assembly must be replaced if the switchable Automatic Locking Retractor (ALR) feature or any other seat belt function is not working properly when checked according to the procedures in the Service Manual.

(Continued)

WARNING! *(Continued)*


- Failure to replace the seat belt assembly could increase the risk of injury in collisions.
- Do not use the Automatic Locking Mode to restrain occupants who are wearing the seat belt or children who are using booster seats. The locked mode is only used to install rear-facing or forward-facing child restraints that have a harness for restraining the child.

SUPPLEMENTAL RESTRAINT SYSTEMS (SRS)

Some of the safety features described in this section may be standard equipment on some models, or may be optional equipment on others. If you are not sure, ask an authorized dealer.

The air bag system must be ready to protect you in a collision. The Occupant Restraint Controller (ORC) monitors the internal circuits and interconnecting wiring associated with the electrical Air Bag System Components. Your vehicle may be equipped with the following Air Bag System Components:

Air Bag System Components

- Occupant Restraint Controller (ORC)
- Air Bag Warning Light 
- Steering Wheel and Column
- Instrument Panel
- Knee Impact Bolsters
- Driver and Front Passenger Air Bags
- Seat Belt Buckle Switch
- Supplemental Side Air Bags
- Front and Side Impact Sensors
- Seat Belt Pretensioners
- Seat Track Position Sensors
- Occupant Classification System

Air Bag Warning Light

The Occupant Restraint Controller (ORC) monitors the readiness of the electronic parts of the air bag system whenever the ignition switch is in the START or ON/RUN position. If the ignition switch is in the OFF position or in the ACC position, the air bag system is not on and the air bags will not inflate.

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

The ORC turns on the Air Bag Warning Light in the instrument panel for approximately four to eight seconds for a self-check when the ignition switch is first in the ON/RUN position. After the self-check, the Air Bag Warning Light will turn off. If the ORC detects a malfunction in any part of the system, it turns on the Air Bag Warning Light, either momentarily or continuously. A single chime will sound to alert you if the light comes on again after initial startup.

The ORC also includes diagnostics that will illuminate the instrument panel Air Bag Warning Light if a malfunction is detected that could affect the air bag system. The diagnostics also record the nature of the malfunction. While the air bag system is designed to be maintenance free, if any of the following occurs, have an authorized dealer service the air bag system immediately.

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

NOTE:

If the speedometer, tachometer, or any engine related gauges are not working, the Occupant Restraint Controller (ORC) may also be disabled. In this condition the air bags may not be ready to inflate for your protection. Have an authorized dealer service the air bag system immediately.

WARNING!

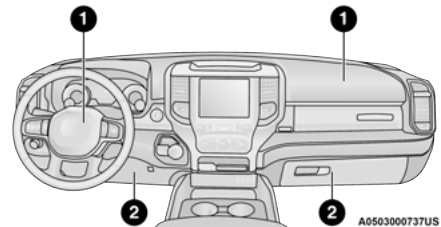
Ignoring the Air Bag Warning Light in your instrument panel could mean you won't have the air bag system to protect you in a collision. If the light does not come on as a bulb check when the ignition is first turned on, stays on after you start the vehicle, or if it comes on as you drive, have an authorized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

Redundant Air Bag Warning Light

If a fault with the Air Bag Warning Light is detected, which could affect the Supplemental Restraint System (SRS), the Redundant Air Bag Warning Light will illuminate on the instrument panel. The Redundant Air Bag Warning Light will stay on until the fault is cleared. In addition, a single chime will sound to alert you that the Redundant Air Bag Warning Light has come on and a fault has been detected. If the Redundant Air Bag Warning Light comes on intermittently or remains on while driving have an authorized dealer service the vehicle immediately
 ⇨ page 126.

Front Air Bags

This vehicle has front air bags and lap/shoulder belts for both the driver and front passenger. The front air bags are a supplement to the seat belt restraint systems. The driver front air bag is mounted in the center of the steering wheel. The passenger front air bag is mounted in the instrument panel, above the glove compartment. The words "SRS AIRBAG" or "AIRBAG" are embossed on the air bag covers.

**Front Air Bag/Knee Bolster Locations**

- 1 — Driver And Passenger Front Air Bags
- 2 — Driver And Passenger Knee Impact Bolsters

WARNING!

- Being too close to the steering wheel or instrument panel during front air bag deployment could cause serious injury, including death. Air bags need room to inflate. Sit back, comfortably extending your arms to reach the steering wheel or instrument panel.

(Continued)

WARNING! *(Continued)*

- Never place a rear-facing child restraint in front of an air bag. A deploying passenger front air bag can cause death or serious injury to a child 12 years or younger, including a child in a rear-facing child restraint.
- Never install a rear-facing child restraint in the front seat of a vehicle. Only use a rear-facing child restraint in the rear seat. If the vehicle does not have a rear seat, do not transport a rear-facing child restraint in that vehicle.

Driver And Passenger Front Air Bag Features

The Advanced Front Air Bag system has multistage driver and front passenger air bags. This system provides output appropriate to the severity and type of collision as determined by the Occupant Restraint Controller (ORC), which may receive information from the front impact sensors (if equipped) or other system components.

The first stage inflator is triggered immediately during an impact that requires air bag deployment. A low energy output is used in less

severe collisions. A higher energy output is used for more severe collisions.

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

This vehicle may be equipped with driver and/or front passenger seat track position sensors that may adjust the inflation rate of the Advanced Front Air Bags based upon seat position.

This vehicle is equipped with a right front passenger Occupant Classification System (“OCS”) that is designed to provide Passenger Advanced Front Air Bag output appropriate to the occupant’s seated weight input, as determined by the OCS.

WARNING!

- No objects should be placed over or near the air bag on the instrument panel or steering wheel because any such objects could cause harm if the vehicle is in a collision severe enough to cause the air bag to inflate.

(Continued)

WARNING! *(Continued)*

- Do not put anything on or around the air bag covers or attempt to open them manually. You may damage the air bags and you could be injured because the air bags may no longer be functional. The protective covers for the air bag cushions are designed to open only when the air bags are inflating.
- Relying on the air bags alone could lead to more severe injuries in a collision. The air bags work with your seat belt to restrain you properly. In some collisions, air bags won’t deploy at all. Always wear your seat belts even though you have air bags.

Front Air Bag Operation

Front Air Bags are designed to provide additional protection by supplementing the seat belts. Front air bags are not expected to reduce the risk of injury in rear, side, or rollover collisions. The front air bags will not deploy in all frontal collisions, including some that may produce substantial vehicle damage — for example, some pole collisions, truck underrides, and angle offset collisions.

On the other hand, depending on the type and location of impact, front air bags may deploy in crashes with little vehicle front-end damage but that produce a severe initial deceleration.

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

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


When the Occupant Restraint Controller (ORC) detects a collision requiring the front air bags, it signals the inflator units. A large quantity of non-toxic gas is generated to inflate the front air bags.

The steering wheel hub trim cover and the upper passenger side of the instrument panel separate and fold out of the way as the air bags inflate to their full size. The front air bags fully inflate in less time than it takes to blink your eyes. The front air bags then quickly deflate while helping to restrain the driver and front passenger.

Occupant Classification System (OCS) — Front Passenger Seat

The OCS is part of a Federally regulated safety system for this vehicle. It is designed to provide Passenger Advanced Front Air Bag output appropriate to the occupant's seated weight, as determined by the OCS.

The Occupant Classification System (OCS) consists of the following:

- Occupant Restraint Controller (ORC)
- Occupant Classification Module (OCM) and Sensor located in the front passenger seat
- Air Bag Warning Light 

Occupant Classification Module (OCM) And Sensor

The Occupant Classification Module (OCM) is located underneath the front passenger seat. The Sensor is located beneath the passenger seat cushion foam. Any weight on the seat will be sensed by the Sensor. The OCM uses input from the Sensor to determine the front passenger's most probable classification. The OCM communicates this information to the

ORC. The ORC may reduce the inflation rate of the Passenger Advanced Front Air Bag deployment based on occupant classification. In order for the OCS to operate as designed, it is important for the front passenger to be seated properly and properly wearing the seat belt.

The OCS will NOT prevent deployment of the Passenger Advanced Front Air Bag. The OCS may reduce the inflation rate of the Passenger Advanced Front Air Bag if the OCS estimates that:

- The front passenger seat is unoccupied or has very light objects on it; or
- The front passenger seat is occupied by a small passenger, including a child; or
- The front passenger seat is occupied by a rear-facing child restraint; or
- The front passenger is not properly seated or his or her weight is taken off of the seat for a period of time.

| Front Passenger Seat Occupant Status | Front Passenger Air Bag Output |
|---|---|
| Rear-facing child restraint | Reduced-power deployment |
| Child, including a child in a forward-facing child restraint or booster seat* | Reduced-power deployment OR Full-power deployment |
| Properly seated adult | Full-power deployment OR reduced-power deployment |
| Unoccupied seat | Reduced-power deployment |

* It is possible for a child to be classified as an adult, allowing a full-power Passenger Advanced Front Air Bag deployment. Never allow children to ride in the front passenger seat and never install a child restraint system, including a rear-facing child restraint, in the front passenger seat.

WARNING!

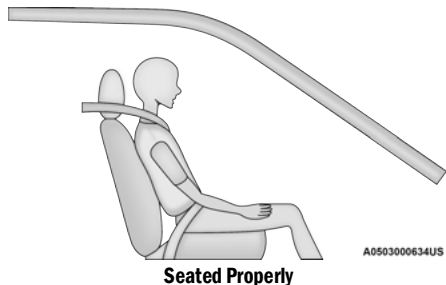
- Never place a rear-facing child restraint in front of an air bag. A deploying passenger front air bag can cause death or serious injury to a child 12 years or younger, including a child in a rear-facing child restraint.
- Never install a rear-facing child restraint in the front seat of a vehicle. Only use a rear-facing child restraint in the rear seat. If the vehicle does not have a rear seat, do not transport a rear-facing child restraint in that vehicle.
- Children 12 years or younger should always ride buckled up in the rear seat of a vehicle with a rear seat.

The OCS determines the front passenger's most probable classification. The OCS estimates the seated weight on the front passenger seat and where that weight is located. The OCS communicates the classification status to the ORC. The ORC uses the classification to determine whether the Passenger Advanced Front Air Bag inflation rate should be adjusted.

In order for the OCS to operate as designed, it is important for the front passenger to be seated properly and properly wearing the seat belt. Properly seated passengers are:

- Sitting upright
- Facing forward

- Sitting in the center of the seat with their feet comfortably on or near the floor
- Sitting with their back against the seatback and the seatback in an upright position



Lighter Weight Passengers (Including Small Adults)

When a lighter weight passenger, including a small adult, occupies the front passenger seat, the OCS may reduce the inflation rate of the Passenger Advanced Front Air Bag. This does not mean that the OCS is working improperly.

Do not decrease OR increase the front passenger's seated weight on the front passenger seat

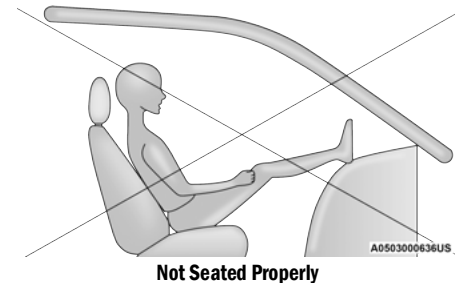
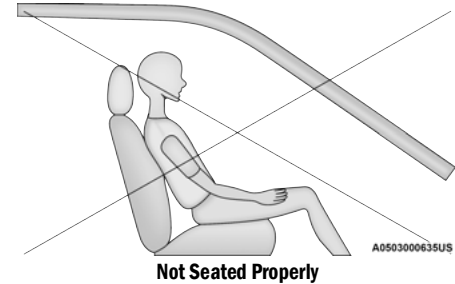
The front passenger's seated weight must be properly positioned on the front passenger seat. Failure to do so may result in serious injury or death. The OCS determines the most probable classification of the occupant that it detects. The OCS will detect the front passenger's decreased or increased seated weight, which may result in an adjusted inflation rate of the Passenger Advanced Front Air Bag in a collision. This does not mean that the OCS is working improperly. Decreasing the front passenger's seated weight on the front passenger seat may result in a reduced-power deployment of the Passenger Advanced Front Air Bag. Increasing the front passenger's seated weight on the front passenger seat may result in a full-power deployment of the Passenger Advanced Front Air Bag.

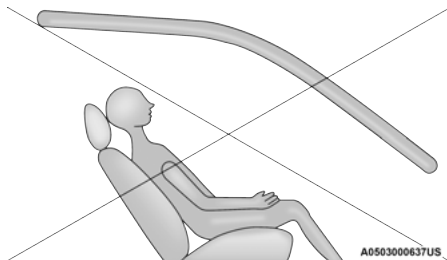
Examples of improper front passenger seating include:

- The front passenger's weight is transferred to another part of the vehicle (like the door, arm rest or instrument panel).
- The front passenger leans forward, sideways, or turns to face the rear of the vehicle.
- The front passenger's seatback is not in the full upright position.
- The front passenger carries or holds an object while seated (e.g., backpack, box, etc.).
- Objects are lodged under the front passenger seat.
- Objects are lodged between the front passenger seat and center console.
- Accessories that may change the seated weight on the front passenger seat are attached to the front passenger seat.
- Anything that may decrease or increase the front passenger's seated weight.

The OCS determines the front passenger's most probable classification. If an occupant in the front passenger seat is seated improperly, the

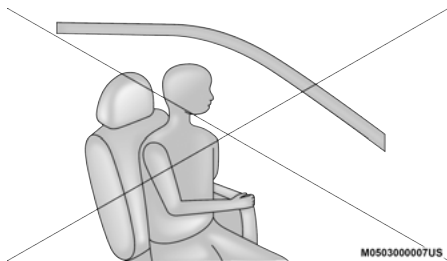
occupant may provide an output signal to the OCS that is different from the occupant's properly seated weight input, for example:





Not Seated Properly

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Not Seated Properly


M0503000007US


WARNING!

- If a child restraint system, child, small teenager or adult in the front passenger seat is seated improperly, the occupant may provide an output signal to the OCS that is different from the occupant's properly seated weight input. This may result in serious injury or death in a collision.
- Always wear your seat belt and sit properly, with the seatback in an upright position, your back against the seatback, sitting upright, facing forward, in the center of the seat, with your feet comfortably on or near the floor.
- Do not carry or hold any objects (e.g., backpacks, boxes, etc.) while seated in the front passenger seat. Holding an object may provide an output signal to the OCS that is different than the occupant's properly seated weight input, which may result in serious injury or death in a collision.

*(Continued)***WARNING! (Continued)**

- Placing an object on the floor under the front passenger seat may prevent the OCS from working properly, which may result in serious injury or death in a collision. Do not place any objects on the floor under the front passenger seat.

The Air Bag Warning Light  in the instrument panel will turn on whenever the OCS is unable to classify the front passenger seat status. A malfunction in the OCS may affect the operation of the air bag system.

If the Air Bag Warning Light  does not come on, or stays on after you start the vehicle, or it comes on as you drive, take the vehicle to an authorized dealer for service immediately.

The passenger seat assembly contains critical OCS components that may affect the Passenger Advanced Front Air Bag inflation. In order for the OCS to properly classify the seated weight of a front seat passenger, the OCS components must function as designed. Do not make any modifications to the front passenger seat components, assembly, or to the seat cover. If the seat, trim cover, or cushion needs service

for any reason, take the vehicle to an authorized dealer. Only FCA US LLC approved seat accessories may be used.

The following requirements must be strictly followed:

- Do not modify the front passenger seat assembly or components in any way.
- Do not use prior or future model year seat covers or cushions not designated by FCA US LLC for the specific model being repaired. Always use the correct seat cover and cushion specified for the vehicle.
- Do not replace the seat cover or cushion with an aftermarket seat cover or cushion.
- Do not add a secondary seat cover or mat.
- 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 FCA US LLC.

WARNING!

- Unapproved modifications or service procedures to the passenger seat assembly, its related components, seat cover or cushion may inadvertently change the air bag deployment in case of a frontal collision. This could result in death or serious injury to the front passenger if the vehicle is involved in a collision. A modified vehicle may not comply with required Federal Motor Vehicle Safety Standards (FMVSS) and/or Canadian Motor Vehicle Safety Standards (CMVSS).
- If it is necessary to modify the air bag system for persons with disabilities, contact an authorized dealer.

Knee Impact Bolsters

The Knee Impact Bolsters help protect the knees of the driver and front passenger, and position the front occupants for improved interaction with the front air bags.

WARNING!

- Do not drill, cut, or tamper with the knee impact bolsters in any way.
- Do not mount any accessories to the knee impact bolsters such as alarm lights, stereos, citizen band radios, etc.

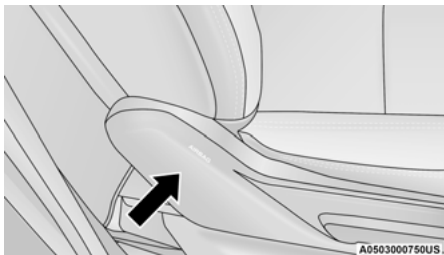
Supplemental Side Air Bags

Supplemental Seat-Mounted Side Air Bags (SABs)

This vehicle is equipped with Supplemental Seat-Mounted Side Air Bags (SABs).

Supplemental Seat-Mounted Side Air Bags (SABs) are located in the outboard side of the front seats. The SABs are marked with "SRS AIRBAG" or "AIRBAG" on a label or on the seat trim on the outboard side of the seats.

The SABs may help to reduce the risk of occupant injury during certain side impacts, in addition to the injury reduction potential provided by the seat belts and body structure.



Supplemental Seat-Mounted Side Air Bag Label

When the SAB deploys, it opens the seam on the outboard side of the seatback's trim cover. The inflating SAB deploys through the seat seam into the space between the occupant and the door. The SAB moves at a very high speed and with such a high force that it could injure occupants if they are not seated properly, or if items are positioned in the area where the SAB inflates. Children are at an even greater risk of injury from a deploying air bag.

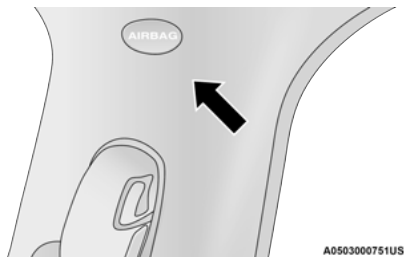
WARNING!

Do not use accessory seat covers or place objects between you and the Side Air Bags; the performance could be adversely affected and/or objects could be pushed into you, causing serious injury.

Supplemental Side Air Bag Inflatable Curtains (SABICs)

This vehicle is equipped with Supplemental Side Air Bag Inflatable Curtains (SABICs).

Supplemental Side Air Bag Inflatable Curtains (SABICs) are located above the side windows. The trim covering the SABICs is labeled "SRS AIRBAG" or "AIRBAG."



Supplemental Side Air Bag Inflatable Curtain (SABIC) Label Location

SABICs may help reduce the risk of head and other injuries to front and rear seat outboard occupants in certain side impacts, in addition to the injury reduction potential provided by the seat belts and body structure.

The SABIC deploys downward, covering the side windows. An inflating SABIC pushes the outside

edge of the headliner out of the way and covers the window. The SABICs inflate with enough force to injure occupants if they are not belted and seated properly, or if items are positioned in the area where the SABICs inflate. Children are at an even greater risk of injury from a deploying air bag.

The SABICs may help reduce the risk of partial or complete ejection of vehicle occupants through side windows in certain side impact events.

WARNING!

- Do not mount equipment, or stack luggage or other cargo up high enough to block the deployment of the SABICs. The trim covering above the side windows where the SABIC and its deployment path are located should remain free from any obstructions.
- In order for the SABICs to work as intended, do not install any accessory items in your vehicle which could alter the roof. Do not add an aftermarket 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.

Side Impacts

The Side Air Bags are designed to activate in certain side impacts. The Occupant Restraint Controller (ORC) determines whether the deployment of the Side Air Bags in a particular impact event is appropriate, based on the severity and type of collision. The side impact sensors aid the ORC in determining the appropriate response to impact events. The system is calibrated to deploy the Side Air Bags on the impact side of the vehicle during impacts that require Side Air Bag occupant protection. In side impacts, the Side Air Bags deploy independently; a left side impact deploys the left Side Air Bags only and a right-side impact deploys the right Side Air Bags only. Vehicle damage by itself is not a good indicator of whether or not Side Air Bags should have deployed.

The Side Air Bags will not deploy in all side collisions, including some collisions at certain angles, or some side collisions that do not impact the area of the passenger compartment. The Side Air Bags may deploy during angled or offset frontal collisions where the front air bags deploy.

Side Air Bags are a supplement to the seat belt restraint system. Side Air Bags deploy in less time than it takes to blink your eyes.

WARNING!

- Occupants, including children, who are up against or very close to Side Air Bags can be seriously injured or killed. Occupants, including children, should never lean on or sleep against the door, side windows, or area where the side air bags inflate, even if they are in an infant or child restraint.
- Seat belts (and child restraints where appropriate) are necessary for your protection in all collisions. They also help keep you in position, away from an inflating Side Air Bag. To get the best protection from the Side Air Bags, occupants must wear their seat belts properly and sit upright with their backs against the seats. Children must be properly restrained in a child restraint or booster seat that is appropriate for the size of the child.

WARNING!

- Side Air Bags need room to inflate. Do not lean against the door or window. Sit upright in the center of the seat.
- Being too close to the Side Air Bags during deployment could cause you to be severely injured or killed.
- Relying on the Side Air Bags alone could lead to more severe injuries in a collision. The Side Air Bags work with your seat belt to restrain you properly. In some collisions, Side Air Bags won't deploy at all. Always wear your seat belt even though you have Side Air Bags.

NOTE:

Air bag covers may not be obvious in the interior trim, but they will open during air bag deployment.

Rollover Events

Side Air Bags and seat belt pretensioners are designed to activate in certain rollover events. The Occupant Restraint Controller (ORC) determines whether deployment in a particular rollover event is appropriate, based on the severity and type of collision. Vehicle damage by itself is not a good indicator of whether or not Side Air Bags and seat belt pretensioners should have deployed.


The Side Air Bags and seat belt pretensioners will not deploy in all rollover events. The rollover sensing system determines if a rollover event may be in progress and whether deployment is appropriate. In the event the vehicle experiences a rollover or near rollover event, and deployment is appropriate, the rollover sensing system will deploy the side air bags and seat belt pretensioners on both sides of the vehicle.

The SABICs may help reduce the risk of partial or complete ejection of vehicle occupants through side windows in certain rollover or side impact events.

Air Bag System Components

NOTE:

The Occupant Restraint Controller (ORC) monitors the internal circuits and interconnecting wiring associated with electrical Air Bag System Components listed below:

- Occupant Restraint Controller (ORC)
- Air Bag Warning Light 
- Steering Wheel and Column
- Instrument Panel
- Knee Impact Bolsters
- Driver and Front Passenger Air Bags
- Seat Belt Buckle Switch
- Supplemental Side Air Bags
- Front and Side Impact Sensors
- Seat Belt Pretensioners
- Seat Track Position Sensors
- Occupant Classification System

If A Deployment Occurs

The front air bags are designed to deflate immediately after deployment.

NOTE:

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

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

- The air bag material may sometimes cause abrasions and/or skin reddening to the occupants as the air bags 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 air bags deflate, you may see some smoke-like particles. The particles are a normal by-product of the process that generates the non-toxic gas used for air bag inflation. These airborne particles may irritate the skin, eyes, nose, or throat. If you have skin or

eye irritation, rinse the area with cool water. For nose or throat irritation, move to fresh air. If the irritation continues, see your doctor. If these particles settle on your clothing, follow the garment manufacturer's instructions for cleaning.

Do not drive your vehicle after the air bags have deployed. If you are involved in another collision, the air bags will not be in place to protect you.

WARNING!

Deployed air bags and seat belt pretensioners cannot protect you in another collision. Have the air bags, seat belt pretensioners, and the seat belt retractor assemblies replaced by an authorized dealer immediately. Also, have the Occupant Restraint Controller System serviced as well.

NOTE:

- Air bag covers may not be obvious in the interior trim, but they will open during air bag deployment.
- After any collision, the vehicle should be taken to an authorized dealer immediately.

Enhanced Accident Response System

In the event of an impact, if the communication network remains intact, and the power remains intact, depending on the nature of the event, the Occupant Restraint Controller (ORC) will determine whether to have the Enhanced Accident Response System perform the following functions:

- Cut off fuel to the engine (if equipped)
- Cut off battery power to the electric motor (if equipped)
- Flash hazard lights as long as the battery has power
- Turn on the interior lights, which remain on as long as the battery has power or for 15 minutes from the intervention of the Enhanced Accident Response System
- Unlock the power door locks

Your vehicle may also be designed to perform any of these other functions in response to the Enhanced Accident Response System:

- Turn off the Fuel Filter Heater, Turn off the HVAC Blower Motor, Close the HVAC Circulation Door

- Cut off battery power to the:
 - Engine
 - Electric Motor (if equipped)
 - Electric power steering
 - Brake booster
 - Electric park brake
 - Automatic transmission gear selector
 - Horn
 - Front wiper
 - Headlamp washer pump

NOTE:

After an accident, remember to cycle the ignition to the STOP (OFF/LOCK) position and remove the key from the ignition switch to avoid draining the battery. Carefully check the vehicle for fuel leaks in the engine compartment and on the ground near the engine compartment and fuel tank before resetting the system and starting the engine. If there are no fuel leaks or damage to the vehicle electrical devices (e.g. headlights) after an accident, reset the system by following the procedure described below. If you have any doubt, contact an authorized dealer.

Enhanced Accident Response System Reset Procedure

In order to reset the Enhanced Accident Response System functions after an event, the ignition switch must be changed from ignition START or ON/RUN to ignition OFF. Carefully check the vehicle for fuel leaks in the engine compartment and on the ground near the engine compartment and fuel tank before resetting the system and starting the engine. After an accident, if the vehicle will not start after performing the reset procedure, the vehicle must be towed to an authorized dealer to be inspected and to have the Enhanced Accident Response System reset.

Maintaining Your Air Bag System

WARNING!

- Modifications to any part of the air bag system could cause it to fail when you need it. You could be injured if the air bag 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 fascia/bumper, vehicle body structure, or add aftermarket side steps or running boards.
- It is dangerous to try to repair any part of the air bag system yourself. Be sure to tell anyone who works on your vehicle that it has an air bag system.

(Continued)

WARNING! *(Continued)*

- Do not attempt to modify any part of your air bag system. The air bag may inflate accidentally or may not function properly if modifications are made. Take your vehicle to an authorized dealer for any air bag 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 an authorized dealer. Only manufacturer approved seat accessories may be used. If it is necessary to modify the air bag system for persons with disabilities, contact an authorized dealer.

Event Data Recorder (EDR)

This vehicle is equipped with an event data recorder (EDR). The main purpose of an EDR is to record, in certain crash or near crash-like situations, such as an air bag deployment or hitting a road obstacle, data that will assist in understanding how a vehicle's systems performed. The EDR is designed to record data related to vehicle dynamics and safety systems for a short period of time, typically 30 seconds or less. The EDR in this vehicle is designed to record such data as:

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

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

NOTE:

EDR data are recorded by your vehicle only if a non-trivial crash situation occurs; no data are recorded by the EDR under normal driving conditions and no personal data (e.g., name, gender, age, and crash location) are recorded. However, other parties, such as law enforcement, could combine the EDR data with the type of personally identifying data routinely acquired during a crash investigation.

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

CHILD RESTRAINTS

Everyone in your vehicle needs to be buckled up at all times, including babies and children. Every state in the United States, and every Canadian province, requires that small children ride in proper restraint systems. This is the law, and you can be prosecuted for ignoring it.

Children 12 years or younger 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 can become a projectile inside the vehicle. The force required to hold even an infant on your lap could become so great that you could not hold the child, no matter how strong you are. The child and others could be badly injured or killed. 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 make sure you have the correct seat for your child. Carefully read and follow all the instructions and warnings in the child restraint Owner's Manual and on all the labels attached to the child restraint.

Before buying any restraint system, make sure that it has a label certifying that it meets all applicable Safety Standards. You should also make sure that you can install it in the vehicle where you will use it.

NOTE:

- For additional information, refer to <http://www.nhtsa.gov/parents-and-caregivers> or call: 1-888-327-4236

- Canadian residents should refer to Transport Canada's website for additional information: <https://www.tc.gc.ca/en/services/road/child-car-seat-safety.html>

Summary Of Recommendations For Restraining Children In Vehicles

| | Child Size, Height, Weight Or Age | Recommended Type Of Child Restraint |
|---|--|--|
| Infants and Toddlers | Children who are two years old or younger and who have not reached the height or weight limits of their child restraint | Either an Infant Carrier or a Convertible Child Restraint, facing rearward in a rear seat of the vehicle |
| Small Children | Children who are at least two years old or who have outgrown the height or weight limit of their rear-facing child restraint | Forward-Facing Child Restraint with a five-point Harness, facing forward in a rear seat of the vehicle |
| Larger Children | Children who have outgrown their forward-facing child restraint, but are too small to properly fit the vehicle's seat belt | Belt Positioning Booster Seat and the vehicle seat belt, seated in a rear seat of the vehicle |
| Children Too Large for Child Restraints | Children 12 years old or younger, who have outgrown the height or weight limit of their booster seat | Vehicle Seat Belt, seated in a rear seat of the vehicle |

Infant And Child Restraints

Safety experts recommend that children ride rear-facing in the vehicle until they are two years old or until they reach either the height or weight limit of their rear-facing child restraint. Two types of child restraints can be used rear-facing: infant carriers and convertible child seats.

The infant carrier is only used rear-facing in the vehicle. It is recommended for children from birth until they reach the weight or height limit of the infant carrier. Convertible child seats can be used either rear-facing or forward-facing in the vehicle. Convertible child seats often have a higher weight limit in the rear-facing direction than infant carriers do, so they can be used rear-facing by children who have outgrown their infant carrier but are still less than at least two years old. Children should remain rear-facing until they reach the highest weight or height allowed by their convertible child seat.

WARNING!

- Never place a rear-facing child restraint in front of an air bag. A deploying passenger front air bag can cause death or serious injury to a child 12 years or younger, including a child in a rear-facing child restraint.
- Never install a rear-facing child restraint in the front seat of a vehicle. Only use a rear-facing child restraint in the rear seat. If the vehicle does not have a rear seat, do not transport a rear-facing child restraint in that vehicle.

WARNING!

Do not install a rear-facing car seat using a rear support leg in this vehicle. The floor of this vehicle is not designed to manage the crash forces of this type of car seat. In a crash, the support leg may not function as it was designed by the car seat manufacturer, and your child may be more severely injured as a result.

(Continued)

WARNING! *(Continued)*



Older Children And Child Restraints

Children who are two years old or who have outgrown their rear-facing convertible child seat 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 are over two years old or who have outgrown the rear-facing weight or height limit of their rear-facing convertible child seat. Children should remain in a forward-facing child

seat with a harness for as long as possible, up to the highest weight or height allowed by the child seat.

All children whose weight or height is above the forward-facing limit for the child seat should use a belt-positioning booster seat until the vehicle's seat belts fit properly. If the child cannot sit with knees bent over the vehicle's seat cushion while the child's back is against the seatback, they should use a belt-positioning booster seat. The child and belt-positioning booster seat are held in the vehicle by the seat belt.

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 child restraint manufacturer's directions exactly when installing an infant or child restraint.

(Continued)

WARNING! (Continued)

- After a child restraint is installed in the vehicle, do not move the vehicle seat forward or rearward because it can loosen the child restraint attachments. Remove the child restraint before adjusting the vehicle seat position. When the vehicle seat has been adjusted, reinstall the child restraint.
- When your child restraint is not in use, secure it in the vehicle with the seat belt or LATCH anchorages, or remove it from the vehicle. Do not leave it loose in the vehicle. In a sudden stop or accident, it could strike the occupants or seatbacks and cause serious personal injury.

Children Too Large For Booster Seats

Children who are large enough to wear the shoulder belt comfortably, and whose legs are long enough to bend over the front of the seat when their back is against the seatback, should use the seat belt in a rear seat. Use this simple 5-step test to decide whether the child can use the vehicle's seat belt alone:

1. Can the child sit all the way back against the back of the vehicle seat?
2. Do the child's knees bend comfortably over the front of the vehicle seat – while the child is still sitting all the way back?
3. Does the shoulder belt cross the child's shoulder between the neck and arm?
4. Is the lap part of the belt as low as possible, touching the child's thighs and not the stomach?
5. Can the child stay seated like this for the whole trip?

If the answer to any of these questions was "no", then the child still needs to use a booster seat in this vehicle. If the child is using the lap/shoulder belt, check seat belt fit periodically and make sure the seat belt buckle is latched. 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, or use a booster seat to position the seat belt on the child correctly.

WARNING!

Never allow a child to put the shoulder belt under an arm or behind their back. In a crash, the shoulder belt will not protect a child properly, which may result in serious injury or death. A child must always wear both the lap and shoulder portions of the seat belt correctly.

Recommendations For Attaching Child Restraints

| Restraint Type | Combined Weight of the Child + Child Restraint | Use Any Attachment Method Shown With An "X" Below | | | |
|--------------------------------|--|---|----------------|---|-------------------------------|
| | | LATCH – Lower Anchors Only | Seat Belt Only | LATCH – Lower Anchors + Top Tether Anchor | Seat Belt + Top Tether Anchor |
| Rear-Facing Child Restraint | Up to 65 lbs (29.5 kg) | X | X | | |
| Rear-Facing Child Restraint | More than 65 lbs (29.5 kg) | | X | | |
| Forward-Facing Child Restraint | Up to 65 lbs (29.5 kg) | | | X | X |
| Forward-Facing Child Restraint | More than 65 lbs (29.5 kg) | | | | X |

Lower Anchors And Tethers For Children (LATCH) Restraint System

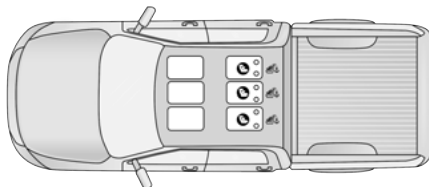


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LATCH Label



Your vehicle is equipped with the child restraint anchorage system called LATCH, which stands for Lower Anchors and Tethers for Children. The LATCH system has three vehicle anchor points for installing LATCH-equipped child seats. There are two lower anchorages located at the back of the seat cushion where it meets the seatback and one top tether anchorage located behind the seating position. These anchorages are used to install LATCH-equipped child seats without using the vehicle's seat belts. Some seating positions may have a top tether anchorage but no lower anchorages. In these seating positions, the seat belt must be used with the top tether anchorage to install the child restraint. Please see the following table for more information.

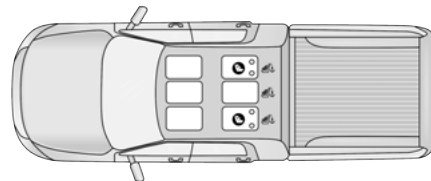
LATCH Positions For Installing Child Restraints In This Vehicle



A0503000738US



Crew Cab 60/40 Split Bench LATCH Positions

-  Top Tether Anchorage Symbol
-  Lower Anchorage Symbol (2 Anchorages Per Seating Position)



A0503000739US

Crew Cab Full Bench, Quad Cab Full Bench And 60/40 Split Bench LATCH Positions

-  Top Tether Anchorage Symbol
-  Lower Anchorage Symbol (2 Anchorages Per Seating Position)

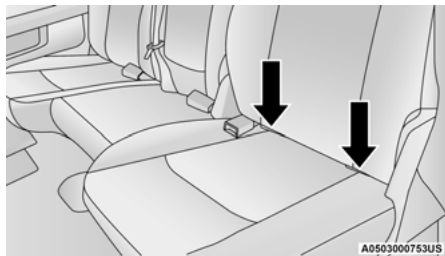
Frequently Asked Questions About Installing Child Restraints With LATCH

| | | |
|---|------------------|--|
| What is the weight limit (child's weight + weight of the child restraint) for using the LATCH anchorage system to attach the child restraint? | 65 lbs (29.5 kg) | Use the LATCH anchorage system until the combined weight of the child and the child restraint is 65 lbs (29.5 kg). Use the seat belt and tether anchor instead of the LATCH system once the combined weight is more than 65 lbs (29.5 kg). |
| Can the LATCH anchorages and the seat belt be used together to attach a rear-facing or forward-facing child restraint? | No | Do not use the seat belt when you use the LATCH anchorage system to attach a rear-facing or forward-facing child restraint. Booster seats may be attached to the LATCH anchorages if allowed by the booster seat manufacturer. See your booster seat owner's manual for more information. |
| Can a child seat be installed in the center position using the inner LATCH lower anchorages from the outboard seating positions? | No | Quad Cab or Crew with Full bench rear seat: Use the seat belt and tether anchor to install a child seat in the center seating position |
| Can two child restraints be attached using a common lower LATCH anchorage? | No | Never "share" a LATCH anchorage with two or more child restraints. If the center position does not have dedicated LATCH lower anchorages, use the seat belt to install a child seat in the center position next to a child seat using the LATCH anchorages in an outboard position. |
| Can the rear-facing child restraint touch the back of the front passenger seat? | Yes | The child seat may touch the back of the front passenger seat if the child restraint manufacturer also allows contact. See your child restraint owner's manual for more information. |
| Can the rear head restraints be removed? | No | |

Locating The LATCH Anchorages



The lower anchorages are round bars that are found at the rear of the seat cushion where it meets the seatback, below the anchorage symbols on the seatback. They 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 gap between the seatback and seat cushion.

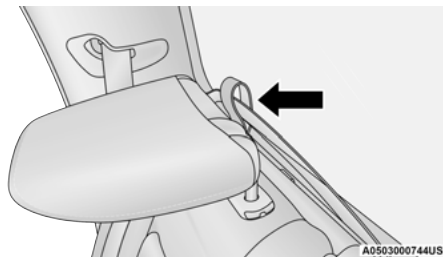


Rear Outboard Seats Driver Side (Example Shown)

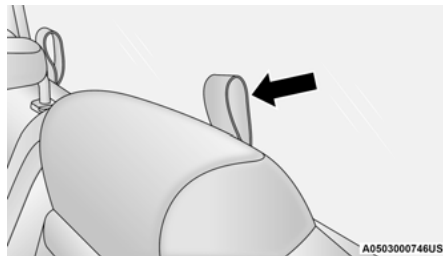
Locating The Upper Tether Anchorages



There are tether strap anchorages located behind each of the rear seats.



Outboard Tether Anchorage



Center Tether Anchorage Over Head Rest

LATCH-compatible child restraint systems will be equipped with a rigid bar or a flexible strap on each side. Each will have a hook or connector to attach to the lower anchorage and a way to tighten the connection to the anchorage. Forward-facing child restraints and

some rear-facing child restraints will also be equipped with a tether strap. The tether strap will have a hook at the end to attach to the top tether anchorage and a way to tighten the strap after it is attached to the anchorage.

Center Seat LATCH

All Quad Cabs Or Crew Cab Full Bench Rear Seat: No Lower Center LATCH Anchorages Available

WARNING!

- Do not install a child restraint in the center position using the LATCH system. This position is not approved for installing child seats using the LATCH attachments. You must use the seat belt and tether anchor to install a child seat in the center seating position.
- Never use the same lower anchorage to attach more than one child restraint
 ⇨ page 363.

Crew Cab Split Bench Rear Seat: Center LATCH Anchorages Available

If a child restraint installed in the center position blocks the seat belt webbing or buckle for the outboard position, do not use that outboard position. If a child seat in the center position blocks the outboard LATCH anchors or seat belt, do not install a child seat in that outboard position.

WARNING!

Never use the same lower anchorage to attach more than one child restraint
 ⇨ page 363.

Always follow the directions of the child restraint manufacturer when installing your child restraint. Not all child restraint systems will be installed as described here.

To Install A LATCH-Compatible Child Restraint

If the selected seating position has a Switchable Automatic Locking Retractor (ALR) seat belt, stow the seat belt, following the instructions below. See ⇨ page 364 to check what type of seat belt each seating position has.

1. Loosen the adjusters on the lower straps and on the tether strap of the child seat so that you can more easily attach the hooks or connectors to the vehicle anchorages.
2. Place the child seat between the lower anchorages for that seating position. If the second row seat can be reclined, you may recline the seat and/or raise the head restraint (if adjustable) to get a better fit. If the rear seat can be moved forward and rearward in the vehicle, you may wish to move it to its rear-most position to make room for the child seat. You may also move the front seat forward to allow more room for the child seat.
3. Attach the lower hooks or connectors of the child restraint to the lower anchorages in the selected seating position.
4. If the child restraint has a tether strap, connect it to the top tether anchorage. See ⇨ page 366 for directions to attach a tether anchor.
5. Tighten all of the straps as you push the child restraint rearward and downward into the seat. Remove slack in the straps

according to the child restraint manufacturer's instructions.

6. Test that the child restraint is installed tightly by pulling back and forth on the child seat at the belt path. It should not move more than 1 inch (25.4 mm) in any direction.

How To Stow An Unused Switchable-ALR (ALR) Seat Belt:

When using the LATCH attaching system to install a child restraint, stow all ALR seat belts that are not being used by other occupants or being used to secure child restraints. An unused belt could injure a child if they play with it and accidentally lock the seat belt retractor. Before installing a child restraint using the LATCH system, buckle the seat belt behind the child restraint and out of the child's reach. If the buckled seat belt interferes with the child restraint installation, instead of buckling it behind the child restraint, route the seat belt through the child restraint belt path and then buckle it. Do not lock the seat belt. Remind all children in the vehicle that the seat belts are not toys and that they should not play with them.

WARNING!

- Improper installation of a child restraint to the LATCH anchorages can lead to failure of the restraint. The child could be badly injured or killed. Follow the child restraint manufacturer's directions exactly when installing an infant or child restraint.
- Child restraint anchorages are designed to withstand only those loads imposed by correctly-fitted child restraints. Under no circumstances are they to be used for adult seat belts, harnesses, or for attaching other items or equipment to the vehicle.

Installing Child Restraints Using The Vehicle Seat Belt

Child restraint systems are designed to be secured in vehicle seats by lap belts or the lap belt portion of a lap/shoulder belt.

WARNING!

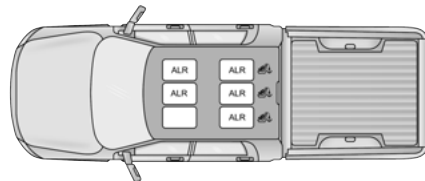
- Improper installation or failure to properly secure a child restraint can lead to failure of the restraint. The child could be badly injured or killed.
- Follow the child restraint manufacturer's directions exactly when installing an infant or child restraint.

The seat belts in the passenger seating positions are equipped with a Switchable Automatic Locking Retractor (ALR) that is designed to keep the lap portion of the seat belt tight around the child restraint so that it is not necessary to use a locking clip. The ALR retractor can be "switched" into a locked mode by pulling all of the webbing out of the retractor and then letting the webbing retract back into the retractor. If it is locked, the ALR will make a clicking noise while the webbing is pulled back into the retractor.

See the "Automatic Locking Mode" description ⇨ page 341 for additional information on ALR.

Please see the table below and the following sections for more information.

Lap/Shoulder Belt Systems For Installing Child Restraints In This Vehicle



A0503000749US

Automatic Locking Retractor (ALR) Locations

ALR – Switchable Automatic Locking Retractor

 Top Tether Anchorage Symbol

Frequently Asked Questions About Installing Child Restraints With Seat Belts

| | | |
|--|-------------------------------------|---|
| What is the weight limit (child's weight + weight of the child restraint) for using the Tether Anchor with the seat belt to attach a forward facing child restraint? | Weight limit of the Child Restraint | Always use the tether anchor when using the seat belt to install a forward facing child restraint, up to the recommended weight limit of the child restraint. |
| Can the rear-facing child restraint touch the back of the front passenger seat? | Yes | Contact between the front passenger seat and the child restraint is allowed, if the child restraint manufacturer also allows contact. |
| Can the rear head restraints be removed? | No | Head restraints may not be removed. |
| Can the buckle stalk be twisted to tighten the seat belt against the belt path of the child restraint? | No | Do not twist the buckle stalk in a seating position with an ALR retractor. |

Installing A Child Restraint With A Switchable Automatic Locking Retractor (ALR):

Child restraint systems are designed to be secured in vehicle seats by lap belts or the lap belt portion of a lap/shoulder belt.

WARNING!

- Improper installation or failure to properly secure a child restraint can lead to failure of the restraint. The child could be badly injured or killed.

(Continued)

WARNING! (Continued)

- Follow the child restraint manufacturer's directions exactly when installing an infant or child restraint.
- Place the child seat in the center of the seating position. If the second row seat can be reclined, you may recline the seat and/or raise the head restraint (if adjustable) to get a better fit. If the rear seat can be moved forward and rearward in the vehicle, you may wish to move it to its rear-most position to make room for the

child seat. You may also move the front seat forward to allow more room for the child seat.

- Pull enough of the seat belt webbing from the retractor to pass it through the belt path of the child restraint. Do not twist the belt webbing in the belt path.
- Slide the latch plate into the buckle until you hear a "click."
- Pull on the webbing to make the lap portion tight against the child seat.

5. To lock the seat belt, pull down on the shoulder part of the belt until you have pulled all the seat belt webbing out of the retractor. Then, allow the webbing to retract back into the retractor. As the webbing retracts, you will hear a clicking sound. This means the seat belt is now in the Automatic Locking mode.
6. Try to pull the webbing out of the retractor. If it is locked, you should not be able to pull out any webbing. If the retractor is not locked, repeat step 5.
7. Finally, pull up on any excess webbing to tighten the lap portion around the child restraint while you push the child restraint rearward and downward into the vehicle seat.
8. If the child restraint has a top tether strap and the seating position has a top tether anchorage, connect the tether strap to the anchorage and tighten the tether strap ↪ page 366.
9. Test that the child restraint is installed tightly by pulling back and forth on the child seat at the belt path. It should not move more than 1 inch (25.4 mm) in any direction.

Any seat belt system will loosen with time, so check the belt occasionally, and pull it tight if necessary.

Installing Child Restraints Using The Top Tether Anchorage

WARNING!

Do not attach a tether strap for a rear-facing car seat to any location in front of the car seat, including the seat frame or a tether anchorage. Only attach the tether strap of a rear-facing car seat to the tether anchorage that is approved for that seating position, located behind the top of the vehicle seat. See the section “Lower Anchors and Tethers for CHildren (LATCH) Restraint System” for the location of approved tether anchorages in your vehicle.



WARNING!

Never place a rear-facing child restraint in front of an air bag. A deploying Passenger Front Air Bag can cause death or serious injury to a child 12 years or younger, including a child in a rear-facing child restraint.

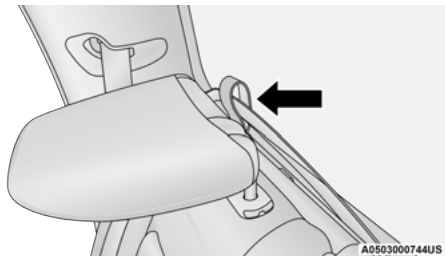


The top tether anchorages in this vehicle are tether strap loops located between the rear glass and the back of the rear seat. There is a tether strap loop located behind each seating position. Follow the steps below to attach the tether strap of the child restraint.

Right Or Left Outboard Seats:

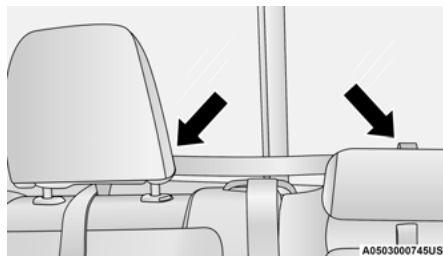
1. Reach between the rear seat and rear glass to access the tether strap loop.
2. Place a child restraint on the seat and adjust the tether strap so that it will reach over the seat back, through the space between the head restraint and the seat back, through the tether strap loop behind the seat and over to the tether strap loop behind the center seat.

3. Pass the tether strap hook through the space between the head restraint and the seat back behind the child seat, through the tether strap loop behind the seat and over to the center tether strap loop.



Tether Strap Through Outboard Tether Strap Loop

4. Attach the hook to the center tether strap loop (see diagram). Tighten the tether strap according to the child seat manufacturer's instructions.



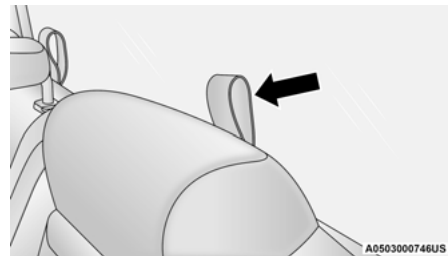
Tether Strap Through Outboard Tether Strap Loop And Attached To Center Tether Strap Loop

NOTE:

If there are child seats in both of the outboard (left and right) seating positions, the tether strap hooks of both child seats should be connected to the center tether strap loop. This is the correct way to tether two outboard child seats.

Center Seat:

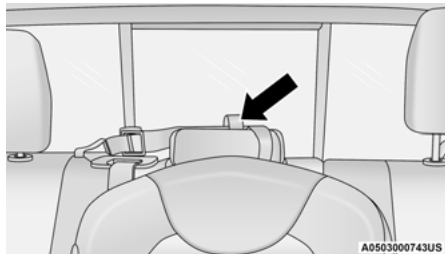
1. Reach between the rear seat and rear glass to access the tether strap loop.



Center Tether Strap Loop Location

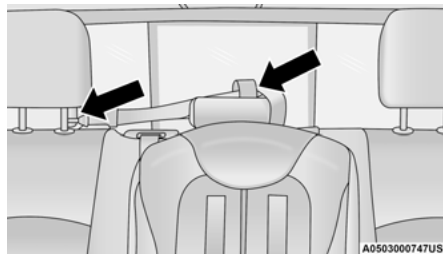
2. Place a child restraint on the seat and adjust the tether strap so that it will reach over the seat back and headrest, through the tether strap loop behind the seat and over to the tether strap loop behind either the right or left outboard seat.

3. Pass the tether strap hook over the headrest behind the child seat, through the tether strap loop behind the seat and over to the right or left outboard tether strap loop.



Tether Strap Through Center Tether Strap Loop

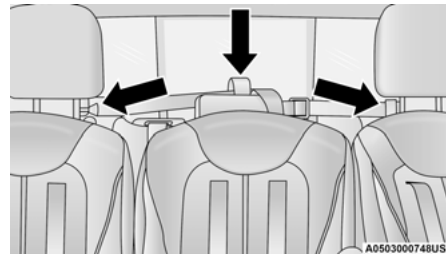
4. Attach the hook to the outboard tether strap loop (see diagram). Tighten the tether strap according to the child seat manufacturer's instructions.



Tether Strap Through Center Tether Strap Loop And Attached To Outboard Tether Strap Loop

Installing Three Child Restraints:

1. Place a child restraint on each outboard rear seat. Route the tether straps following the directions for right and left seating positions, above.
2. Attach both hooks to the center tether strap loop, but do not tighten the straps yet.
3. Place a child restraint on the center rear seat. Route the tether strap following the directions for the center seating position, above.
4. Attach the hook to the outboard tether strap loop.



Outboard And Center Seating Positions Shown

5. Tighten the tether straps according to the child seat manufacturer's instructions, tightening the right and left tether straps before the center tether strap.

WARNING!

- An incorrectly anchored tether strap could lead to increased head motion and possible injury to the child. Use only the anchorage position directly behind the child seat to secure a child restraint top tether strap.
- If your vehicle is equipped with a split rear seat, make sure the tether strap does not slip into the opening between the seat-backs as you remove slack in the strap.

SAFETY TIPS

TRANSPORTING PASSENGERS

NEVER TRANSPORT PASSENGERS IN THE CARGO AREA.

WARNING!

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

TRANSPORTING PETS

Air Bags 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 (if equipped) in pet harnesses or pet carriers that are secured by seat belts.


SAFETY CHECKS YOU SHOULD MAKE INSIDE THE VEHICLE


Seat Belts

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

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

Air Bag Warning Light

The Air Bag Warning Light  will turn on for four to eight seconds as a bulb check when the ignition switch is first placed in the ON/RUN position. If the light is either not on during starting, stays on, or turns on while driving, have the system inspected at an authorized dealer as soon as possible. After the bulb check, this light will illuminate with a single chime when a fault with the Air Bag System has been detected. It will stay on until the fault is removed. If the light comes on intermittently or remains on while driving, have an authorized dealer service the vehicle immediately.

See  page 334 for further information.

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 an authorized dealer for service if your defroster is inoperable.

Floor Mat Safety Information

Always use floor mats designed to fit your vehicle. Only use a floor mat that does not interfere with the operation of the accelerator, brake or clutch pedals. Only use a floor mat that is securely attached using the floor mat fasteners so it cannot slip out of position and interfere with the accelerator, brake or clutch pedals or impair safe operation of your vehicle in other ways.


WARNING!

An improperly attached, damaged, folded, or stacked floor mat, or damaged floor mat fasteners may cause your floor mat to interfere with the accelerator, brake, or clutch pedals and cause a loss of vehicle control. To prevent **SERIOUS INJURY** or **DEATH**:

- ALWAYS securely attach  your floor mat using the floor mat fasteners. **DO NOT** install your floor mat upside down or turn your floor mat over. Lightly pull to confirm mat is secured using the floor mat fasteners on a regular basis.

(Continued)

WARNING! *(Continued)*

- ALWAYS REMOVE THE EXISTING FLOOR MAT FROM THE VEHICLE  before installing any other floor mat. NEVER install or stack an additional floor mat on top of an existing floor mat.
- ONLY install floor mats designed to fit your vehicle. NEVER install a floor mat that cannot be properly attached and secured to your vehicle. If a floor mat needs to be replaced, only use a FCA approved floor mat for the specific make, model, and year of your vehicle.
- ONLY use the driver's side floor mat on the driver's side floor area. To check for interference, with the vehicle properly parked with the engine off, fully depress the accelerator, the brake, and the clutch pedal (if present) to check for interference. If your floor mat interferes with the operation of any pedal, or is not secure to the floor, remove the floor mat from the vehicle and place the floor mat in your trunk.
- ONLY use the passenger's side floor mat on the passenger's side floor area.

(Continued)

WARNING! *(Continued)*

- ALWAYS make sure objects cannot fall or slide into the driver's side floor area when the vehicle is moving. Objects can become trapped under accelerator, brake, or clutch pedals and could cause a loss of vehicle control.
- NEVER place any objects under the floor mat (e.g., towels, keys, etc.). These objects could change the position of the floor mat and may cause interference with the accelerator, brake, or clutch pedals.
- If the vehicle carpet has been removed and re-installed, always properly attach carpet to the floor and check the floor mat fasteners are secure to the vehicle carpet. Fully depress each pedal to check for interference with the accelerator, brake, or clutch pedals then re-install the floor mats.
- It is recommended to only use mild soap and water to clean your floor mats. After cleaning, always check your floor mat has been properly installed and is secured to your vehicle using the floor mat fasteners by lightly pulling mat.

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 or sidewall. Inspect the tread for cuts and cracks. Inspect sidewalls for cuts, cracks, and bulges. Check the lug nut/bolt torque for tightness. Check the tires (including spare) for proper cold inflation pressure.

Lights

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

Door Latches

Check for proper closing, latching, and locking.

Fluid Leaks

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

EXHAUST GAS

WARNING!

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

- Do not run the engine in a closed garage or in confined areas any longer than needed to move your vehicle in or out of the area.
- If you are required to drive with the trunk/liftgate/rear doors 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.
- 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 an authorized dealer 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.

CARBON MONOXIDE WARNINGS

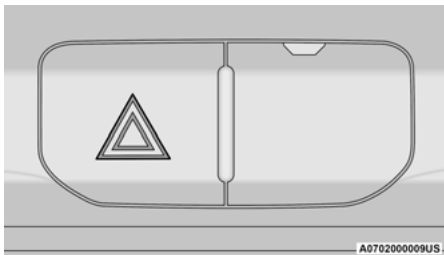
WARNING!

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.

IN CASE OF EMERGENCY

HAZARD WARNING FLASHERS



Hazard Warning Flashers Switch

The Hazard Warning Flashers switch is located on the upper switch bank just below the radio.

NOTE:

If your vehicle is equipped with a 12-inch Uconnect display, the Hazard Warning Flashers switch is located above the display.

Push the switch to turn on the Hazard Warning Flashers. When the switch is activated, all directional turn signals will flash on and off to warn oncoming traffic of an emergency. Push the switch a second time to turn off the Hazard Warning Flashers.

This is an emergency warning system and it should not be used when the vehicle is in motion. Use it when your vehicle is disabled and it is creating a safety hazard for other motorists.

When leaving the vehicle to seek assistance, the Hazard Warning Flashers will continue to operate even though the ignition is placed in the OFF position.

NOTE:

With extended use the Hazard Warning Flashers may wear down your battery.

ASSIST AND SOS SYSTEM — IF EQUIPPED



Assist And SOS Buttons

- 1 — ASSIST Button
- 2 — SOS Button

If equipped, the overhead console contains an ASSIST and a SOS button.

WARNING!

ALWAYS obey traffic laws and pay attention to the road. ALWAYS drive safely with your hands on the steering wheel. You have full responsibility and assume all risks related to the use of the features and applications in this vehicle. Only use the features and applications when it is safe to do so. Failure to do so may result in an accident involving serious injury or death.

NOTE:

- Your vehicle may be transmitting data as authorized by the subscriber ↪ page 482.
- The ASSIST and SOS buttons will only function if you are connected to an operable LTE (voice/data) or 4G (data) network, which comes as a built in function. Other Uconnect services will only be operable if your SiriusXM Guardian™ service is active and connected to an operable LTE (voice/data) or 4G (data) network.

ASSIST Call

The ASSIST Button is used to automatically connect you to any one of the following support centers:

- Roadside Assistance – If you get a flat tire, or need a tow, just push the ASSIST button and you'll be connected to someone who can help. Roadside Assistance will know what vehicle you're driving and its location. Additional fees may apply for roadside assistance.
- SiriusXM Guardian™ Customer Care – In-vehicle support for SiriusXM Guardian™.
- Vehicle Customer Care – Total support for all other vehicle issues.

SOS Call

1. Push the SOS Call button on the overhead console.

NOTE:

In case the SOS Call button is pushed in error, there will be a ten second delay before the SOS Call system initiates a call to a SOS operator. To cancel the SOS Call connection, push the SOS call button on the overhead console or press

the cancellation button on the Device Screen. Termination of the SOS Call will turn off the green LED light on the overhead console.

2. The LED lights located within the ASSIST and SOS buttons on the overhead console will turn green once a connection to a SOS operator has been made.
3. Once a connection between the vehicle and a SOS operator is made, the SOS Call system may transmit the following important vehicle information to a SOS operator:
 - Indication that the occupant placed a SOS Call
 - The vehicle brand
 - The last known GPS coordinates of the vehicle
4. You should be able to speak with the SOS operator through the vehicle audio system to determine if additional help is needed.

WARNING!

ALWAYS obey traffic laws and pay attention to the road. ALWAYS drive safely with your hands on the steering wheel. You have full responsibility and assume all risks related to the use of the features and applications in this vehicle. Only use the features and applications when it is safe to do so. Failure to do so may result in an accident involving serious injury or death.

NOTE:

- Your vehicle may be transmitting data ↪ page 482 as authorized by the subscriber.
- Once a connection is made between the vehicle's SOS Call system and the SOS operator, the SOS operator may be able to open a voice connection with the vehicle to determine if additional help is needed. Once the SOS operator opens a voice connection with the vehicle's SOS Call system, the operator should be able to speak with you or other vehicle occupants and hear sounds occurring

in the vehicle. The vehicle's SOS Call system will attempt to remain connected with the SOS operator until the SOS operator terminates the connection.

5. The SOS operator may attempt to contact appropriate emergency responders and provide them with important vehicle information and GPS coordinates.

WARNING!

- If anyone in the vehicle could be in danger (e.g., fire or smoke is visible, dangerous road conditions or location), do not wait for voice contact from an Emergency Services Agent. All occupants should exit the vehicle immediately and move to a safe location.
- Never place anything on or near the vehicle's operable network and GPS antennas. You could prevent operable network and GPS signal reception, which can prevent your vehicle from placing an emergency call. An operable network and GPS signal reception is required for the SOS Call system to function properly.

(Continued)

WARNING! (Continued)

- The SOS Call system is embedded into the vehicle's electrical system. Do not add aftermarket electrical equipment to the vehicle's electrical system. This may prevent your vehicle from sending a signal to initiate an emergency call. To avoid interference that can cause the SOS Call system to fail, never add aftermarket equipment (e.g., two-way mobile radio, CB radio, data recorder, etc.) to your vehicle's electrical system or modify the antennas on your vehicle. **IF YOUR VEHICLE LOSES BATTERY POWER FOR ANY REASON (INCLUDING DURING OR AFTER AN ACCIDENT), THE UCONNECT FEATURES, APPS AND SERVICES, AMONG OTHERS, WILL NOT OPERATE.**
- Modifications to any part of the SOS Call system could cause the air bag system to fail when you need it. You could be injured if the air bag system is not there to help protect you.

SOS Call System Limitations

Vehicles sold in Mexico **DO NOT** have SOS Call system capabilities.

SOS or other emergency line operators in Mexico may not answer or respond to SOS system calls.

If the SOS Call system detects a malfunction, any of the following may occur at the time the malfunction is detected, and at the beginning of each ignition cycle:

- The overhead console lights located within the ASSIST and SOS buttons will continuously illuminate red.
- The Device Screen will display the following message: “Vehicle device requires service. Please contact an authorized dealer.”
- An In-Vehicle Audio message will state “Vehicle device requires service. Please contact an authorized dealer.”

WARNING!

- Ignoring the overhead console light could mean you will not have SOS Call services. If the overhead console light is illuminated, have an authorized dealer service the SOS Call system immediately.
- The Occupant Restraint Control module turns on the air bag Warning Light on the instrument panel if a malfunction in any part of the system is detected. If the Air Bag Warning Light is illuminated, have an authorized dealer service the Occupant Restraint Control system immediately.

Even if the SOS Call system is fully functional, factors beyond FCA US LLC’s control may prevent or stop the SOS Call system operation. These include, but are not limited to, the following factors:

- The ignition is in the OFF position
- The vehicle’s electrical systems are not intact
- The SOS Call system software and/or hardware are damaged during a crash

- The vehicle battery loses power or becomes disconnected during a vehicle crash
- LTE (voice/data) or 4G (data) network and/or Global Positioning Satellite signals are unavailable or obstructed
- Equipment malfunction at the SOS operator facility
- Operator error by the SOS operator
- LTE (voice/data) or 4G (data) network congestion
- Weather
- Buildings, structures, geographic terrain, or tunnels

WARNING!

ALWAYS obey traffic laws and pay attention to the road. ALWAYS drive safely with your hands on the steering wheel. You have full responsibility and assume all risks related to the use of the features and applications in this vehicle. Only use the features and applications when it is safe to do so. Failure to do so may result in an accident involving serious injury or death.

NOTE:

- Your vehicle may be transmitting data as authorized by the subscriber.
- Never place anything on or near the vehicle's LTE (voice/data) or 4G (data) and GPS antennas. You could prevent LTE (voice/data) or 4G (data) and GPS signal reception, which can prevent your vehicle from placing an emergency call. An operable LTE (voice/data) or 4G (data) network connection and a GPS signal is required for the SOS Call system to function properly.

NOTE:

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

JACKING AND TIRE CHANGING**WARNING!**

- Do not attempt to change a tire on the side of the vehicle close to moving traffic. Pull far enough off the road to avoid the danger of being hit when operating the jack or changing the wheel.

(Continued)

WARNING! (Continued)

- Being under a jacked-up vehicle is dangerous. The vehicle could slip off the jack and fall on you. You could be crushed. Never put any part of your body under a vehicle that is on a jack. If you need to get under a raised vehicle, take it to a service center where it can be raised on a lift.
- Never start or run the engine while the vehicle is on a jack.
- The jack is designed to be used 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.

NOTE:

If your vehicle is equipped with an air suspension system, there is a feature which allows the automatic leveling to be disabled to assist with changing a tire. This feature can be activated through the Uconnect system ↗ page 249.

PREPARATIONS FOR JACKING**NOTE:**

If your vehicle is equipped with Air Suspension, you will need to enable Tire Jack Mode in the Uconnect system ↗ page 165 before changing the tire.

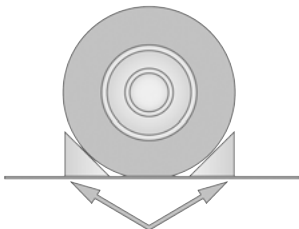
1. Park on a firm, level surface. Avoid ice or slippery areas.

WARNING!

Do not attempt to change a tire on the side of the vehicle close to moving traffic. Pull far enough off the road to avoid being hit when operating the jack or changing the wheel.

2. Turn on the Hazard Warning Flashers.
3. Apply the parking brake.
4. Shift the transmission into Park (P).
5. Turn the ignition OFF.

6. Block both the front and rear wheel diagonally opposite of each jacking position. For example, if the driver's front wheel is being changed, block the passenger's rear wheel.



Wheel Blocked

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NOTE:

Passengers should not remain in the vehicle when the vehicle is being raised or lifted.

JACK LOCATION

The jack and tools are stored under the front passenger seat.

REMOVAL OF JACK AND TOOLS

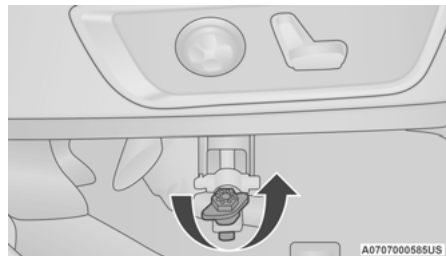
To access the jack and tools, you must remove the plastic access cover located on the side of the front passenger's seat. To remove the cover, pull the front part of the cover (closest to the front of the seat) toward you to release a locking tab. Once the front of the cover is loose, slide the cover toward the front of the seat until it is free from the seat frame.



Pull Jack Access Cover From Front

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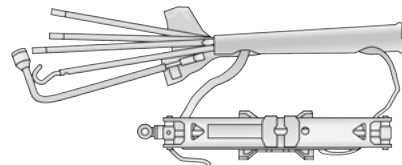
Remove the jack and tools by turning the wing bolt counterclockwise, remove the wing bolt and then slide the assembly out from under the seat.



Jack And Tools

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Release the tool bag straps from the jack and remove tools from bag.

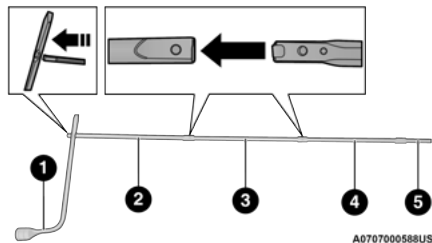


Jack And Tool Bag

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There are two ways to assemble the tools:

Assembled For Spare Tire Lowering/Raising



Assembled For Spare Tire Lowering/Raising

- 1 – Lug Wrench
- 2 – Long Extension Without Spring Clip 2
- 3 – Long Extension With Spring Clip 3
- 4 – Long Extension With Spring Clip 4
- 5 – Short Extension 5

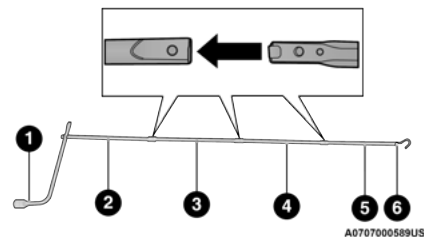
NOTE:

If the tailgate is lowered, adding the shorter extension 5 to jack extension 4 will enable lowering the spare tire without having to raise the tailgate.

CAUTION!

- The lug wrench can only be attached to extension 2.
- When attaching the tool to the winch mechanism be sure the large flared end opening on extension 4 is positioned correctly over the winch mechanism adjusting nut.
- Damage to the lug wrench, extensions and winch mechanism may occur from improper tool assembly.

Assembled For Jack Operation



Assembled For Jack Operation

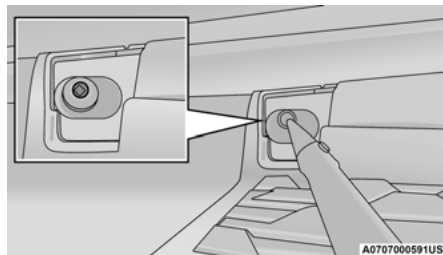
- 1 – Lug Wrench
- 2 – Long Extension 2
- 3 – Long Extension 3
- 4 – Long Extension 4
- 5 – Short Extension 5
- 6 – Extension With Hook

WARNING!

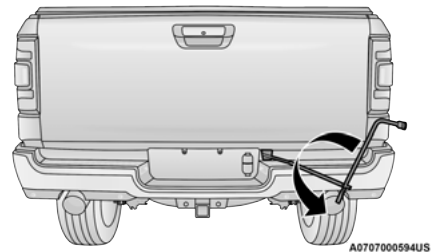
After using the jack and tools, always reinstall them in the original carrier and location. While driving you may experience abrupt stopping, rapid acceleration or sharp turns. A loose jack, tools, bracket or other objects in the vehicle may move around with force, resulting in serious injury.

REMOVING THE SPARE TIRE

1. Remove the spare tire before attempting to jack up the truck. Attach the lug wrench to the extension tubes with the curved angle facing away from the vehicle.
2. Remove the protective cover over the access hole for the winch mechanism by sliding the cover upward.

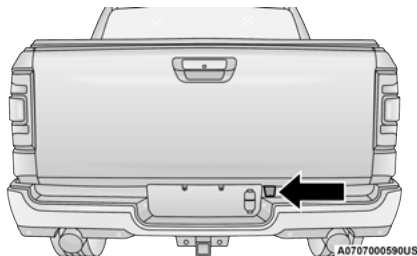


Winch Mechanism Tube

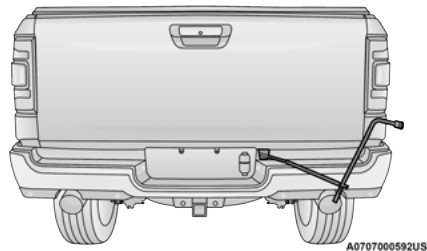


Rotating The Lug Wrench Handle

5. Pull the spare tire out from under the vehicle to gain access to the spare tire retainer.

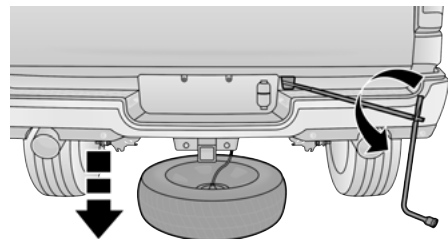


Access Hole Cover Location



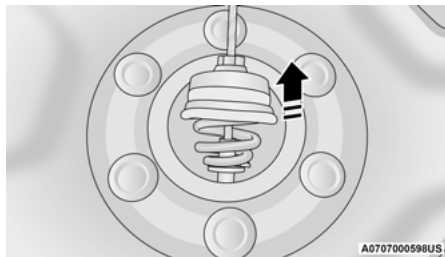
Inserting The Extension Tubes Into The Access Hole

3. Insert the extension tube through the access hole between the lower tailgate and the top of the fascia/bumper and into the winch mechanism tube.
4. Rotate the lug wrench handle counter-clockwise until the spare tire is on the ground with enough cable slack to allow you to pull it out from under the vehicle.



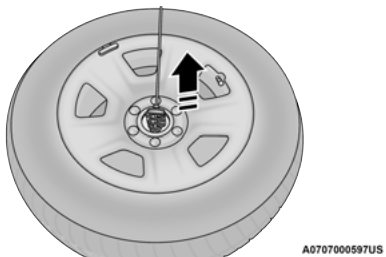
Pulling The Spare Tire Out

6. Lift the spare tire with one hand to give clearance to tilt the retainer at the end of the cable.



Tilting The Retainer Through The Center Of The Wheel

7. Pull the retainer through the center of the wheel.



Pulling The Retainer Through The Center Of The Wheel

NOTE:

The winch mechanism is designed for use with the extension tubes only. Use of an air wrench or other power tools is not recommended and can damage the winch.

JACKING INSTRUCTIONS

WARNING!

Carefully follow these tire changing warnings to help prevent personal injury or damage to your vehicle:

- Always park on a firm, level surface as far from the edge of the roadway as possible before raising the vehicle.
- Turn on the Hazard Warning Flashers.
- Apply the parking brake firmly and set the transmission in PARK.
- Block the wheel diagonally opposite the wheel to be raised.
- Never start or run the engine with the vehicle on a jack.
- Do not let anyone sit in the vehicle when it is on a jack.

(Continued)

WARNING! (Continued)

- Do not get under the vehicle when it 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.
- Only use the jack in the positions indicated and for lifting this vehicle during a tire change.
- If working on or near a roadway, be extremely careful of motor traffic.
- To assure that spare tires, flat or inflated, are securely stowed, spares must be stowed with the valve stem facing the ground.



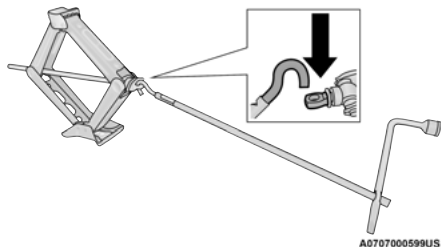
Jack Warning Label

060600714

CAUTION!

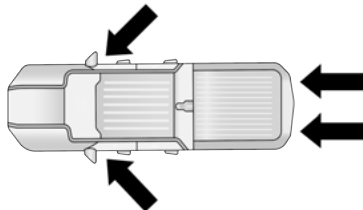
Do not attempt to raise the vehicle by jacking on locations other than those indicated in the Jacking Instructions for this vehicle.

1. Remove the spare tire, jack, and tools from the stored location.
2. Using the lug wrench, loosen the wheel nuts (but do not remove), by turning them counterclockwise one turn while the wheel is still on the ground.
3. Assemble the jack and jacking tools. Connect the jack handle driver to the extension, then to the lug wrench.

**Assembled Jack And Tools**

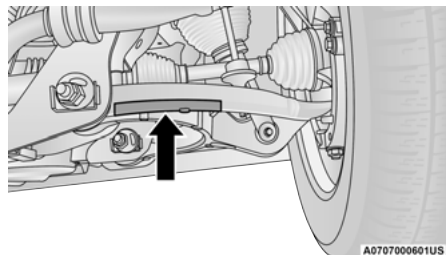
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4. Placement for the front and rear jacking locations are critical. See below images for proper jacking locations.

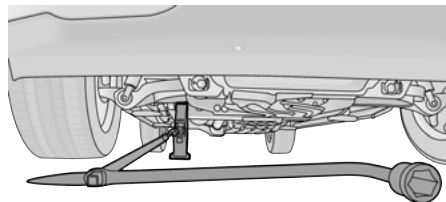
**Jack / Extensions Placement****Front Jacking Location**

When changing a front wheel, place the scissor jack under the rear portion of the lower control arm as shown. **Access the front jacking location from behind the front tire.**

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**Front Lifting Point**

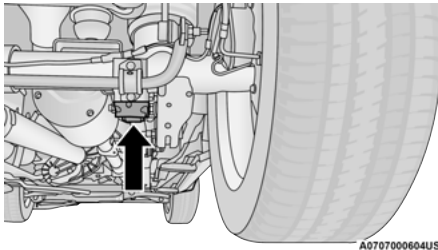
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**Front Jacking Location****Rear Jacking Location**

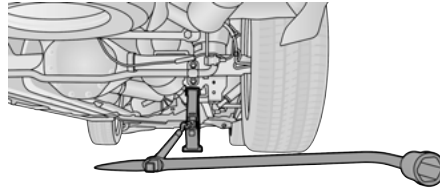
Operate the jack using the extension with jack hook and the lug wrench. The extension tubes may be used but is not required.

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When changing a rear wheel, assemble the extension with jack hook to the jack and connect the extension tubes. **Access the rear jacking location from behind the rear tire.** Place the jack under the Jack Lifting Point located on the rear axle lower control arm bracket. Then locate the slot in the jack lift plate onto the rear axle Jack Lifting Point. Attach the extension with jack hook extending to the rear of the vehicle.



Rear Lifting Point



Rear Jacking Location

Connect the long extensions to the lug wrench.

CAUTION!

Before raising the wheel off the ground, make sure that the jack will not damage surrounding truck parts and adjust the jack position as required.

- By rotating the lug wrench clockwise, raise the vehicle until the wheel just clears the ground surface.

WARNING!

Raising the vehicle higher than necessary can make the vehicle less stable. It could slip off the jack and hurt someone near it. Raise the vehicle only enough to remove the tire.

- Remove the lug nuts and pull the wheel off. Install the spare wheel and lug nuts with the cone shaped end of the lug nuts toward the wheel. Hand tighten the lug nuts with the vehicle lifted. To avoid the risk of forcing the vehicle off the jack, do not fully tighten the lug nuts until the vehicle has been completely lowered.
- Finish tightening the lug nuts. Push down on the wrench handle for increased leverage. Tighten the lug nuts in a star pattern until each lug nut has been tightened twice
 ➔ page 467. If in doubt about the correct tightness, have them checked with a torque wrench by an authorized dealer or at a service station.

WARNING!

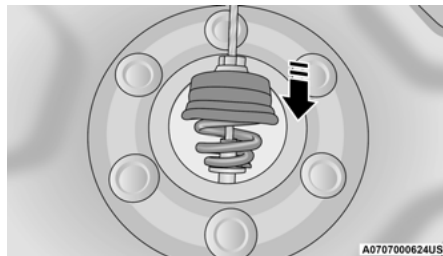
A loose tire or jack thrown forward in a collision or hard stop, could endanger the occupants of the vehicle. Always stow the jack parts and the spare tire in the places provided.

8. If your vehicle is equipped with a wheel center cap, install the cap and remove the wheel blocks. Do not install chrome or aluminum wheel center caps on the spare wheel. This may result in cap damage.
9. Lower the jack to its fully closed position. Stow the replaced tire, and secure the jack and tools in the proper location.
10. Adjust the tire pressure when possible.

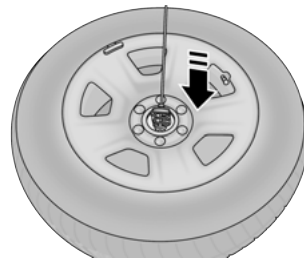
To STOW THE FLAT OR SPARE**WARNING!**

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. Have the deflated (flat) tire repaired or replaced immediately.

1. Turn the wheel so that the valve stem is facing upward and toward the rear of the vehicle for convenience in checking the spare tire inflation. Slide the wheel retainer through the center of the wheel.


**Reinstalling The Retainer**

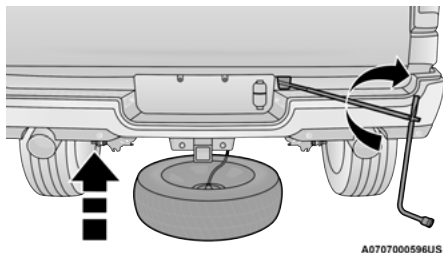
2. Lift the spare tire with one hand to give clearance to tilt the retainer at the end of the cable and position it properly across the wheel opening.



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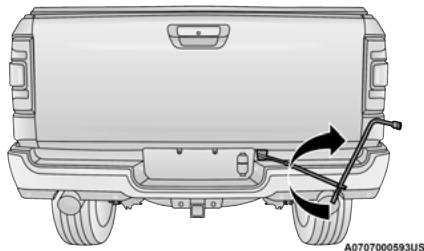
Pushing The Retainer Through The Center Of The Wheel And Positioning It

- Remove the extension with the hook and reattach the short extension 5. Attach the lug wrench to the extension tubes with the curved angle facing away from the vehicle  page 378. Insert the extension tubes through the access hole between the lower tailgate and the top of the fascia/bumper and into the winch mechanism tube.



Reinstalling The Flat Or Spare Tire

- Rotate the lug wrench handle clockwise until the wheel is drawn into place against the underside of the vehicle. Continue to rotate until you feel the winch mechanism slip, or click three or four times. It cannot be overtightened. Push against the tire several times to ensure it is firmly in place.



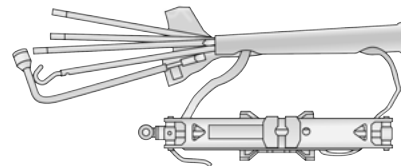
Rotating The Lug Wrench Handle

NOTE:

The winch mechanism is designed for use with the extension tube only. Use of an air wrench or other power tools is not recommended and can damage the winch.

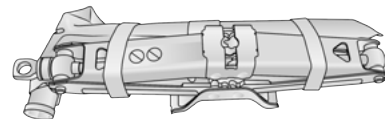
REINSTALLING THE JACK AND TOOLS

- Tighten the jack all the way down by turning the jack turn-screw counter-clockwise until the jack is snug.
- Position the jack and tool bag. Make sure the lug wrench is under the jack near the jack turn-screw.



Jack And Tool Bag

- Secure the tool bag straps to the jack.



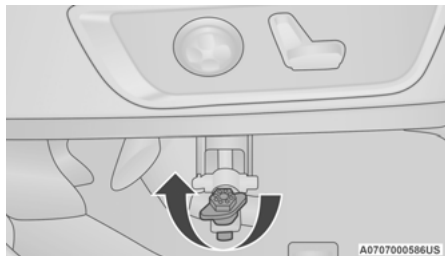
Jack And Tools Tied

- Place the jack and tools in the storage position holding the jack by the jack turn-screw, slip the jack and tools under the seat so that the bottom slot engages into the fastener on the floor.

NOTE:

Ensure that the jack slides into the front hold down location.

- Turn the wing bolt clockwise to secure to the floor pan. Reinstall the plastic cover.



Jack Hold Down Wing Bolt

WARNING!

After using the jack and tools, always reinstall them in the original carrier and location. While driving you may experience abrupt stopping, rapid acceleration or sharp turns. A loose jack, tools, bracket or other objects in the vehicle may move around with force, resulting in serious injury.

JUMP STARTING

If your vehicle has a discharged battery, it can be jump started using a set of jumper cables and a battery in another vehicle, or by using a portable battery booster pack. Jump starting can be dangerous if done improperly, so please follow the procedures in this section carefully.

WARNING!

Do not attempt jump starting if the battery is frozen. It could rupture or explode and cause personal injury.

CAUTION!

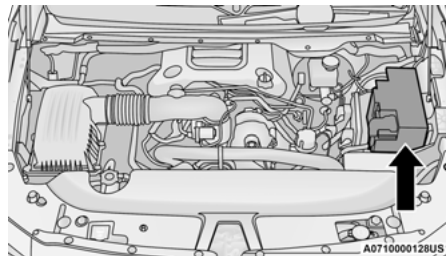
Do not use a portable battery booster pack or any other booster source with a system voltage greater than 12 Volts or damage to the battery, starter motor, alternator or electrical system may occur.

NOTE:

When using a portable battery booster pack, follow the manufacturer's operating instructions and precautions.

PREPARATIONS FOR JUMP START

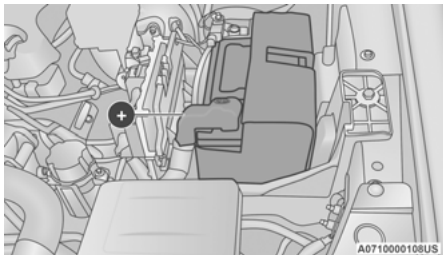
The battery in your vehicle is located in the front of the engine compartment, behind the left headlight assembly.



Battery Location

NOTE:

The positive battery post may be covered with a protective cap. Lift up on the cap to gain access to the positive battery post. Do not jump off fuses. Only jump directly off positive post which has a positive (+) symbol on or around the post.

**Positive Battery Post**

See below steps to prepare for jump starting:

1. Apply the parking brake, shift the automatic transmission into PARK and turn the ignition OFF.
2. Turn off the heater, radio, and all electrical accessories.
3. Pull upward and remove the protective cover over the remote positive (+) battery post.
4. If using another vehicle to jump start the battery, park the vehicle within the jumper cables' reach, apply the parking brake and make sure the ignition is OFF.

WARNING!

- Take care to avoid the radiator cooling fan whenever the hood is raised. It can start anytime the ignition switch is ON. You can be injured by moving fan blades.
- Remove any metal jewelry such as rings, watch bands and bracelets that could make an inadvertent electrical contact. You could be seriously injured.
- Batteries contain sulfuric acid that can burn your skin or eyes and generate hydrogen gas which is flammable and explosive. Keep open flames or sparks away from the battery.

WARNING!

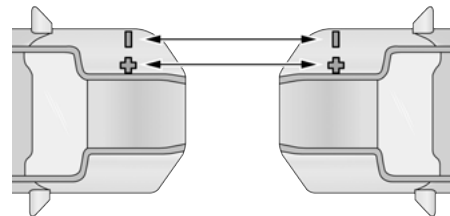
Do not allow vehicles to touch each other as this could establish a ground connection and personal injury could result.

JUMP STARTING PROCEDURE**WARNING!**

Failure to follow this jump starting procedure could result in personal injury or property damage due to battery explosion.

CAUTION!

Failure to follow these procedures could result in damage to the charging system of the booster vehicle or the discharged vehicle.

Connecting The Jumper Cables

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Jumper Cable Connections

1. Connect the positive (+) end of the jumper cable to the positive (+) post of the discharged vehicle.

NOTE:

Do not jump off fuses. Only jump directly off positive post.

2. Connect the opposite end of the positive (+) jumper cable to the positive (+) post of the booster battery.
3. Connect the negative (-) end of the jumper cable to the negative (-) post of the booster battery.
4. Connect the opposite end of the negative (-) jumper cable to a good engine ground. A "ground" is an exposed metallic/unpainted part of the engine, frame or chassis, such as an accessory bracket or large bolt. The ground must be away from the battery and the fuel injection system.

WARNING!

Do not connect the jumper cable to the negative (-) post of the discharged battery. The resulting electrical spark could cause the battery to explode and could result in personal injury.

5. Start the engine in the vehicle that has the booster battery, let the engine idle a few minutes, and then start the engine in the vehicle with the discharged battery.

CAUTION!

Do not connect jumper cable to any of the fuses on the positive battery terminal. The resulting electrical current will blow the fuse.

6. Once the engine is started, follow the disconnection procedure below.

Disconnecting The Jumper Cables

1. Disconnect the negative (-) end of the jumper cable from the engine ground of the vehicle with the discharged battery.
2. Disconnect the opposite end of the negative (-) jumper cable from the negative (-) post of the booster battery.

3. Disconnect the positive (+) end of the jumper cable from the positive (+) post of the booster battery.
4. Disconnect the opposite end of the positive (+) jumper cable from the positive (+) post of the vehicle with the discharged battery.

If frequent jump starting is required to start your vehicle you should have the battery and charging system inspected at an authorized dealer.

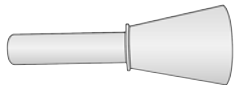
CAUTION!

Accessories plugged into the vehicle power outlets draw power from the vehicle's battery, even when not in use (i.e., cellular devices, etc.). Eventually, if plugged in long enough without engine operation, the vehicle's battery will discharge sufficiently to degrade battery life and/or prevent the engine from starting.

REFUELING IN EMERGENCY – IF EQUIPPED

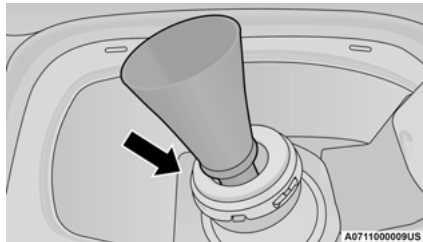
The fuel filling procedure in case of an emergency is described on ↗ page 208.

The vehicle is equipped with a refueling funnel. If refueling is necessary, while using an approved gas can, please insert the refueling funnel into the filler neck opening.



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Refueling Funnel



A071100009US

Inserting Funnel

IF YOUR ENGINE OVERHEATS

If the vehicle is overheating, it will need to be serviced by an authorized dealer.

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, place the transmission in NEUTRAL (N), but do not increase the engine idle speed while preventing vehicle motion with the brakes.

NOTE:

There are steps that you can take to slow down an impending overheat condition:

- If your Air Conditioner (A/C) is on, turn it off. The A/C system adds heat to the engine cooling system and turning the A/C off can help remove this heat.
- You can also turn the temperature control to maximum heat, the mode control to floor and the blower control to high. This allows the heater core to act as a supplement to the radiator and aids in removing heat from the engine cooling system.

WARNING!

You or others can be badly burned by hot engine coolant (antifreeze) or steam from your radiator. If you see or hear steam coming from under the hood, do not open the hood until the radiator has had time to cool. Never try to open a cooling system pressure cap when the radiator or coolant bottle is hot.

CAUTION!

Driving with a hot cooling system could damage your vehicle. If the temperature gauge reads HOT (H), pull over and stop the vehicle. Idle the vehicle with the air conditioner turned off until the pointer drops back into the normal range. If the pointer remains on HOT (H), and you hear continuous chimes, turn the engine off immediately and call for service.

MANUAL PARK RELEASE

WARNING!

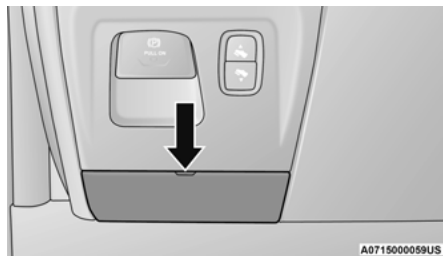
Always secure your vehicle by fully applying the parking brake before activating the Manual Park Release. In addition, you should be seated in the driver's seat with your foot firmly on the brake pedal when activating the Manual Park Release. Activating the Manual Park Release will allow your vehicle to roll away if it is not secured by the parking brake, or by proper connection to a tow vehicle. Activating the Manual Park Release on an unsecured vehicle could lead to serious injury or death for those in or around the vehicle.

In order to move the vehicle in cases where the transmission will not shift out of PARK (P) (such as a depleted battery), a Manual Park Release is available.

Follow these steps to activate the Manual Park Release:

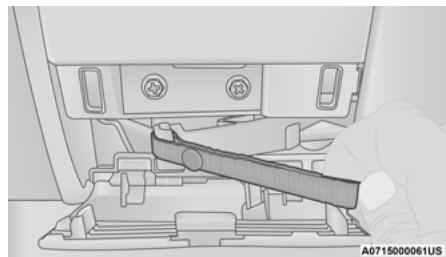
1. Apply firm pressure to the brake pedal while seated in the driver's seat.
2. Apply the parking brake if possible.

3. Using a small screwdriver or similar tool, open the Manual Park Release cover, which is located to the lower left of the steering column.



Manual Park Release Access Cover

4. Behind the Manual Park Release access cover is the orange tether strap. Pull the tether strap out as far as it will go, then release it. The tether and lever will remain outside of the trim panel and the transmission should now be in NEUTRAL, allowing the vehicle to be moved.

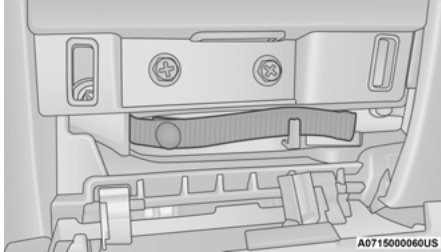


Manual Park Release Tether

To Reset The Manual Park Release:

1. Apply firm pressure to the brake pedal while seated in the driver's seat.
2. Pull the tether strap out again, then release it.

3. Allow the tether to retract with the lever back to its original position.



Manual Park Release Tether

4. Verify the transmission is in PARK.
5. Confirm that the tether has retracted fully and re-install the access cover. If the access cover cannot be reinstalled, repeat steps 1 through 4.

NOTE:

When the lever is locked in the released position the access cover cannot be reinstalled.

FREEDING A STUCK VEHICLE

If your vehicle becomes stuck in mud, sand, or snow, it can often be moved using a rocking motion. Turn the steering wheel right and left to clear the area around the front wheels. Then shift back and forth between DRIVE (D) and REVERSE (R), while gently pressing the accelerator. Use the least amount of accelerator pedal pressure that will maintain the rocking motion, without spinning the wheels or racing the engine.

NOTE:

Shifts between DRIVE and REVERSE can only be achieved at wheel speeds of 5 mph (8 km/h) or less. Whenever the transmission remains in NEUTRAL (N) for more than two seconds, you must press the brake pedal to engage DRIVE or REVERSE.

Push the “ESC OFF” switch to place the Electronic Stability Control (ESC) system in “Partial OFF” mode, before rocking the vehicle ☞ page 312. Once the vehicle has been freed, push the “ESC OFF” switch again to restore “ESC On” mode.

WARNING!

Fast spinning tires can be dangerous. Forces generated by excessive wheel speeds may cause damage, or even failure, of the axle and tires. A tire could explode and injure someone. Do not spin your vehicle's wheels faster than 30 mph (48 km/h) or for longer than 30 seconds continuously without stopping when you are stuck and do not let anyone near a spinning wheel, no matter what the speed.

CAUTION!

- Racing the engine or spinning the wheels may lead to transmission overheating and failure. Allow the engine to idle with the transmission in NEUTRAL for at least one minute after every five rocking-motion cycles. This will minimize overheating and reduce the risk of transmission failure during prolonged efforts to free a stuck vehicle.

(Continued)

CAUTION! *(Continued)*

- When “rocking” a stuck vehicle by shifting between DRIVE and REVERSE, do not spin the wheels faster than 15 mph (24 km/h), or drivetrain damage may result.
- Revving the engine or spinning the wheels too fast may lead to transmission overheating and failure. It can also damage the tires. Do not spin the wheels above 30 mph (48 km/h) while in gear (no transmission shifting occurring).

TOWING A DISABLED VEHICLE

This section describes procedures for towing a disabled vehicle using a commercial towing service.

If the transmission and drivetrain are operable, disabled vehicles may also be towed as described on ⇨ page 230.

NOTE:

Vehicles equipped with the Active-Level Four Corner Air Suspension System must be placed in Transport mode, before tying them down (from the body) on a trailer or flatbed truck ⇨ page 165. If the vehicle cannot be placed in Transport mode (for example, engine will not run), tie-downs must be fastened to the axles (not to the body). Failure to follow these instructions may cause fault codes to be set and/or cause loss of proper tie-down tension.

| Towing Condition | Wheels OFF The Ground | 2WD Models | 4WD Models |
|-------------------------|-----------------------|---|--|
| Flat Tow | NONE | If transmission is operable: <ul style="list-style-type: none"> • Transmission in NEUTRAL • 30 mph (48 km/h) max speed • 30 miles (48 km) max distance | Detailed instruction on ⇨ page 230 <ul style="list-style-type: none"> • Automatic Transmission in PARK • Transfer Case in NEUTRAL (N) • Tow in forward direction |
| Wheel Lift Or Dolly Tow | Front | | NOT ALLOWED |
| | Rear | OK | NOT ALLOWED |
| Flatbed | ALL | BEST METHOD | BEST METHOD |

Proper towing or lifting equipment is required to prevent damage to your vehicle. Use only tow bars and other equipment designed for this purpose, following equipment FCA's instructions. Use of safety chains is mandatory. Attach a tow bar or other towing device to main structural members of the vehicle, not to fascia/bumpers or associated brackets. State and local laws regarding vehicles under tow must be observed.

If you must use the accessories (wipers, defrosters, etc.) while being towed, the ignition must be in the ON/RUN mode, not the ACC mode.

If the key fob is unavailable or the vehicle's battery is discharged, find Instructions on shifting the transmission out of PARK
 ⇨ page 390.

CAUTION!

- Do not use sling type equipment when towing. Vehicle damage may occur.
- When securing the vehicle to a flat bed truck, do not attach to front or rear suspension components. Damage to your vehicle may result from improper towing.

TWO-WHEEL DRIVE MODELS

FCA recommends towing your vehicle with all four wheels **OFF** the ground using a flatbed.

If flatbed equipment is not available, and the transmission is operable, the vehicle may be towed (with rear wheels on the ground) under the following conditions:

- The transmission must be in NEUTRAL (N). Instructions on shifting the transmission to NEUTRAL (N) when the engine is off
 ⇨ page 390.
- The towing speed must not exceed 30 mph (48 km/h).
- The towing distance must not exceed 30 miles (48 km).

If the transmission is not operable, or the vehicle must be towed faster than 30 mph (48 km/h) and farther than 30 miles (48 km), tow with the rear wheels **OFF** the ground. Acceptable methods to tow the vehicle on a flatbed are as follows:

- The front wheels raised and the rear wheels on a towing dolly

- Using a suitable steering wheel stabilizer to hold the front wheels in the straight position with the rear wheels raised when and the front wheels **ON** the ground.

CAUTION!

Towing this vehicle in violation of the above requirements can cause severe transmission damage. Damage from improper towing is not covered under the New Vehicle Limited Warranty.

FOUR-WHEEL DRIVE MODELS

FCA recommends towing with all wheels **OFF** the ground. Acceptable methods are to tow the vehicle on a flatbed or with one end of vehicle raised and the opposite end on a towing dolly.

CAUTION!

- Front or rear wheel lifts must not be used (if the remaining wheels are on the ground). Internal damage to the transmission or transfer case will occur if a front or rear wheel lift is used when towing.

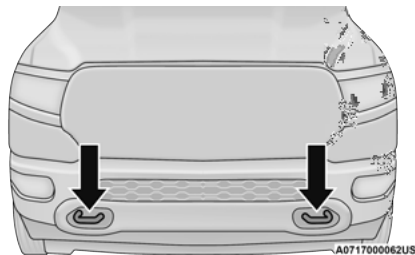
(Continued)

CAUTION! *(Continued)*

- Towing this vehicle in violation of the above requirements can cause severe transmission and/or transfer case damage. Damage from improper towing is not covered under the New Vehicle Limited Warranty.

EMERGENCY TOW HOOKS — IF EQUIPPED

Your vehicle may be equipped with emergency tow hooks.



Emergency Tow Hooks

NOTE:

For off-road recovery, it is recommended to use both of the front tow hooks to minimize the risk of damage to the vehicle.

WARNING!

- Do not use a chain for freeing a stuck vehicle. Chains may break, causing serious injury or death.
- Stand clear of vehicles when pulling with tow hooks. Tow straps may become disengaged, causing serious injury.

CAUTION!

Tow hooks are for emergency use only, to rescue a vehicle stranded off road. Do not use tow hooks for tow truck hookup or highway towing. You could damage your vehicle.

ENHANCED ACCIDENT RESPONSE SYSTEM (EARS)

This vehicle is equipped with an Enhanced Accident Response System.

This feature is a communication network that takes effect in the event of an impact
 ⇨ page 353.

EVENT DATA RECORDER (EDR)

This vehicle is equipped with an Event Data Recorder (EDR). The main purpose of an EDR is to record data that will assist in understanding how a vehicle's systems performed under certain crash or near crash-like situations, such as an air bag deployment or hitting a road obstacle ⇨ page 355.

SERVICING AND MAINTENANCE

SCHEDULED SERVICING — GASOLINE ENGINE

Your vehicle is equipped with an automatic oil change indicator system. The oil change indicator system will remind you that it is time to take your vehicle in for scheduled maintenance.

Based on engine operation conditions, the oil change indicator message will illuminate. This means that service is required for your vehicle. Operating conditions such as frequent short-trips, trailer tow, and extremely hot or cold ambient temperatures will influence when the “Oil Change Required” message is displayed. Severe operating conditions can cause the change oil message to illuminate as early as 3,500 miles (5,600 km) since last reset. Have your vehicle serviced as soon as possible, within the next 500 miles (805 km).

An authorized 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 an

authorized dealer, the message can be reset by referring to the steps described under Instrument Cluster Display ↪ page 114.

NOTE:

Under no circumstances should oil change intervals exceed 10,000 miles (16,000 km), 12 months or 350 hours of engine run time, whichever comes first. The 350 hours of engine run or idle time is generally only a concern for fleet customers.

Severe Duty All Models

NOTE:

Vehicles that are operated in a dusty and off-road environment, or predominately at idle or very low engine RPM are known as Severe Duty vehicles. It is recommended that you change the engine oil at 4,000 miles (6,500 km) or 350 hours of engine run time.

Once A Month Or Before A Long Trip:

- Check engine oil level.
- Check windshield washer fluid level.

- Check tire pressure and look for unusual wear or damage. Rotate tires at the first sign of irregular wear, even if it occurs before the oil indicator system turns on.
- Check the fluid levels of the coolant reservoir, brake master cylinder, and fill as needed.
- Check function of all interior and exterior lights.

MAINTENANCE PLAN

Refer to the Maintenance Plan for required maintenance. More frequent maintenance may be needed in severe conditions, such as dusty areas and very short trip driving. In some extreme conditions, additional maintenance not specified in the maintenance schedule may be required.

At Every Oil Change Interval As Indicated By Oil Change Indicator System:

- Change the oil and filter.
- Rotate the tires. **Rotate at the first sign of irregular wear, even if it occurs before the oil indicator system turns on.**
- Inspect the battery and clean and tighten terminals as required.
- Inspect the CV/Universal joints.
- Inspect the brake pads, shoes, rotors, drums, and hoses.
- Inspect the engine cooling system protection and hoses.
- Inspect the exhaust system.
- Inspect the engine air cleaner if using in dusty or off-road conditions, replace the engine air cleaner, as necessary.
- Inspect and replace the Evaporative System Fresh Air Filter as necessary; replacement may be more frequent if vehicle is operated in extreme dusty conditions.

NOTE:

Using white lithium grease, lubricate the door hinge roller pivot joints twice a year to prevent premature wear.

| Mileage or time passed (whichever comes first) | 20,000 | 30,000 | 40,000 | 50,000 | 60,000 | 70,000 | 80,000 | 90,000 | 100,000 | 110,000 | 120,000 | 130,000 | 140,000 | 150,000 |
|---|--------|--------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Or Years: | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| Or Kilometers: | 32,000 | 48,000 | 64,000 | 80,000 | 96,000 | 112,000 | 128,000 | 144,000 | 160,000 | 176,000 | 192,000 | 208,000 | 224,000 | 240,000 |
| Additional Inspections | | | | | | | | | | | | | | |
| Inspect the CV/Universal joints. | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Inspect front suspension, tie rod ends, and replace if necessary. | X | | X | | X | | X | | X | | X | | X | |
| Inspect the front and rear axle surfaces. If gear oil leakage is suspected, check the fluid level. If using your vehicle for police, taxi, fleet, off-road or frequent trailer towing, change axle fluid. | | X | | | X | | | X | | | X | | | X |
| Inspect the brake linings, replace as necessary. | X | | X | | X | | X | | X | | X | | X | |
| Inspect transfer case fluid. | | | | | | | | | | | | | | X |
| Additional Maintenance | | | | | | | | | | | | | | |
| Replace cabin air filter. | X | | X | | X | | X | | X | | X | | X | |
| Replace engine air cleaner. | | X | | | X | | | X | | | X | | | X |

| Mileage or time passed (whichever comes first) | 20,000 | 30,000 | 40,000 | 50,000 | 60,000 | 70,000 | 80,000 | 90,000 | 100,000 | 110,000 | 120,000 | 130,000 | 140,000 | 150,000 |
|--|--------|--------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Or Years: | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| Or Kilometers: | 32,000 | 48,000 | 64,000 | 80,000 | 96,000 | 112,000 | 128,000 | 144,000 | 160,000 | 176,000 | 192,000 | 208,000 | 224,000 | 240,000 |
| If equipped with Stop/Start, replace accessory drive belt with OEM grade Mopar belt. | | | | | | | | | | | | | | X |
| Replace spark plugs. ¹ | | | | | | | | | X | | | | | |
| Flush and replace the engine coolant at 10 years or 150,000 miles (240,000 km) whichever comes first. | | | | | | | | | X | | | | | X |
| Inspect the transfer case fluid, change for any of the following: police, taxi, fleet, or frequent trailer towing. | | | | | X | | | | | | X | | | |
| Change the transfer case fluid. | | | | | | | | | | | X | | | |
| Inspect and replace PCV valve if necessary. | | | | | | | | | X | | | | | |

1. The spark plug change interval is mileage based only; yearly intervals do not apply.