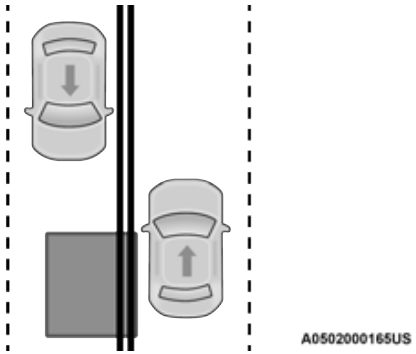
The BSM system is designed not to issue an alert on stationary objects such as guardrails, posts, walls, foliage, berms, etc. However, occasionally the system may alert on such objects. This is normal operation and your vehicle does not require service.

The BSM system will not alert you of objects that are traveling in the opposite direction of the vehicle in adjacent lanes ⇨ page 384.

NOTE:
The BSM system may experience dropouts (blinking on and off) in the side mirror LED icons while a motorcycle, or any small target, remains at the vehicle's B-pillar for an extended period of time (longer than a couple of seconds).



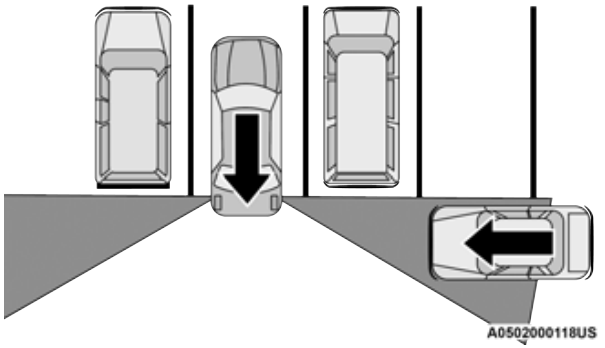
Opposing Traffic

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 (Default Setting)

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 volume is reduced. 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 or RCP 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.

Blocked Sensor

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 illuminated. The warning indicators will remain illuminated until blockage clearing conditions are met. First clear the fascia/ bumper area around the sensors of the blockage. After removing the blockage, reset the system by cycling the ignition from ON to OFF and then back ON.

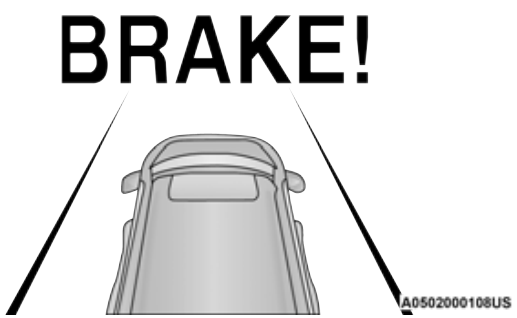
Forward Collision Warning (FCW) With Mitigation — If Equipped

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 and may provide a 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 Forward Collision Warning with Mitigation event begins at a speed below 26 mph (42 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.



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 384.

NOTE:

- The minimum speed for FCW activation is 1 mph (2 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.

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.

FCW Settings

The Forward Collision menu setting is located in the Uconnect Settings ➪ page 148.

NOTE:
The default status of FCW is “Full On,” this allows the system to provide warning and autonomous braking in the event of a potential frontal collision.

Changing the FCW status to “Warning Only” prevents the system from providing autonomous braking, or additional brake support if the driver is not braking adequately in the event of a potential frontal collision.

Changing the FCW status to “Off” deactivates the system, so no warning or autonomous braking will be available in case of a possible collision.

NOTE:
The FCW system state is kept in memory from one ignition cycle to the next. If the system is turned off, it will remain off when the vehicle is restarted.

Changing FCW Sensitivity And Operating Status

The FCW Sensitivity and Operation settings are programmable through the Uconnect Settings ➪ page 148.

The default status of FCW is the “Medium” setting and the FCW is in the “Full On” setting. 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.

Changing the FCW status to the “Far” setting allows the system to warn the driver of a possible collision with the vehicle in front using audible/visual warnings when the latter is at a farther distance than in the "Medium" setting. This provides the most reaction time to avoid a possible collision.

Changing the FCW status to the “Near” setting allows the system to warn the driver of a possible collision with the vehicle in front when the vehicle in the front is much closer. This setting provides less reaction time than the “Far” and “Medium” settings, which allows for a more dynamic driving experience.

NOTE:

- The system will retain the last setting selected by the driver after ignition shut down.
- 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.
- If FCW is disabled, unavailable screens will be displayed.

FCW Limited Warning

If the instrument cluster display reads "FCW Limited Functionality" or "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 display reads "FCW Unavailable Service Required", there is an internal system fault. Although the vehicle is still driveable under normal conditions, have the system checked by an authorized dealer.

TIRE PRESSURE MONITORING SYSTEM (TPMS)

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

The tire pressure will vary with temperature by approximately 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.

For more information on how to properly inflate the vehicle's tires, see ⇨ page 351.

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. 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.

NOTE:
Once the low tire pressure warning (Tire Pressure Monitoring System Warning Light) illuminates, you must increase the tire pressure to the recommended cold placard pressure in order for the Tire Pressure Monitoring System Warning Light to turn off.

The system will automatically update and the Tire Pressure Monitoring System 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.

For example, your vehicle may have a recommended cold (parked for more than three hours) placard pressure of 33 psi (227 kPa). If the ambient temperature is 68°F (20°C) and the measured tire pressure is 28 psi (193 kPa), a temperature drop to 20°F (-7°C) will decrease the tire pressure to approximately 24 psi (165 kPa). This tire pressure is low enough to turn on the Tire Pressure Monitoring System Warning Light. Driving the vehicle may cause the tire pressure to rise to approximately 28 psi (193 kPa), but the Tire Pressure Monitoring System Warning Light will still be on. In this situation, the Tire Pressure Monitoring System Warning Light will turn off only after the tires are inflated to the vehicle's recommended cold placard pressure value ⇨ page 384.

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.

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. The TPMS sensor is not designed for use on aftermarket wheels and may contribute to a poor overall system performance or sensor damage. Customers are encouraged to use OEM wheels to ensure proper TPMS feature operation.
- 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 dealer 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.
- 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 Tire Pressure Monitoring System Warning Light.
- Seasonal temperature changes will affect tire pressure, and the TPMS will monitor the actual tire pressure in the tire.

Premium System

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.

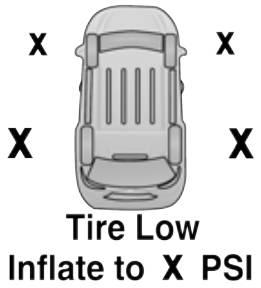
NOTE:
It is particularly important for you to check the tire pressure in all of the tires on your vehicle monthly and to maintain the proper pressure.

The TPMS consists of the following components:

- Receiver module
- Four Tire Pressure Monitoring System sensors
- Various Tire Pressure Monitoring System messages, which will display in the instrument cluster display.
- Tire Pressure Monitoring System Warning Light

Tire Pressure Monitoring System Low Pressure Warnings

The Tire Pressure Monitoring System 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 "Tire Low" message, an “Inflate to XX” message, and a graphic showing the pressure values of each tire with the low tire pressure values highlighted or in a different color.



Tire Pressure Monitoring System Low Pressure Warning

Should this occur, you should stop as soon as possible and inflate the tires with low pressure (those highlighted or in a different color in the instrument cluster display graphic) to the vehicle’s recommended cold placard pressure value, as shown in the “Inflate to XX” message. Once the system receives the updated tire pressures, the system will automatically update, the pressure values in the graphic display in the instrument cluster will stop being highlighted or return to their original color, and the Tire Pressure Monitoring System Warning Light will turn off.

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.

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.

Service TPMS Warning

When a system fault is detected, the Tire Pressure Monitoring System 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 TPM 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 key 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 TPM SYSTEM” message will no longer display, and a

pressure value will display in place of the dashes. A system fault can occur due to any of the following:

- Jamming due to electronic devices or driving next to facilities emitting the same radio frequencies as the TPMS sensors
- Installing some form of aftermarket window tinting that affects radio wave signals
- Lots of snow or ice around the wheels or wheel housings
- Using tire chains on the vehicle
- Using wheels/tires not equipped with TPMS sensors

Vehicles With Compact Spare Or Non-Matching Full Size Spare

1. The compact spare tire or non-matching full size does not have a Tire Pressure Monitoring System sensor. Therefore, the TPMS will not monitor the pressure in the compact or non-matching full size spare tire.
2. If you install the compact or non-matching full size spare tire in place of a road tire that has a pressure below the low-pressure warning limit, upon the next ignition key cycle, the Tire Pressure Monitoring System Warning Light will remain on and a chime will sound. In addition, the graphic in the instrument cluster will still display a different color or highlighted pressure value and the “Inflate to XX” message.
3. After driving the vehicle for up to 20 minutes above 15 mph (24 km/h), the Tire Pressure Monitoring System Warning Light will flash on and off for 75 seconds and then remain on solid. In addition, the instrument cluster will display a “SERVICE TPM SYSTEM” message for five seconds and then display dashes (–) in place of the pressure value.
4. For each subsequent ignition key cycle, a chime will sound, the Tire Pressure Monitoring System Warning Light will flash on and off for 75 seconds and then remain on solid, and the instrument cluster will display a “SERVICE TPM SYSTEM” message for five seconds and then display dashes (--) in place of the pressure value.
5. Once you repair or replace the original road tire and reinstall it on the vehicle in place of the compact spare or non-matching full size, the TPMS will update automatically. In addition, the Tire Pressure Monitoring System 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.

TPMS Deactivation — If Equipped

The TPMS can be deactivated if replacing all four wheel and tire assemblies (road tires) with wheel and tire assemblies that do not have TPMS sensors, such as when installing winter wheel and tire assemblies on your vehicle.

To deactivate the TPMS, first replace all four wheel and tire assemblies (road tires) with tires not equipped with Tire Pressure Monitoring System (TPMS) sensors. Then, drive the vehicle for 20 minutes above 15 mph (24 km/h). The TPMS will chime, the Tire Pressure Monitoring System Warning Light will flash on and off for 75 seconds and then remain on. The instrument cluster will display the “SERVICE TPM SYSTEM” message and then display dashes (–) in place of the pressure values.

Beginning with the next ignition cycle, the TPMS will no longer chime or display the “SERVICE TPM SYSTEM” message in the instrument cluster but dashes (--) will remain in place of the pressure values.

To reactivate the TPMS, replace all four wheel and tire assemblies (road tires) with tires equipped with TPM sensors. Then, drive the vehicle for up to 20 minutes above 15 mph (24 km/h). The TPMS will chime, the Tire Pressure Monitoring System Warning Light will flash on and off for 75 seconds and then turn off. The instrument cluster will display the “SERVICE TPM SYSTEM” message and then display pressure values in place of the dashes. On the next ignition cycle the "SERVICE TPM SYSTEM" message will no longer be displayed as long as no system fault exists.

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 272.
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 272.
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 380 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.

(Continued)

WARNING!

- 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.

(Continued)

WARNING!

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

(Continued)

WARNING!

- 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.

(Continued)

WARNING!

- 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.
- 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.

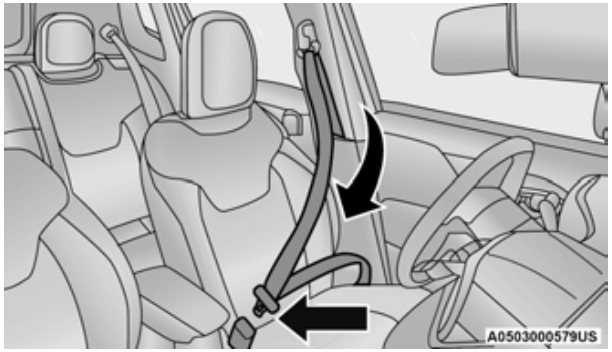
(Continued)

WARNING!

- 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. If your vehicle is involved in a collision, or if you have questions regarding seat belt or retractor conditions, take your vehicle to an authorized FCA dealer or authorized FCA Certified Collision Care Program facility for inspection.

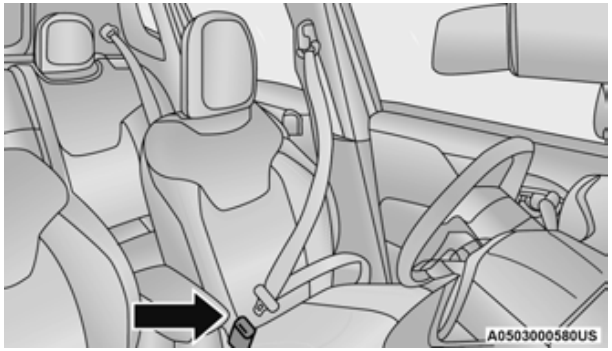
Lap/Shoulder Belt Operating Instructions

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.



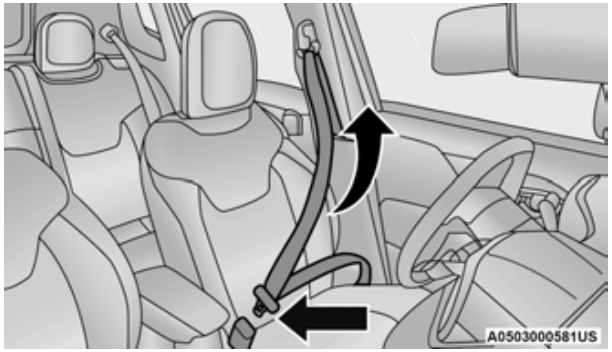
Pulling Out The Latch Plate

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.

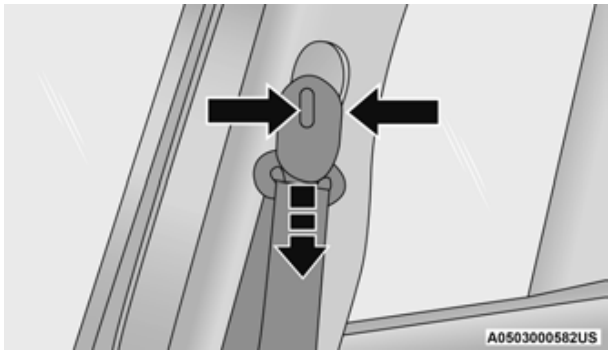
Lap/Shoulder Belt Untwisting Procedure

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.

(Continued)

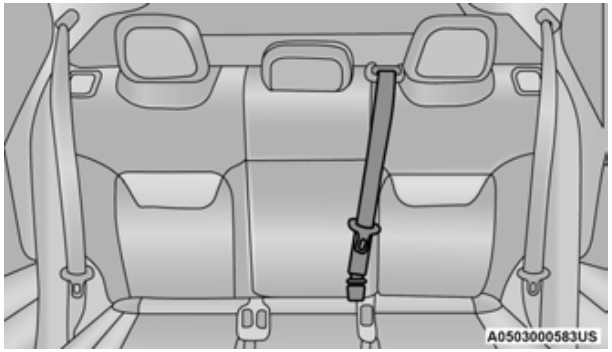
WARNING!

- 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.

Second Row Center Seat Belt Operating Instructions

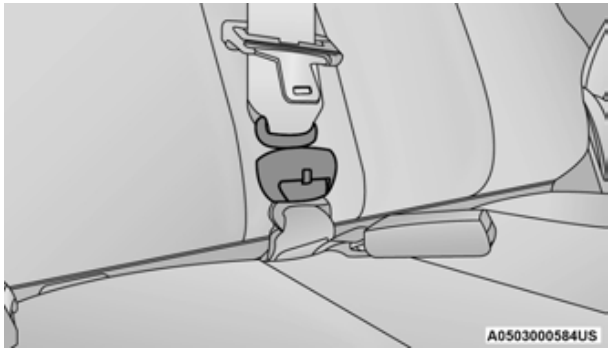
The second row center seat belt may feature a seat belt with a mini-latch plate and buckle. The mini-latch plate and buckle (if equipped) should remain connected at all times. If the mini-latch plate and buckle become disconnected, they must be properly reconnected prior to the rear center seat belt being used by an occupant.

1. Grab the mini-latch plate and pull the seat belt over the seat.



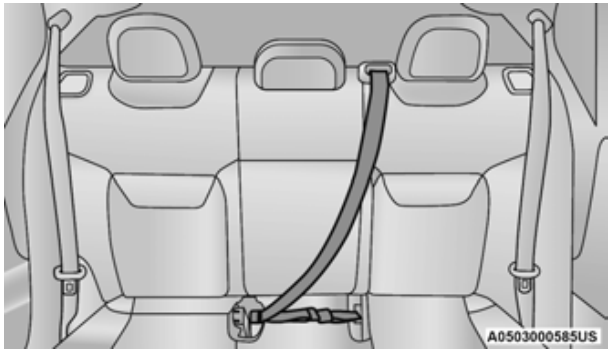
Pulling Out The Latch Plate

2. When the seat belt is long enough to fit, insert the mini-latch plate into the mini-buckle until you hear a “click.”

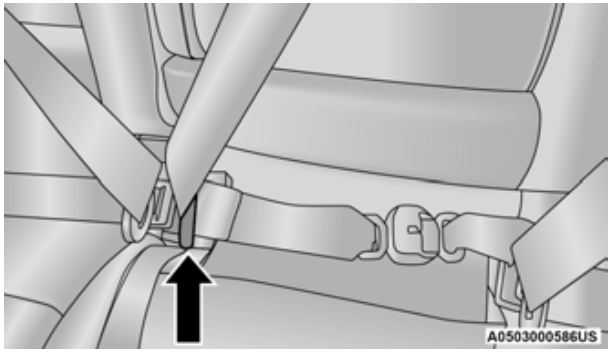


Inserting Mini-Latch Plate Into Mini-Buckle

3. Sit back in seat. Slide the regular latch plate up the webbing as far as necessary to allow the seat belt to go around your lap.
4. When the seat belt is long enough to fit, insert the latch plate into the buckle until you hear a “click.”

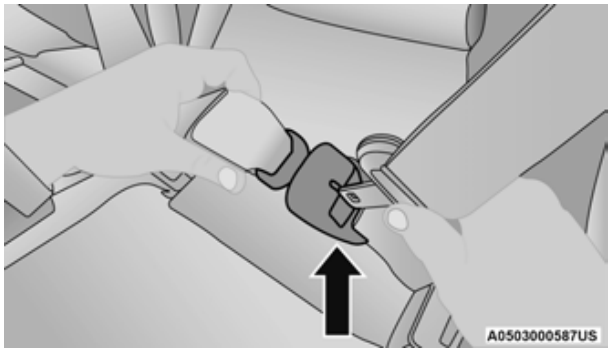


Inserting Latch Plate Into Buckle



Inserting Latch Plate Into Buckle

5. 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, pull on the lap belt. A snug seat belt reduces the risk of sliding under the seat belt in a collision.
6. Position the shoulder belt on your chest so that it is comfortable and not resting on your neck. The retractor will withdraw any slack in the seat belt.
7. To release the seat belt, push the red button on the buckle.
8. To disengage the mini-latch plate from the mini-buckle, insert the regular latch plate into the center red slot on the mini-buckle.



Detaching Mini-Buckle With Seat Belt Tongue

WARNING!

- If the mini-latch plate and mini-buckle are not properly connected when the seat belt is used by an occupant, the seat belt will not be able to provide proper restraint and will increase the risk of injury in a collision.

(Continued)

WARNING!

- When reattaching the mini-latch plate and mini-buckle, ensure the seat belt webbing is not twisted. If the webbing is twisted, follow the preceding procedure to detach the mini-latch plate and mini-buckle, untwist the webbing, and reattach the mini-latch plate and mini-buckle.

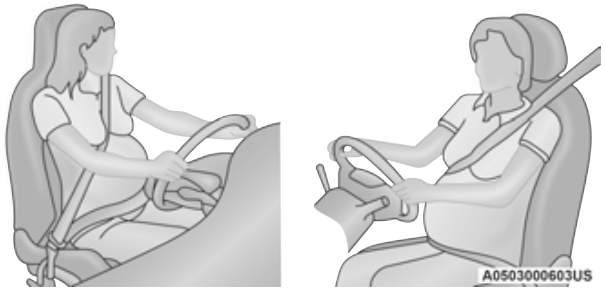
Seat Belt Extender

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.

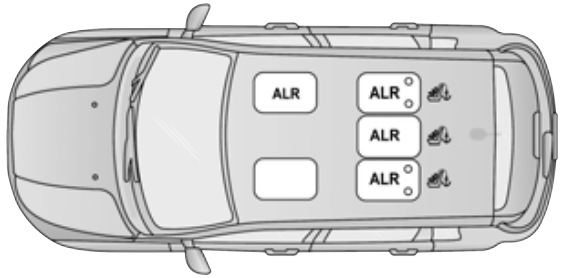
Energy Management Feature

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 281.

The figure below illustrates the locking feature for each seating position.



Switchable 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.
- 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
- Supplemental Knee 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, 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!

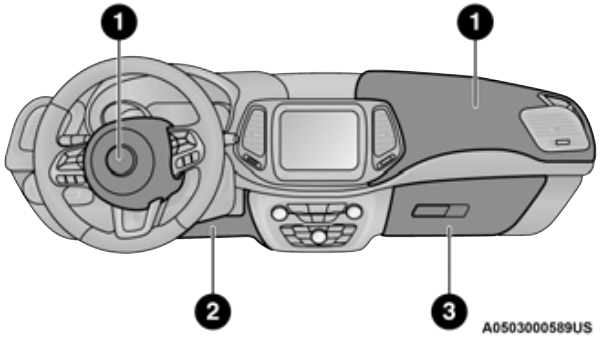
Ignoring the Air Bag Warning Light in your instrument panel could mean you won't have the air bag system to protect you in a collision. If the light does not come on as a bulb check when the ignition is first turned on, stays on after you start the vehicle, or if it comes on as you drive, have an authorized 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 79.

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 Knee Impact Bolster/Supplemental Driver Knee Air Bag
3 — Passenger Knee Impact Bolster

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.
- 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.
- 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.

(Continued)

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, 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 Occupant Classification System (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.

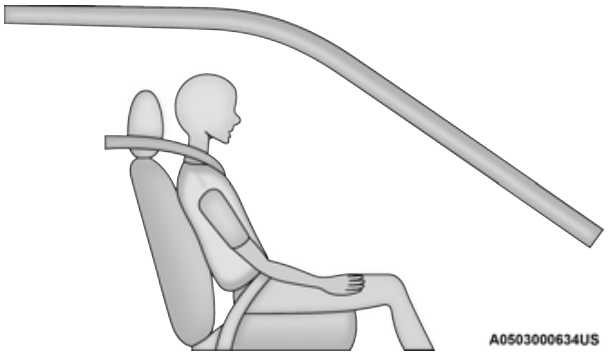
WARNING!

- 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



Seated Properly

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.

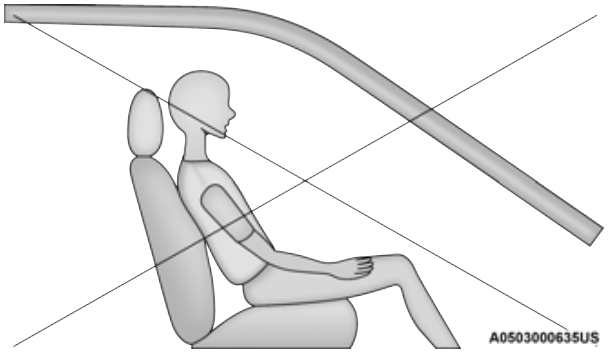
Do not decrease OR increase the front passenger's seated weight on the front passenger seat

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.

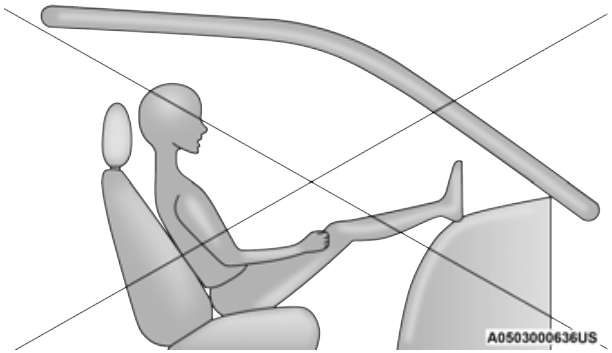
Examples of improper front passenger seating include:

- 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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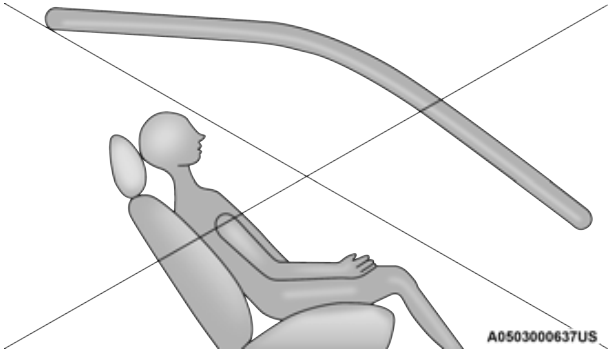

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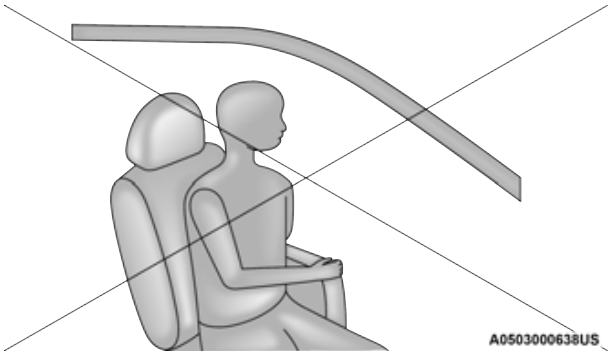


Not Seated Properly

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!

- 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 Driver Knee Air Bag

This vehicle is equipped with a Supplemental Driver Knee Air Bag mounted in the instrument panel below the steering column. The Supplemental Driver Knee Air Bag provides enhanced protection during a frontal impact by working together with the seat belts, pretensioners, and front air bags.

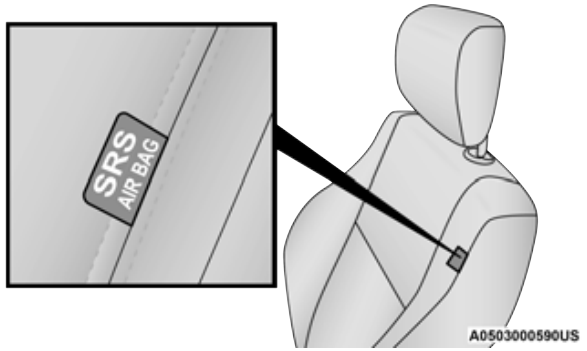
Supplemental Side Air Bags

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.



Front Supplemental Seat-Mounted Side Air Bag

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
- Supplemental Knee 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

After the event occurs, when the system is active, a message regarding fuel cutoff is displayed. Turn the ignition switch from ignition AVV/START or MAR/ON/RUN to ignition STOP/OFF/LOCK. 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.

Depending on the nature of the event the left and right turn signal lights, located in the instrument panel, may both be blinking and will continue to blink. In order to move your vehicle to the side of the road, you must follow the system reset procedure.

6

Customer Action **NOTE:** Each step MUST BE held for at least two seconds	Customer Will See
1. Turn ignition STOP/OFF/LOCK. (Turn Signal Switch Must be placed in Neutral State).	
2. Turn ignition MAR/ON/RUN.	Right turn light BLINKS. Left turn light is OFF.
3. Turn right turn signal switch ON.	Right turn light is ON SOLID. Left turn light BLINKS.

Customer Action **NOTE:** Each step MUST BE held for at least two seconds	Customer Will See
4. Place turn signal in neutral state.	Right turn light is OFF. Left turn light BLINKS.
5. Turn left turn signal switch ON.	Right turn light BLINKS. Left turn light is ON SOLID.
6. Place turn signal in neutral state.	Right turn light BLINKS. Left turn light is OFF.
7. Turn right turn signal switch ON.	Right turn light is ON SOLID. Left turn light BLINKS.
8. Place turn signal in neutral state.	Right turn light is OFF. Left turn light BLINKS.
9. Turn left turn signal switch ON.	Right turn light is ON SOLID. Left turn light is ON SOLID.
10. Turn left turn signal switch OFF. (Turn Signal Switch Must be placed in Neutral State).	Right turn light is OFF. Left turn light is OFF.
11. Turn ignition STOP/OFF/LOCK.	
12. Turn ignition MAR/ON/RUN. (Entire sequence needs to be completed within one minute or sequence will need to be repeated).	System is now reset and the engine may be started.
Turn hazard flashers OFF (Manually).	

If a reset procedure step is not completed within 60 seconds, then the turn signal lights will blink and the reset procedure must be performed again in order to be successful.

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!

- 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.

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!

- 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

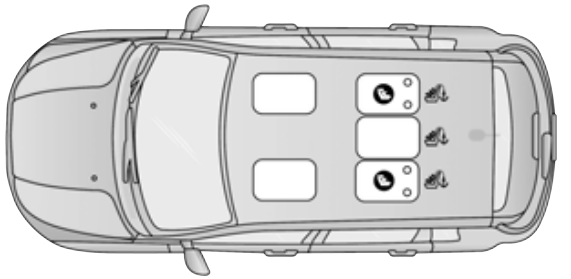
Restraint Type	Combined Weight of the Child + Child Restraint	Use Any Attachment Method Shown With An "X" Below			
		LATCH – Lower Anchors Only	Seat Belt Only	LATCH – Lower Anchors + Top Tether Anchor	Seat Belt + Top Tether Anchor
Rear-Facing Child Restraint	Up to 65 lbs (29.5 kg)	X	X		
Rear-Facing Child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

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



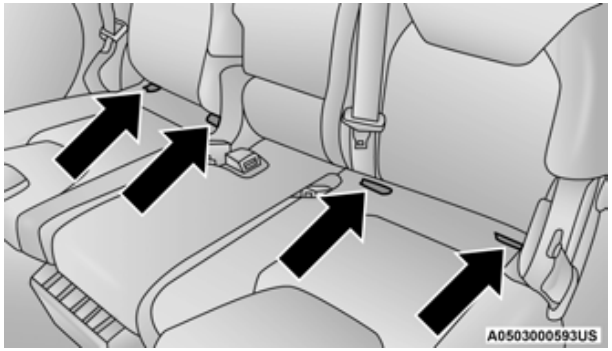
LATCH Positions

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

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?	Yes	You can install child restraints with flexible lower anchors in the center position. The inner anchorages are 16 inches (400 mm) apart. Do not install child restraints with rigid lower anchors in the center 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

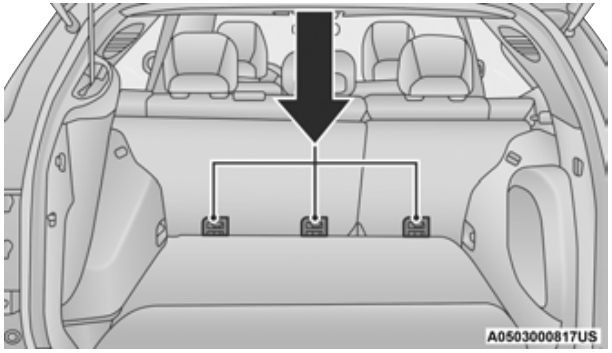
The lower anchorages are round bars that are found at the rear of the seat cushion where it meets the seatback, below the anchorage symbols on the seatback. They are just visible when you lean into the rear seat to install the child restraint. You will easily feel them if you run your finger along the gap between the seatback and seat cushion.



Lower Anchorage Location

Locating The Upper Tether Anchorages

There are tether strap anchorages behind each rear seating position located on the back of the seat.



Tether Anchorage Locations

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

Do not install child restraints with rigid lower attachments in the center seating position. Only install this type of child restraint in the outboard seating positions. Child restraints with flexible, webbing mounted lower attachments can be installed in any rear seating position.

WARNING!

Never use the same lower anchorage to attach more than one child restraint. If you are installing LATCH-compatible child restraints next to each other, you must use the seat belt for the center position. You can then use either the LATCH anchors or the vehicle's seat belt for installing child seats in the outboard positions.

Please see ⇨ page 280 for typical installation instructions.

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 281 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 284 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!

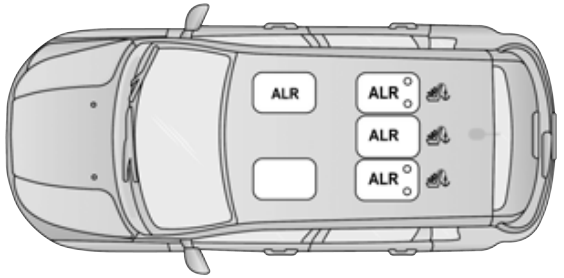
- Improper installation or failure to properly secure a child restraint can lead to failure of the restraint. The child could be badly injured or killed.
- Follow the child restraint manufacturer's directions exactly when installing an infant or child restraint.

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 255 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



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

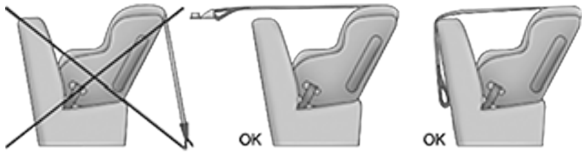
1. Place the child seat in the center of the seating position. If the second row seat can be reclined, you may recline the seat and/or raise the head restraint (if adjustable) to get a better fit. If the rear seat can be moved forward and rearward in the vehicle, you may wish to move it to its rear-most position to make room for the child seat. You may also move the front seat forward to allow more room for the child seat.
2. 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.
3. Slide the latch plate into the buckle until you hear a "click."
4. 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. See ➪ page 284 for directions to attach a tether anchor.
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.

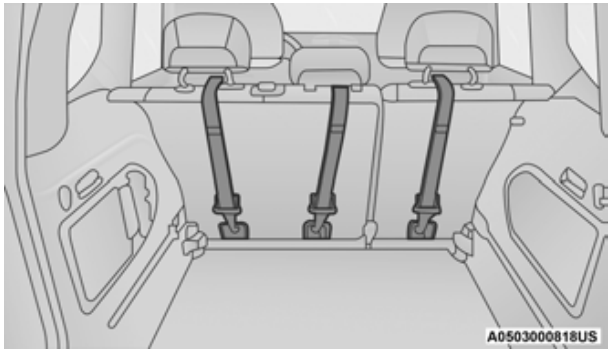
Installing Child Restraints Using The Top Tether Anchorage:

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 ➪ page 277 for the location of approved tether anchorages in your vehicle.



1. Look behind the seating position where you plan to install the child restraint to find the tether anchorage. You may need to move the seat forward to provide better access to the tether anchorage. If there is no top tether anchorage for that seating position, move the child restraint to another position in the vehicle if one is available.
2. Route the tether strap to provide the most direct path for the strap between the anchor and the child seat. If your vehicle is equipped with adjustable rear head restraints, raise the head restraint, and where possible, route the tether strap under the head restraint and between the two posts. If not possible, lower the head restraint and pass the tether strap around the outboard side of the head restraint.
3. Attach the tether strap hook of the child restraint to the top tether anchorage as shown in the diagram.
4. Remove slack in the tether strap according to the child restraint manufacturer's instructions.



Rear Seat Tether Anchors

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.

If your vehicle is involved in a collision, or if you have questions regarding the seat belt or retractor conditions, take your vehicle to an authorized FCA dealer or authorized FCA Certified Collision Care Program facility for inspection.

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 ⇨ page 246.

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.
- 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.

(Continued)

WARNING!

- 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!

- 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.

(Continued)

WARNING!

- 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!

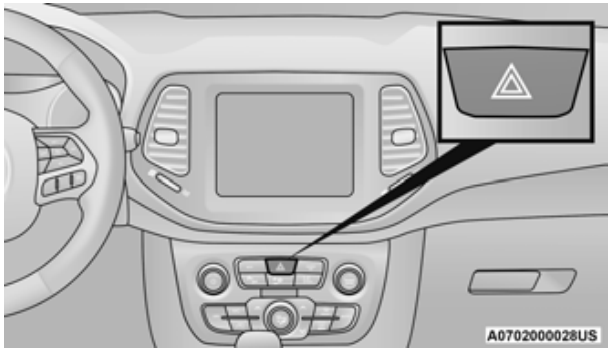
Carbon monoxide (CO) in exhaust gases is deadly. Follow the precautions below to prevent carbon monoxide poisoning:

- 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.

HAZARD WARNING FLASHERS

The Hazard Warning Flashers button is located in the lower center area of the instrument panel.

NOTE:
Your vehicle may be equipped with an Emergency Stop Signal (ESS) ➪ page 232.



Hazard Warning Flashers Button

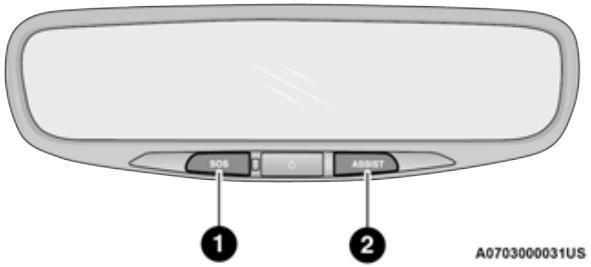
Push the button to turn on the Hazard Warning Flashers. When the button is activated, all directional turn signals will flash on and off to warn oncoming traffic of an emergency. Push the button a second time to turn off the Hazard Warning Flashers.

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 you must leave 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 MIRROR — IF EQUIPPED



Assist And SOS Mirror

1 — SOS Button
2 — ASSIST Button

If equipped, the Rearview mirror contains an SOS and ASSIST an 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 384.
- The SOS and ASSIST 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 you are 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 will be connected to a representative for assistance. 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.
- Uconnect Customer Care - Total support for Radio, Phone and NAV issues.

SOS Call

1. Press or hold the SOS Call button on the Rearview Mirror.

NOTE:

In case the SOS Call button is pushed in error, there will be a 10 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 Rearview Mirror or press the cancellation button on the Device Screen. Termination of the SOS Call will turn off the green LED light on the Rearview Mirror.

2. The LED light located between the SOS and ASSIST buttons on the Rearview Mirror 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 assistance 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 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 assistance 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!

- 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 Rearview Mirror light located between the SOS and ASSIST 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 Rearview Mirror light could mean you will not have SOS Call services. If the Rearview Mirror 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 ➪ page 384.
- 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.

CAUTION!

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

Automatic SOS — If Equipped

Automatic SOS is a hands-free safety service that can immediately connect you with help in the event that your vehicle's airbags deploy. Please refer to your provided radio supplement for complete information.

JACKING AND TIRE CHANGING — IF EQUIPPED

WARNING!

- Do not attempt to change a tire on the side of the vehicle close to moving traffic. Pull far enough off the road to avoid the danger of being hit when operating the jack or changing the wheel.
- Being under a jacked-up vehicle is dangerous. The vehicle could slip off the jack and fall on you. You could be crushed. Never put any part of your body under a vehicle that is on a jack. If you need to get under a raised vehicle, take it to a service center where it can be raised on a lift.

(Continued)

WARNING!

- 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.

PREPARATIONS FOR JACKING

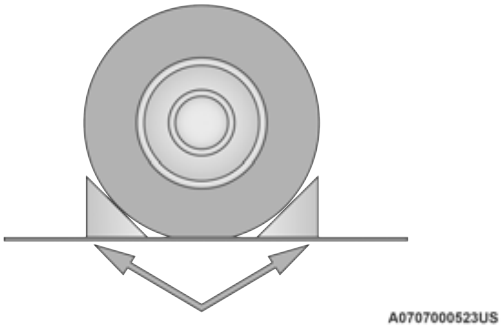
1. Park the vehicle on a firm level surface as far from the edge of the roadway as possible. Avoid icy or slippery areas.

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. Place the ignition in the OFF position.

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



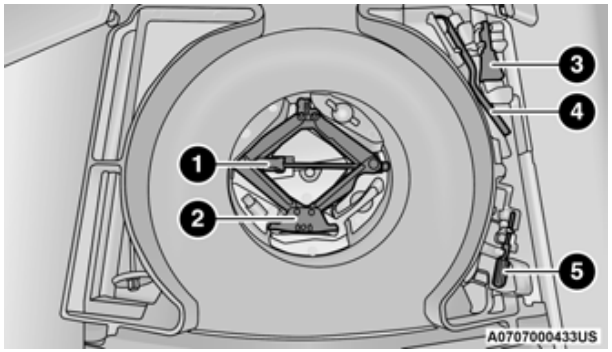
Wheel Blocked

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

JACK LOCATION/SPARE TIRE STOWAGE

If equipped, the jack and tools are located in the rear storage compartment, below the spare tire.

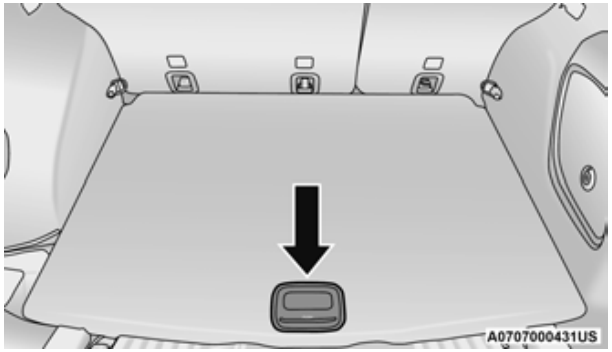
NOTE:
Items may vary depending on the trim level.



Jack And Tools Location

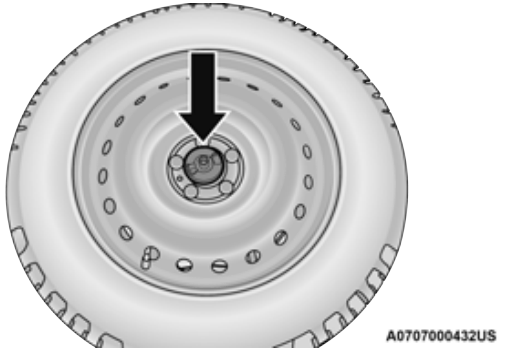
1 — Alignment Pin
2 — Jack
3 — Emergency Funnel
4 — Wheel Bolt Wrench
5 — Screwdriver

1. Open the liftgate.
2. Lift the access cover using the load floor handle.



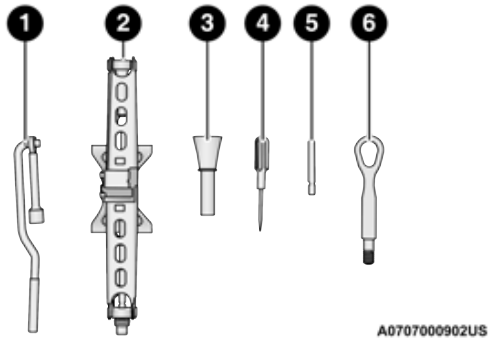
Load Floor Handle

3. Remove the fastener securing the spare tire, and remove the spare wheel from the vehicle. The jack will be found beneath.



Spare Tire Fastener

4. Remove the alignment pin from the middle, rotate the jack counterclockwise, and lift it from the foam tray.
5. Remove the jack and wheel bolt wrench.



Jack And Tools

1 — Wheel Bolt Wrench
2 — Jack
3 — Emergency Funnel
4 — Screwdriver
5 — Alignment Pin
6 — Tow Eye (If Equipped)

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.

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.

(Continued)

WARNING!

- 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.
- 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.

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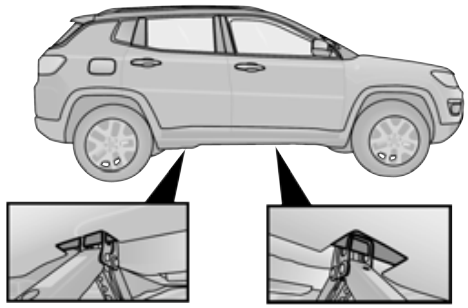
Jack Warning Label

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

1. Remove the spare tire, jack, and wheel bolt wrench.
2. If equipped with aluminum wheels where the center cap covers the wheel bolts, use the wheel bolt wrench to pry the center cap off carefully before raising the vehicle.
3. Before raising the vehicle, use the wheel bolt wrench to loosen, but not remove, the wheel bolts on the wheel with the flat tire. Turn the wheel bolts counterclockwise one turn while the wheel is still on the ground.

NOTE:
Placement for the front and rear jack locations are critical. See below images for proper jacking locations.



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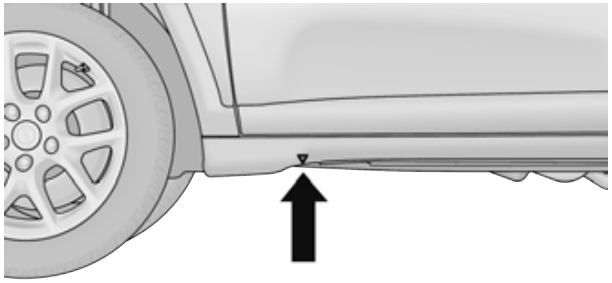
Jacking Locations

4. Place the jack underneath the lift area that is closest to the flat tire. Turn the jack screw clockwise to firmly engage the jack saddle with the lift area of the sill flange, centering the jack saddle inside the cutout in the sill cladding.



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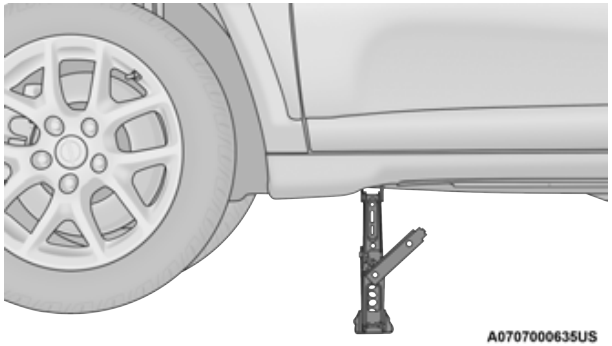
Front Lifting Point



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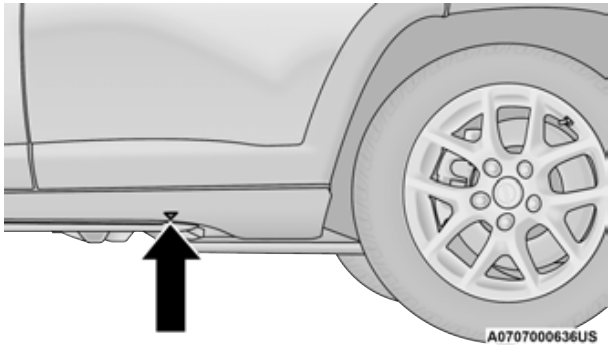
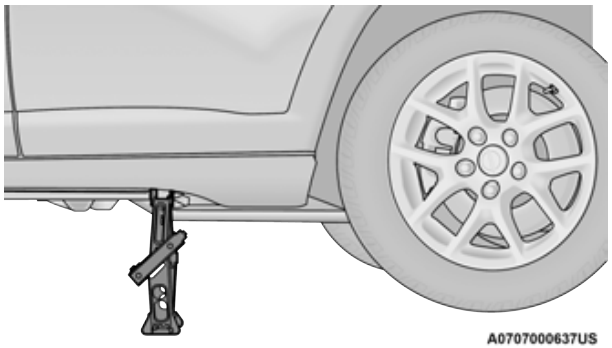
Front Jacking Location



Rear Lifting Point



Rear Jacking Location

5. Raise the vehicle just enough to remove the flat tire.

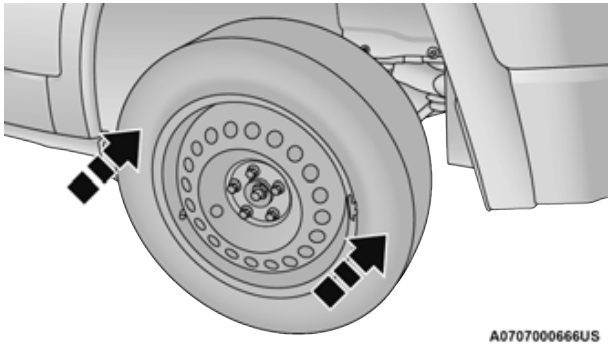
WARNING!

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.

6. Remove the wheel bolts and tire.
7. Remove the alignment pin from the jack assembly and thread the pin into the wheel hub to assist in mounting the spare tire.
8. Mount the spare tire.

CAUTION!

Be sure to mount the spare tire with the valve stem facing outward. The vehicle could be damaged if the spare tire is mounted incorrectly.



Mounting Spare Tire

NOTE:

- For vehicles equipped, do not attempt to install a center cap or wheel cover on the compact spare.
- For additional warnings, cautions, and information about the spare tire, its use, and operation ⇨ page 351.

9. Install and lightly tighten the wheel bolts.

WARNING!

To avoid the risk of forcing the vehicle off the jack, do not tighten the wheel nuts fully until the vehicle has been lowered. Failure to follow this warning may result in serious injury.

10. Lower the vehicle to the ground by turning the jack handle counterclockwise.
11. Finish tightening the wheel bolts. Push down on the wrench while at the end of the handle for increased leverage. Tighten the wheel bolts in a star pattern until each wheel bolt has been tightened twice ⇨ page 374. If in doubt about the correct tightness, have them checked with a torque wrench by an authorized dealer or at a service station.
12. Lower the jack until it is free. Remove the wheel blocks. Reassemble the lug wrench to the jack assembly and stow it in the spare tire area. Secure the assembly using the means provided. Release the parking brake before driving the vehicle.
13. After 25 miles (40 km), check the wheel bolt torque with a torque wrench to ensure that all wheel bolts are properly seated against the wheel.
14. Place the jack on the foam tray and open it far enough so that it is secured. Once placed in position, rotate it clockwise to lock it in. Replace the alignment pin in the center hole to lock the jack in place.

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.

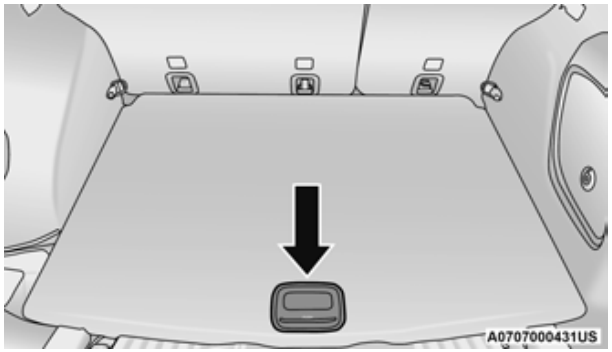
TIRE SERVICE KIT — IF EQUIPPED

Your vehicle may be equipped with a Tire Service Kit. Small punctures up to 1/4 inch (6 mm) in the tire tread can be sealed with Tire Service Kit. Foreign objects (e.g., screws or nails) should not be removed from the tire. Tire Service Kit can be used in outside temperatures down to approximately -4 °F (-20 °C). This kit will provide a temporary tire seal, allowing you to drive your vehicle up to 100 miles (160 km) with a maximum speed of 50 mph (80 km/h).

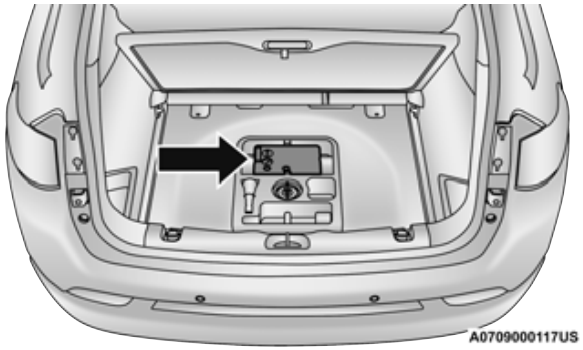
Tire Service Kit Storage

The Tire Service Kit is stowed under the load floor behind the rear seat.

1. Open the liftgate.
2. Lift the access cover using the load floor handle.



Load Floor Handle



Tire Service Kit Location