

2015

**OWNER'S MANUAL
SUPPLEMENT**

CHARGER
POLICE

VEHICLES SOLD IN CANADA

With respect to any Vehicles Sold in Canada, the name Chrysler Group LLC shall be deemed to be deleted and the name Chrysler Canada Inc. used in substitution therefore.

DRIVING AND ALCOHOL

Drunken driving is one of the most frequent causes of accidents.

Your driving ability can be seriously impaired with blood alcohol levels far below the legal minimum. If you are drinking, don't drive. Ride with a designated non-drinking driver, call a cab, a friend, or use public transportation.

WARNING!

Driving after drinking can lead to an accident. Your perceptions are less sharp, your reflexes are slower, and your judgment is impaired when you have been drinking. Never drink and then drive.

This manual illustrates and describes the operation of features and equipment that are either standard or optional on this vehicle. This manual may also include a description of features and equipment that are no longer available or were not ordered on this vehicle. Please disregard any features and equipment described in this manual that are not on this vehicle.

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INTRODUCTION

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INTRODUCTION

This booklet is a supplement to the Owner's Manual prepared with the assistance of service and engineering specialists, and is intended to aid the operators of police or fleet vehicles (used in severe duty, high-mileage operations) in understanding the operation and required maintenance procedures for such vehicles. It covers maintenance procedures for vehicles equipped with heavy-duty packages. However, other vehicles operated under the conditions listed below are also considered "severe service" vehicles, and should be serviced and maintained as prescribed in this booklet. You are urged to read this publication and the Owner's Manual carefully.

Refer to the Police Upfitter's Guide located at www.fleet.chrysler.com, prior to the addition of any aftermarket equipment.

Following the instructions and recommendations provided herein, will help assure safe and reliable operation of your vehicle. After you have read the booklet, it should be stored in the vehicle for convenient reference and remain with the vehicle when sold.

THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

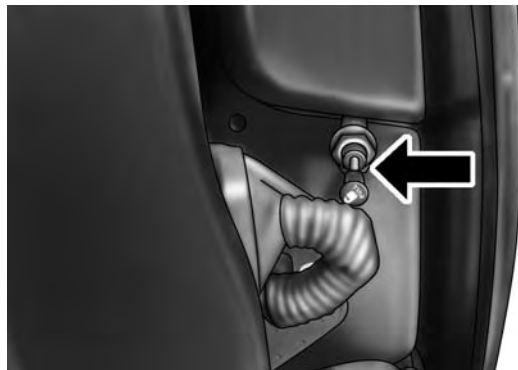
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DOOR LOCKS

Modified Rear Door – Locks, Levers, And Window Switches — If Equipped

The emergency rear door lock knob is located on the front portion of each rear door panel, visible when the front door is opened. Pull the knob out to unlock the door. The rear doors can be locked from the outside of the vehicle by pushing the knob in.



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Emergency Door Lock Knob

Both rear passenger doors are inoperable from the rear seat position, inside of the vehicle. There are three ways to operate the rear door locks:

- The emergency rear door lock knob on the front portion of each rear door panel

- Either front door lock switch
- The remote keyless entry transmitter

The rear windows are inoperable from the rear door switches. Rear windows are only operable by the driver door master switch.

OCCUPANT RESTRAINTS

Driver/passenger air bags affect the way police equipment can be safely mounted in police vehicles.

Any surface that could come into contact with an air bag, once it has been deployed, must not damage the air bag or alter its deployment path.

The addition of the supplemental equipment (such as radios, weapons, mounting brackets, cage, etc.), must be installed such that it will not interfere or come in contact with a deploying air bag. Air bag deployment zones are described below. Sharp edges, corners or protrusions on

supplemental equipment, could damage the nylon air bag material and reduce the effectiveness of the air bag during a deployment.

WARNING!

- Vehicles equipped with left and right Supplemental Side Air Bag Inflatable Curtains (SABIC) must use police cages, which have been approved by the equipment manufacturer, for use in the vehicle.
- The area where the Supplemental Side Air Bag Inflatable Curtains (SABIC) is located should remain free from any obstructions.

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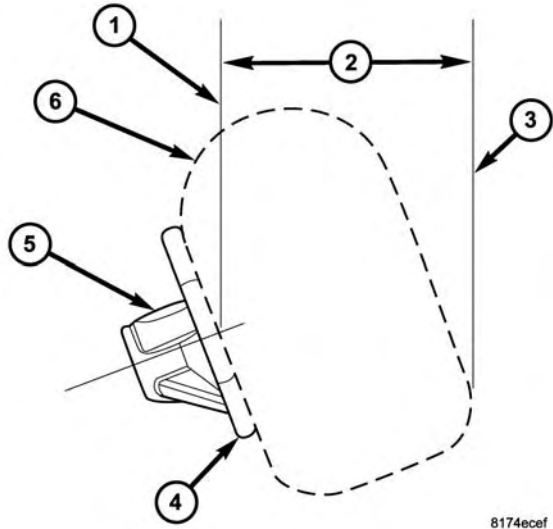
WARNING! (Continued)

- If your vehicle is equipped with left and right Supplemental Side Curtain Air Bags (SABIC), care must be taken when installing any type of roof equipment. Drilling and installation of fasteners or other equipment that may interfere with the Supplemental Side Air Bag Inflatable Curtains (SABIC) and air bag wiring harness is not permitted. Furthermore, make sure no equipment or fasteners are located in the air bag deployment zone.
- Do not place objects or mount equipment in front of the air bag module cover, or in front of the seat areas that may come in contact with a deploying air bag.
- Dash, tunnel or console mounted equipment should not be placed outside of the specified zone.
- Failure to follow these instructions could result in personal injury.

Air Bag Deployment Zones

There are four zones to be aware of:

1. Driver Air Bag Deployment Zone (Figure 1), and Driver Air Bag/Steering Wheel Specifications (Figure 2)
2. Passenger Air Bag Deployment Zone (Figure 3) and (Figure 4)
3. Supplemental Side Air Bag Inflatable Curtain (SABIC) Deployment Zone (Figure 5)
4. Supplemental Seat-Mounted Side Air Bag (SAB) Deployment Zone (Figure 6)



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Figure 1

Figure 1 - Driver Air Bag Deployment Zone, depicts the following.

1. Vertical Plane Passing Through Center of Steering Wheel
2. 18.5 inches (47 cm)
3. Vertical Plane Passing Through Maximum Rearward Point that the Driver Air Bag Cushion Reaches
4. Steering Wheel
5. Driver Air Bag Retainer/Housing
6. Driver Air Bag Cushion

DRIVER AIR BAG/STEERING COLUMN SPECIFICATIONS

DRIVER AIR BAG CUSHION POSITION	
DAB Diameter When Deployed (Full)	26.5 inches (67 cm)
DAB Depth When Deployed (Full)	15 inches (38 cm)
Maximum Rearward Displacement During Deployment (Fill)	18.5 inches (47 cm)
STEERING COLUMN TILT POSITION RANGE	
+/- 2.7 Degrees from Steering Column Tilt Pivot Point	
21.0 Degrees from Vertical is the Nominal Position	

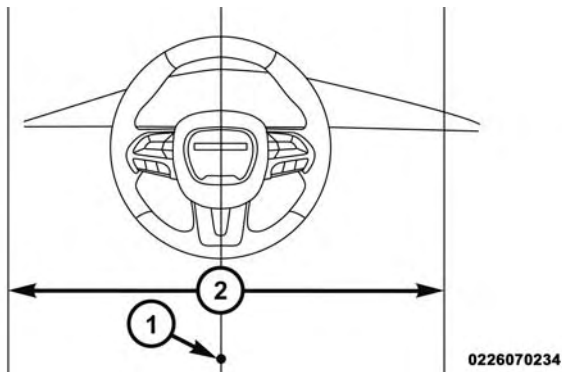


Figure 2

Figure 2 - Driver Air Bag Lateral Deployment Zone, depicts the following.

1. Driver Seating Reference
2. Driver Air Bag Cushion Lateral Deployment Zone, 28 inches (71 cm)

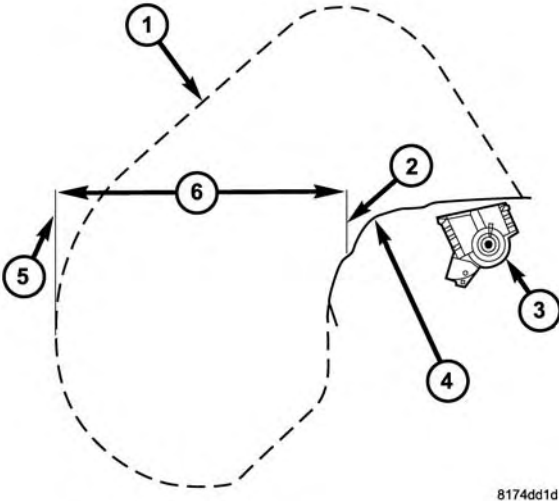


Figure 3

Figure 3 - Passenger Air Bag Deployment Zone, depicts the following.

1. Passenger Air Bag Cushion
2. Vertical Plane from Point of Instrument Panel
3. Passenger Air Bag Module
4. Instrument Panel
5. Vertical Plane Passing Through the Maximum Rearward Point that the Passenger Air Bag Cushion Reaches
6. 18.5 inches (47 cm)

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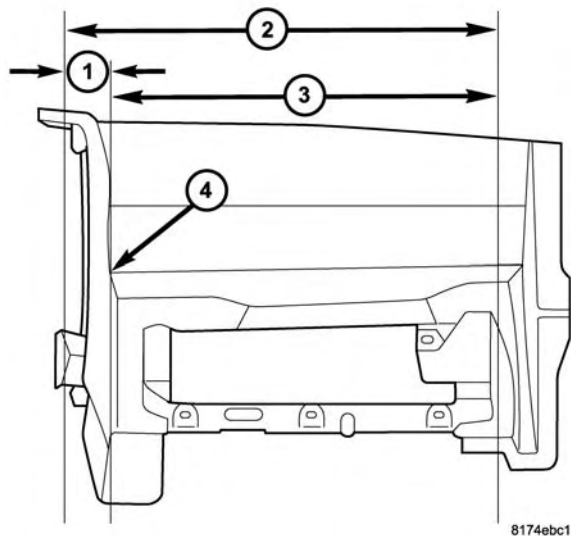
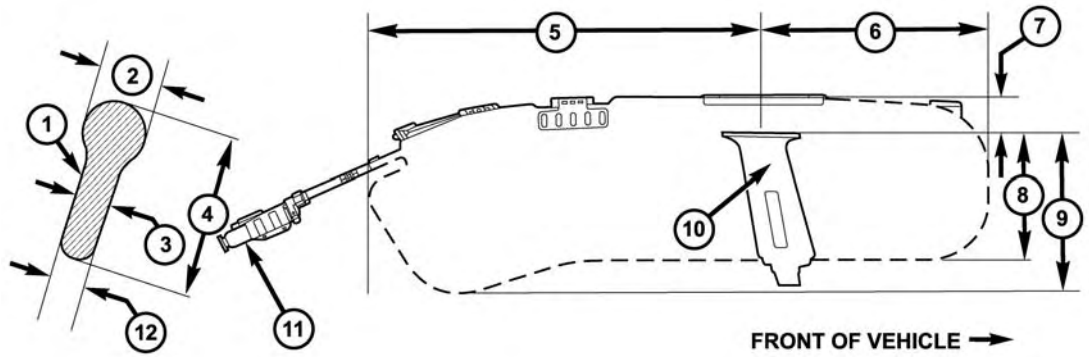


Figure 4

Figure 4 - Passenger Air Bag Lateral Deployment Zone, depicts the following.

1. 2.75 inches (7 cm)
2. Passenger Air Bag Cushion Deployment Zone
3. 20 inches (52 cm)
4. Reference Point



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Figure 5

14 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

Figure 5 - Supplemental Side Air Bag Inflatable Curtain Air Bag Deployment Zone, depicts the following.

1. Cross-Sectional Area Side View
2. 6.1 inches (15.49 cm)
3. 3.1 inches (7.87 cm)
4. 15.8 inches (40.13 cm)
5. 38.2 inches (97.02 cm)
6. 22 inches (55.88 cm)
7. 3.6 inches (9.14 cm)
8. 12.2 inches (30.98 cm)
9. 15.3 inches (38.86 cm)
10. B-Pillar Trim
11. Side-Curtain Air Bag Inflator Module
12. 3.5 inches (8.89 cm)

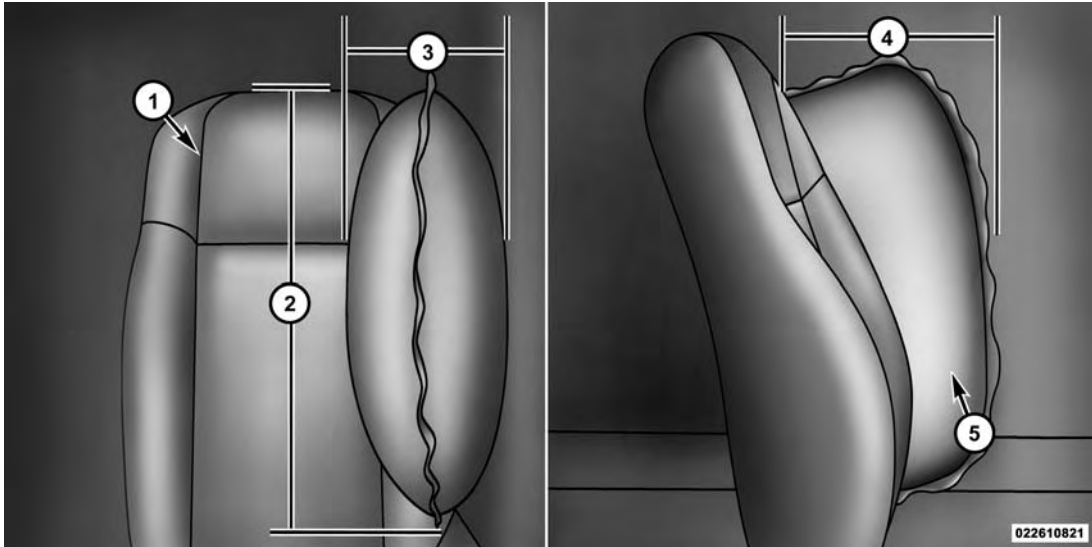


Figure 6

16 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

Figure 6 - Supplemental Seat Mounted Side Air Bag Deployment Zone, depicts the following.

1. Front Driver's Seat
2. 17.7 in (45 cm)
3. 7.87 in (20 cm)
4. 7.87 in (20 cm)
5. Seat-Mounted Air Bag

UNDERSTANDING THE FEATURES OF YOUR VEHICLE

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LIGHTS

Stealth Mode

This vehicle is designed for periods of surveillance. The dimmer control is located next to the headlight switch, and is located on the left side of the instrument panel. By rotating the dimmer control to the extreme "OFF" position to "stealth mode" all interior illumination except for the DID display on the IC, backlighting for the door switches and the vehicle critical warning indicators will be eliminated. The DID display and the warning indicators will go to the lowest legal limit.

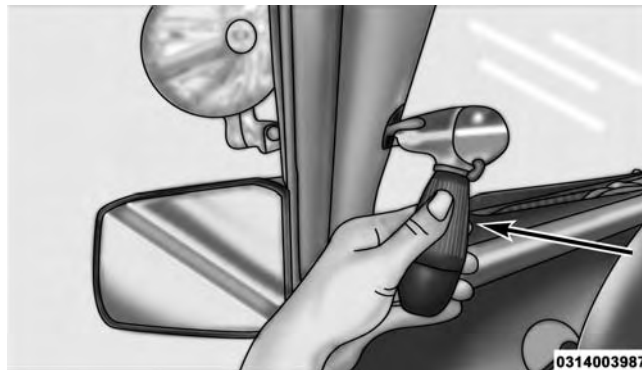


Dimmer Switch

The courtesy (interior) lights are disabled when opening the door, and will operate only by rolling the headlight dimmer switch to the fully upward (detent) position, or by pushing each map light individually.

Spot Lights — If Equipped

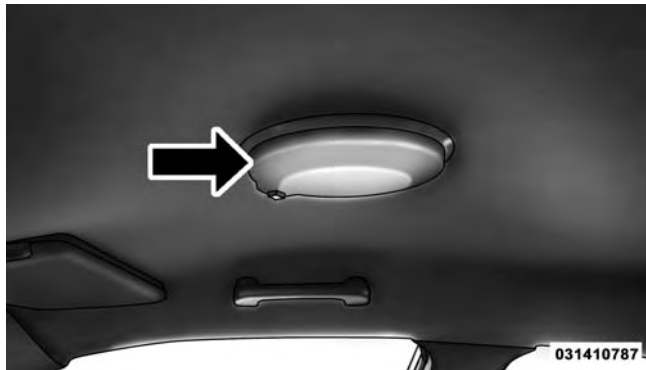
This vehicle may be equipped with up to two spotlights. Each spotlight is attached to the A-Pillar. The spotlight switch is located on the chrome section of the handle. Use this switch to turn on and turn off the spotlight. Rotate and twist the handle to adjust the position of the spotlight.



Spotlight Control

Dome Light

The police dome light has three positions. Position one is used for white light, and position two is used for red LED light. Always remember to return the dome light switch to the OFF (center) position when finished using to prevent discharging the vehicle battery.

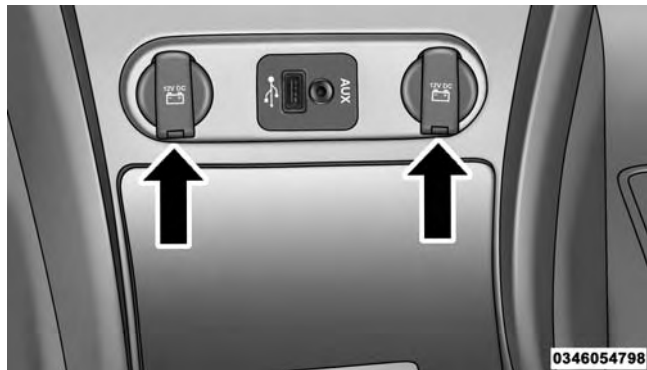


Dome Light

ELECTRICAL POWER OUTLETS

Front Power Outlet

The front 12 Volt electrical power outlets are located on the center console, and they are protected by fuses. These power outlets are powered directly from the battery (power available at all times). Items plugged into the power outlets may discharge the battery and/or prevent the engine from starting.



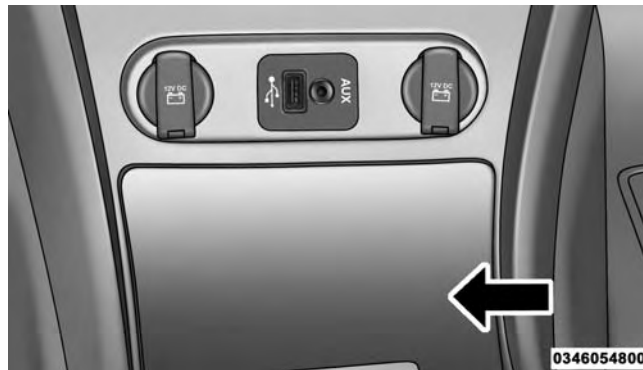
Front Power Outlets

These outlets will also operate a conventional cigar lighter unit.

NOTE: Fuse 12, in the rear Power Distribution Center, not only protects the front power outlets, it also determines whether the battery or the ignition switch will power this outlet. One side of the three-terminal connector that holds Fuse 12 receives battery power, and the other side receives ignition power. To change the power source, install the fuse in either the upper or the lower position of the three-terminal Fuse 12 connector.

Additional Power Leads

There are additional 12 Volt electrical power leads underneath an access cover, located directly under the center console front power outlets. These power leads are protected by fuses located on the passenger side below the glove compartment. Refer to the Police Upfitter's Guide at www.fleet.chrysler.com, for more details. Carefully pry off the access cover to access the power leads.



Access Cover

WARNING!

To avoid serious injury or death:

- Do not use a three-prong adaptor.
- Do not insert any objects into the receptacles.

(Continued)

WARNING! (Continued)

- Do not touch with wet hands.
- Close the lid when not in use.
- If this outlet is mishandled, it may cause an electric shock and failure.

CAUTION!

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

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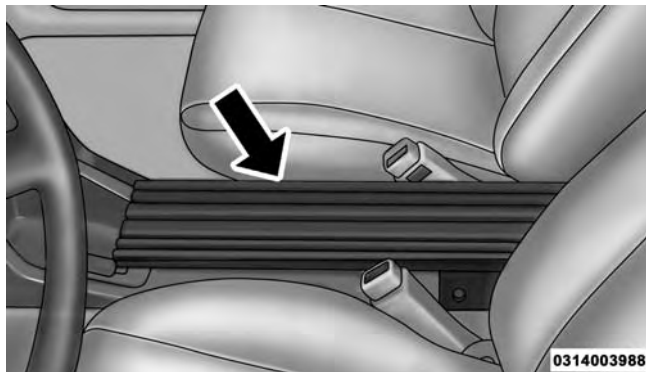
CAUTION! (Continued)

- Accessories that draw higher power (i.e., coolers, vacuum cleaners, lights, etc.) will degrade the battery even more quickly. Only use these intermittently and with greater caution.
- After the use of high power draw accessories or long periods of the vehicle not being started (with accessories still plugged in), the vehicle must be driven a sufficient length of time to allow the alternator to recharge the vehicle's battery.
- Power outlets are designed for accessory plugs only. Do not hang any type of accessory or accessory bracket from the plug. Improper use of the power outlet can cause damage.

CONSOLE FEATURES

Equipment Mounting Bracket — If Equipped

The equipment mounting bracket is located between the driver's and front passenger's seat. Refer to the Police Upfitter's Guide (www.fleet.chrysler.com) for details.



Equipment Mounting Bracket

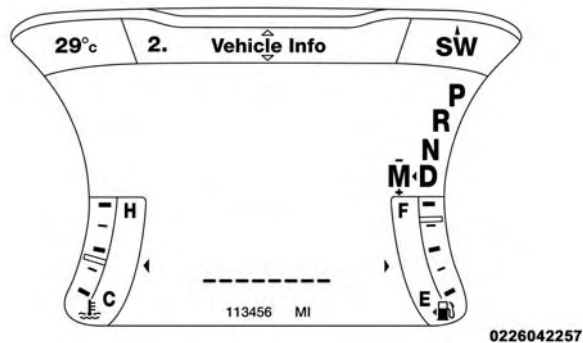
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DRIVER INFORMATION DISPLAY (DID)

The Driver Information Display (DID) features an interactive display which is located in the instrument cluster.



Driver Information Display (DID) Display

This system conveniently allows the driver to select a variety of useful information by pressing the arrow buttons located on the left side of the steering wheel. The DID Menu Items consists of the following:

- Speedometer
- Vehicle Info
- Performance — If Equipped
- Fuel Economy
- Trip
- Audio
- Messages
- Screen Setup
- Diagnostics — If Equipped

The system allows the driver to select information by pushing the following buttons mounted on the steering wheel:



DID Controls

Up And Down Arrow Buttons:



Using the Up or Down arrows allows you to cycle through the Main Menu Items.



Changes the Main Screen area and Menu Title area.

Left And Right Arrow Buttons:



Using the Left or Right arrow buttons allows you to cycle through the submenu items of the Main menu item.



NOTE:

- Holding the Up/Down or Left/Right arrow buttons will loop the user through the currently selected menu or options presented on the screen.

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- Main menu and submenu's wrap for continuous scrolling.
- Upon returning to a main menu, the last submenu screen viewed within that main menu will be displayed.

OK Button:

For Digital Speedometer

- Pushing the OK button changes units (MPH or km/h).

For Screen Setup and Vehicle Settings:

- OK button allows user to enter menu and submenus.
- Within each submenu layer, the up/down arrows will allow the user to select the item of interest.
- Pressing the OK button makes the selection and a confirmation screen will appear (returning the user to the 1st page of the submenu).

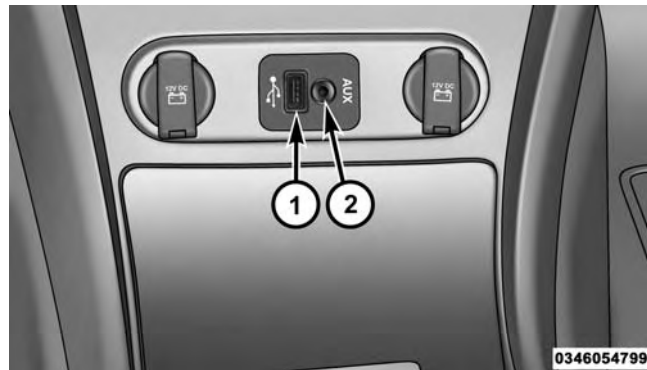
- Pressing the left arrow button will exit each submenu layer and return to the main menu.

For the Trip and Fuel Economy menus (and new Performance Timers):

- Information is reset by pressing and holding the OK button.

Hour Meter

1. With the engine running, push the UP or DOWN arrow buttons to scroll through the screens until you reach the Vehicle Info menu screen.
2. Push the RIGHT arrow button to enter the Vehicle Info submenu until you reach the Engine Hours submenu screen.

iPod®/USB/MP3 CONTROL — IF EQUIPPED**USB/AUX Connector Port**

- 1 — USB Port
- 2 — Aux Jack

This feature allows an iPod® or external USB device to be plugged into the USB port, located in the lower section of the front integrated center stack.

iPod® control supports Mini, 4G, Photo, Nano, 5G iPod® and iPhone® devices. Some iPod® software versions may not fully support the iPod® control features. Please visit Apple's website for software updates.

For further information, refer to the Uconnect® Supplement Manual.

Connecting The iPod® Or External USB Device

Use the connection cable to connect an iPod® or external USB device to the vehicle's USB/AUX connector port which is located on the center console.



USB/AUX Connector Port

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Once the audio device is connected and synchronized to the vehicle's iPod®/USB/MP3 control system (iPod® or external USB device may take a few minutes to connect), the audio device starts charging and is ready for use by pushing radio buttons. For more information, refer to your Uconnect® Supplement Manual.

NOTE: If the audio device battery is completely discharged, it may not communicate with the iPod®/USB/MP3 control system until a minimum charge is attained. Leaving the audio device connected to the iPod®/USB/MP3 control system may charge it to the required level.

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AUTOMATIC TRANSMISSION

WARNING!

- It is dangerous to shift out of PARK or NEUTRAL if the engine speed is higher than idle speed. If your foot is not firmly pressing the brake pedal, the vehicle could accelerate quickly forward or in reverse. You could lose control of the vehicle and hit someone or something. Only shift into gear when the engine is idling normally and your foot is firmly pressing the brake pedal.

(Continued)

WARNING! (Continued)

- Unintended movement of a vehicle could injure those in or near the vehicle. As with all vehicles, you should never exit a vehicle while the engine is running. Before exiting a vehicle, always apply the parking brake, shift the transmission into PARK, turn the engine OFF, and remove the Key Fob. When the ignition is in the OFF position, the transmission is locked in PARK, securing the vehicle against unwanted movement.
- When leaving the vehicle, always make sure the ignition is in the OFF position, remove the key fob from the vehicle, and lock the vehicle.

(Continued)

WARNING! *(Continued)*

- Never leave children alone in a vehicle, or with access to an unlocked vehicle. Allowing children to be in a vehicle unattended is dangerous for a number of reasons. A child or others could be seriously or fatally injured. Children should be warned not to touch the parking brake, brake pedal or the transmission gear selector.
- Do not leave the Key Fob in or near the vehicle (or in a location accessible to children), and do not leave the ignition in the ACC or ON/RUN position. A child could operate power windows, other controls, or move the vehicle.

CAUTION!

Damage to the transmission may occur if the following precautions are not observed:

- Shift into or out of PARK or REVERSE only after the vehicle has come to a complete stop.
- Do not shift between PARK, REVERSE, NEUTRAL, or DRIVE when the engine is above idle speed.
- Before shifting into any gear, make sure your foot is firmly pressing the brake pedal.

NOTE: You must press and hold the brake pedal while shifting out of PARK.

Key Ignition Park Interlock

This vehicle is equipped with a Key Ignition Park Interlock which requires the transmission to be in PARK before the engine can be turned off. This helps the driver avoid inadvertently leaving the vehicle without placing

the transmission in PARK. This system also locks the transmission in PARK whenever the ignition switch is in the OFF position.

Brake/Transmission Shift Interlock System

This vehicle is equipped with a Brake Transmission Shift Interlock system (BTSI) that holds the shift lever in PARK unless the brakes are applied. To shift the transmission out of PARK, the ignition switch must be turned to the ON/RUN position (engine running or not) and the brake pedal must be pressed.

Five-Speed Automatic Transmission

The transmission gear position display (located in the instrument cluster) indicates the transmission gear range. The shift lever is mounted on the right side of the steering column.

You must press the brake pedal to shift the transmission out of PARK, (refer to “Brake/Transmission Shift Interlock System” in this section). To drive, move the shift lever from PARK or NEUTRAL to the DRIVE position. Pull the shift lever toward you when shifting into REVERSE or PARK, or when shifting out of PARK.



Automatic Transmission Shifter

The electronically-controlled transmission provides a precise shift schedule. The transmission electronics are self-calibrating; therefore, the first few shifts on a new vehicle may be somewhat abrupt. This is a normal condition, and precision shifts will develop within a few hundred miles (kilometers).

Only shift from DRIVE to PARK or REVERSE when the accelerator pedal is released and the vehicle is stopped. Be sure to keep your foot on the brake pedal when shifting between these gears.

The transmission shift lever has only PARK, REVERSE, NEUTRAL, and DRIVE shift positions. Manual shifts can be made using the Autostick® shift control (refer to “AutoStick®” in this section for further information).

Gear Ranges

DO NOT race the engine when shifting from PARK or NEUTRAL into another gear range.

NOTE: After selecting any gear range, wait a moment to allow the selected gear to engage before accelerating. This is especially important when the engine is cold.

If there is a need to restart the engine, be sure to cycle the ignition to the OFF position before restarting. Transmission gear engagement may be delayed after restarting the engine if the ignition is not cycled to the OFF position first.

PARK (P)

This range supplements the parking brake by locking the transmission. The engine can be started in this range. Never attempt to use PARK while the vehicle is in motion. Apply the parking brake when leaving the vehicle in this range.

When parking on a level surface, you may shift the transmission into PARK first, and then apply the parking brake.

When parking on a hill, apply the parking brake before shifting the transmission to PARK, otherwise the load on the transmission locking mechanism may make it difficult to move the shift lever out of PARK. As an added precaution, turn the front wheels toward the curb on a downhill grade and away from the curb on an uphill grade.

WARNING!

- Never use the PARK position as a substitute for the parking brake. Always apply the parking brake fully when parked to guard against vehicle movement and possible injury or damage.

(Continued)

WARNING! (Continued)

- Your vehicle could move and injure you and others if it is not completely in PARK. Check by trying to move the shift lever out of PARK with the brake pedal released. Make sure the transmission is in PARK before leaving the vehicle.
- It is dangerous to shift out of PARK or NEUTRAL if the engine speed is higher than idle speed. If your foot is not firmly pressing the brake pedal, the vehicle could accelerate quickly forward or in reverse. You could lose control of the vehicle and hit someone or something. Only shift into gear when the engine is idling normally and your foot is firmly pressing the brake pedal.

(Continued)

WARNING! (Continued)

- Unintended movement of a vehicle could injure those in or near the vehicle. As with all vehicles, you should never exit a vehicle while the engine is running. Before exiting a vehicle, always apply the parking brake, shift the transmission into PARK, turn the engine OFF, and remove the Key Fob. When the ignition is in the OFF position, the transmission is locked in the PARK, securing the vehicle against unwanted movement.
- When leaving the vehicle, always make sure the ignition is in the OFF position, remove the key fob from the vehicle, and lock the vehicle.

(Continued)

WARNING! (Continued)

- Never leave children alone in a vehicle, or with access to an unlocked vehicle. Allowing children to be in a vehicle unattended is dangerous for a number of reasons. A child or others could be seriously or fatally injured. Children should be warned not to touch the parking brake, brake pedal or the shift lever.
- Do not leave the Key Fob in or near the vehicle (or in a location accessible to children), and do not leave the ignition in the ACC or ON/RUN position. A child could operate power windows, other controls, or move the vehicle.

CAUTION!

- Before moving the shift lever out of PARK, you must turn the ignition switch from the LOCK/OFF position to the ON/RUN position, and also press the brake pedal. Otherwise, damage to the shift lever could result.
- DO NOT race the engine when shifting from PARK or NEUTRAL into another gear range, as this can damage the drivetrain.

The following indicators should be used to ensure that you have engaged the transmission into the PARK position:

- When shifting into PARK, pull the shift lever toward you and move it all the way counterclockwise until it stops.

- Release the shift lever and make sure it is fully seated in the PARK gate.
- Look at the transmission gear position display and verify that it indicates the PARK position (P).
- With brake pedal released, verify that the shift lever will not move out of PARK.

REVERSE (R)

This range is for moving the vehicle backward. Shift into REVERSE only after the vehicle has come to a complete stop.

NEUTRAL (N)

Use this range when the vehicle is standing for prolonged periods with the engine running. The engine may be started in this range. Apply the parking brake and shift the transmission into PARK if you must leave the vehicle.

WARNING!

Do not coast in NEUTRAL and never turn off the ignition to coast down a hill. These are unsafe practices that limit your response to changing traffic or road conditions. You might lose control of the vehicle and have a collision.

CAUTION!

Towing the vehicle, coasting, or driving for any other reason with the transmission in NEUTRAL can cause severe transmission damage. Refer to "Recreational Towing" in "Starting And Operating" and "Towing A Disabled Vehicle" in "What To Do In Emergencies" for further information.

DRIVE (D)

This range should be used for most city and highway driving. It provides the smoothest upshifts and downshifts, and the best fuel economy. The transmission automatically upshifts through underdrive first, second and third gears, direct fourth gear and overdrive fifth gear. The DRIVE position provides optimum driving characteristics under all normal operating conditions.

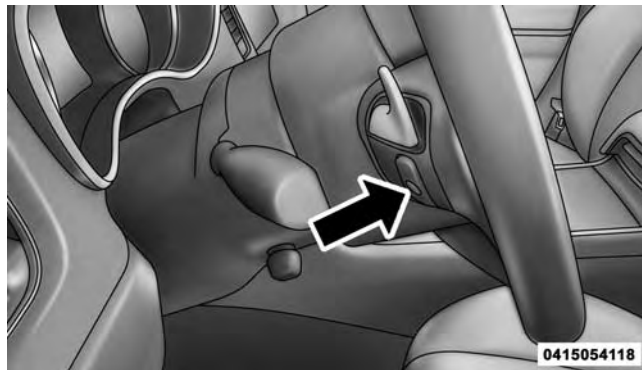
When frequent transmission shifting occurs (such as when operating the vehicle under heavy loading conditions, in hilly terrain, traveling into strong head winds, or while towing heavy trailers), use the AutoStick® shift control (refer to "AutoStick®" in this section for further information) to select a lower gear. Under these conditions, using a lower gear will improve performance and extend transmission life by reducing excessive shifting and heat buildup.

Secure Park Anti-Theft System

The Secure Park anti-theft system was designed to enable law enforcement officers to leave their vehicles unattended with the engines running without the ability of the vehicle to be driven away. This system utilizes the Brake Transmission Shift Interlock (BTSI) to prevent the transmission from shifting out of park.

Enabling and Disabling The System

To enable or disable press the Secure Park button located on the back side of the steering wheel. The vehicle can be in any gear to enable. Either center button located on the right or left side of the steering wheel may be used.



Secure Park Button (Back View Of Steering Wheel)

The EVIC/DID will display a message indicating when the system is enabled or disabled.

NOTE: The radio features for the left and right center buttons will be repurposed.

System Activated

The system is activated when the transmission is shifted into park and the system is enabled. If the brake is pressed after activation, a message will be displayed that states the Secure Park is activated.

To Deactivate

When you press the Secure Park button the vehicle will search for a valid key fob. If a valid fob is present, the system will be deactivated and disabled. The vehicle will then be able to be shifted out of Park.

NOTE: If a valid fob is not found, a message will indicate fob not found.

Transmission Limp Home Mode

Transmission function is monitored electronically for abnormal conditions. If a condition is detected that could result in transmission damage, Transmission Limp Home

Mode is activated. In this mode, the transmission remains in the current gear until the vehicle is brought to a stop. After the vehicle has stopped, the transmission will remain in second gear regardless of which forward gear is selected. PARK, REVERSE, and NEUTRAL will continue to operate. The Malfunction Indicator Light (MIL) may be illuminated. Limp Home Mode allows the vehicle to be driven to an authorized dealer for service without damaging the transmission.

In the event of a momentary problem, the transmission can be reset to regain all forward gears by performing the following steps.

1. Stop the vehicle.
2. Shift the transmission into PARK.
3. Turn the ignition switch to the OFF position.
4. Wait approximately 10 seconds.

5. Restart the engine.
6. Shift into the desired gear range. If the problem is no longer detected, the transmission will return to normal operation.

NOTE: Even if the transmission can be reset, we recommend that you visit your authorized dealer at your earliest possible convenience. Your authorized dealer has diagnostic equipment to determine if the problem could recur.

If the transmission cannot be reset, authorized dealer service is required.

Overdrive Operation

The automatic transmission includes an electronically controlled Overdrive (fifth gear). The transmission will automatically shift into Overdrive if the following conditions are present:

- The shift lever is in the DRIVE position.
- Vehicle speed is sufficiently high.
- The driver is not heavily pressing the accelerator.

AUTOSTICK

AutoStick is a driver-interactive transmission feature providing manual shift control, giving you more control of the vehicle. AutoStick allows you to maximize engine braking, eliminate undesirable upshifts and downshifts, and improve overall vehicle performance. This system can also provide you with more control during passing, city driving, cold slippery conditions, mountain driving, trailer towing, and many other situations.



AutoStick Switch

AutoStick Operation

When the shift lever is in the DRIVE position, the transmission will operate automatically, shifting between the five available gears. To activate AutoStick mode, press and release the AUTOSTICK ON/OFF switch (on the end of the shift lever) at any time while in the DRIVE

position. When AutoStick is active, the current transmission gear is displayed in the instrument cluster.

In AutoStick mode, pressing the AUTOSTICK up (+) or down (-) switch allows you to select a higher or lower gear. Pressing the bottom of the switch (-) triggers a downshift (unless it would cause engine overspeeding), and pressing the top of the switch (+) triggers an upshift (unless it would cause engine lugging). The transmission will remain in the current gear until another upshift or downshift is chosen, except as described below.

- The transmission will automatically downshift as the vehicle slows (to prevent engine lugging) and will display the current gear.
- The transmission will automatically downshift to first gear when coming to a stop. After a stop, the driver should manually upshift (+) the transmission as the vehicle is accelerated.

44 STARTING AND OPERATING

- You can start out, from a stop, in first or second gear. Tapping (+) (at a stop) will allow starting in second gear. Starting out in second gear can be helpful in snowy or icy conditions.
- In models with V6 engine, if the accelerator is fully depressed, the transmission will downshift when possible (based on vehicle speed and gear).
- The system will ignore attempts to upshift at too low of a vehicle speed.
- Transmission shifting will be more noticeable when AutoStick is engaged.

To exit AutoStick mode, press and release the AUTOSTICK ON/OFF switch. The transmission will now operate automatically; shifting between the five available gears. You can shift in or out of AutoStick mode at any time without taking your foot off the accelerator pedal.

Shifting the transmission out of DRIVE will also disable AutoStick (and it will remain disabled on subsequent DRIVE engagements). Note, however, that this maneuver should **ONLY** be performed at a complete stop, since DRIVE engagement may be delayed if the vehicle is moving.

WARNING!

Do not downshift for additional engine braking on a slippery surface. The drive wheels could lose their grip and the vehicle could skid, causing a collision or personal injury.

VEHICLE LOADING

The load carrying capacity of your vehicle is shown on the “Vehicle Certification Label.” This label is attached to the rear of the driver’s door. Do not exceed the Gross Vehicle Weight Rating (GVWR) or Gross Axle Weight Rating (GAWR) specified on the label.

While the weights and capacities shown in these tables is intended as supplemental loading information for passenger and luggage, the “Vehicle Certification Label” contains the most current load capacities and therefore, if different, will supersede the data in these tables. Refer to the Owner’s Manual for more information.

Gross Vehicle Weight Rating (GVWR)

Charger Police Vehicles	Gross Vehicle Weight Rating (GVWR)
3.6 Engine with RWD	5,250 lbs (2 381 kg)
5.7 Engine with RWD	5,450 lbs (2 472 kg)
5.7 Engine with AWD	5,500 lbs (2 495 kg)

WHAT TO DO IN EMERGENCIES

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WHEEL AND TIRE TORQUE SPECIFICATIONS

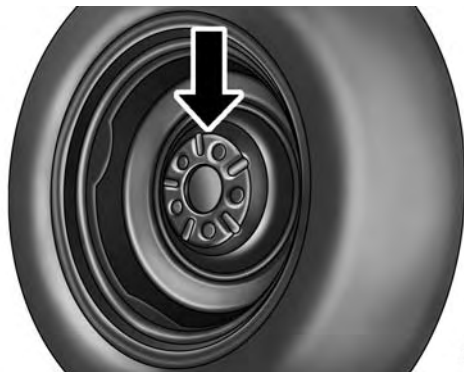
Proper lug nut/bolt torque is very important to ensure that the wheel is properly mounted to the vehicle. Any time a wheel has been removed and reinstalled on the vehicle the lug nuts/bolts should be torqued using a properly calibrated torque wrench.

Torque Specifications

Lug Nut/Bolt Torque	**Lug Nut/ Bolt Size	Lug Nut/ Bolt Socket Size
130 Ft-Lbs (176 N·m)	M14 x 1.50	22 mm

**Use only Chrysler recommended lug nuts/bolts and clean or remove any dirt or oil before tightening.

Inspect the wheel mounting surface prior to mounting the tire and remove any corrosion or loose particles.



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Wheel Mounting Surface

Tighten the lug nuts/bolts in a star pattern until each nut/bolt has been tightened twice.

After 25 miles (40 km) check the lug nut/bolt torque to be sure that all the lug nuts/bolts are properly seated against the wheel.

JACKING AND TIRE CHANGING



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Torque Patterns

WARNING!

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

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.
- Never start or run the engine while the vehicle is on a jack.

(Continued)

WARNING! *(Continued)*

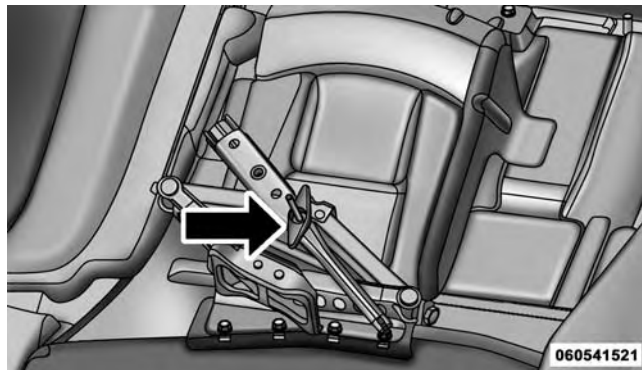
- The jack is designed to be used as a tool for changing tires only. The jack should not be used to lift the vehicle for service purposes. The vehicle should be jacked on a firm level surface only. Avoid ice or slippery areas.

Jack Location/Spare Tire Stowage

The jack and spare tire are both stowed in the trunk. Follow these steps to access the jack and spare tire.

NOTE: The spare tire must be removed in order to access the jack.

1. Open the trunk.
2. Remove the fastener securing the spare tire.
3. Remove the spare tire.
4. Remove the fastener securing the jack.



Jack Fastener

5. Remove the scissors jack and lug wrench from the spare wheel as an assembly. Turn the jack screw to the left to loosen the lug wrench, and remove the wrench from the jack assembly.

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.

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

(Continued)

WARNING! (Continued)

the road to avoid the danger of being hit when operating the jack or changing the wheel.

2. Turn on the hazard warning flasher.
3. Set the parking brake.
4. Place the shift lever into PARK.
5. Turn OFF the ignition.
6. Block the front and rear of the wheel diagonally opposite of the jacking position. For example, if changing the right front tire, block the left rear wheel.

NOTE: Passengers should not remain in the vehicle when the vehicle is being jacked.

Jacking And Changing A Tire

WARNING!

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

- Always park on a firm, level surface as far from the edge of the roadway as possible before raising the vehicle.
- Turn on the Hazard Warning flasher.
- Block the wheel diagonally opposite the wheel to be raised.
- Set the parking brake firmly and set an automatic transmission in PARK; a manual transmission in REVERSE.
- Never start or run the engine with the vehicle on a jack.

(Continued)

WARNING! (Continued)

- 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.

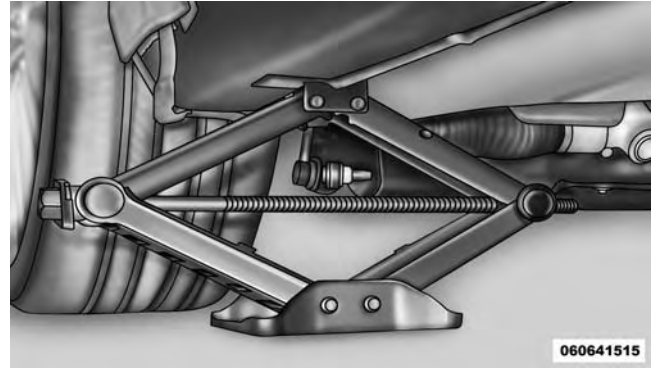


Jack Warning Label

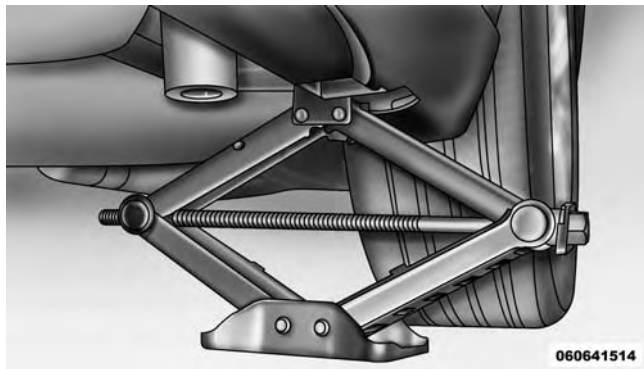
CAUTION!

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 lug wrench.
2. Before raising the vehicle, use the lug wrench to loosen, but not remove, the lug nuts on the wheel with the flat tire. Turn the lug nuts counterclockwise one turn while the wheel is still on the ground.
3. 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.



Front Jacking Location



Rear Jacking Location

4. Raise the vehicle just enough to remove the flat tire and install the spare 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.

5. Remove the lug nuts and tire.
6. 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.

NOTE: Refer to “Starting and Operating/Tires—General Information” in the Owner’s Manual for additional warnings, cautions, and information about the spare tire, its use, and operation.

7. Install the lug nuts with the cone shaped end of the lug nut toward the wheel. Lightly tighten the lug nuts.

WARNING!

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

8. Lower the vehicle to the ground by turning the jack handle counterclockwise.
9. Finish tightening the lug nuts. Push down on the wrench while at the end of the handle for increased leverage. Tighten the lug nuts in a star pattern until each nut has been tightened twice. Refer to Torque Specifications for proper lug nut torque. If in doubt

about the correct tightness, have them checked with a torque wrench by your authorized dealer or at a service station.

10. Stow the jack, tools and flat tire. Make sure the base of the jack faces the back of the vehicle before tightening down the fastener.

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.

Road Tire Installation

1. Mount the road tire on the axle.

2. Install the remaining lug nuts with the cone shaped end of the nut toward the wheel. Lightly tighten the lug nuts.

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.

3. Lower the vehicle to the ground by turning the jack handle counterclockwise.
4. Finish tightening the lug nuts. Push down on the wrench while at the end of the handle for increased leverage. Tighten the lug nuts in a star pattern until each nut has been tightened twice. Refer to Torque Specifications for proper lug nut torque. If in doubt

about the correct tightness, have them checked with a torque wrench by your authorized dealer or service station.

5. After 25 miles (40 km) check the lug nut torque with a torque wrench to ensure that all lug nuts are properly seated against the wheel.

Vehicles Equipped With Wheel Covers

1. Mount the road tire on the axle. For vehicles equipped with center caps, proceed to Step 4.
2. Install two lug nuts on the mounting studs, which are on each side of the stud that is in alignment with the valve stem. Install the lug nuts with the cone shaped end of the nut toward the wheel. Lightly tighten the lug nuts. To avoid the risk of forcing the vehicle off the jack, do not tighten the lug nuts fully until the vehicle is lowered to the ground.

3. Install the remaining lug nuts with the cone shaped end of the nut toward the wheel. Lightly tighten the lug nuts. To avoid the risk of forcing the vehicle off the jack, do not tighten the lug nuts fully until the vehicle is lowered to the ground.
4. Lower the vehicle to the ground by turning the jack handle counterclockwise.
5. Finish tightening the lug nuts. Push down on the wrench while tightening for increased leverage. Alternate lug nuts until each nut has been tightened twice. Refer to Torque Specifications for proper lug nut torque. If in doubt about the correct tightness, have them checked with a torque wrench by your authorized dealer or at a service station.
6. For vehicles equipped with center caps, install the center cap by hand. Do not use a hammer or excessive force to install the center cap.

7. Stow the jack, tools, and spare tire. Make sure the base of the jack faces the back of the vehicle before tightening down the fastener.

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.

6

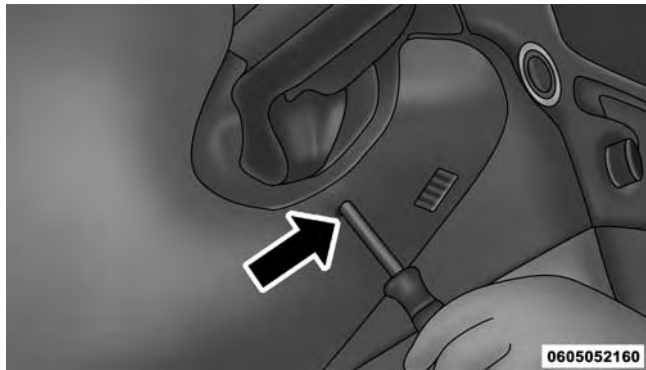
Shift Lever Override

If a malfunction occurs and the shift lever cannot be moved out of the PARK position, you can use the following procedure to temporarily move the shift lever:

1. Turn the engine off.
2. Firmly apply the parking brake.
3. Tilt the steering wheel to the full up position.

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4. Push and maintain firm pressure on the brake pedal.
5. Insert a screwdriver or similar tool, into the access port (ringed circle) on the knee bolster located below the steering column and push and hold the override release lever up.
6. Move the shift lever to the NEUTRAL position.
7. The vehicle may then be started in NEUTRAL.



Shift Lever Override Location

TOWING A DISABLED VEHICLE

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

Towing Condition	Wheels OFF The Ground	RWD MODELS	AWD MODELS
Flat Tow	NONE	If transmission is operable: <ul style="list-style-type: none"> • Transmission in NEUTRAL • 30 mph (48 km/h) max speed • 15 miles (24 km) max distance 	NOT ALLOWED
Wheel Lift or Dolly Tow	Front	NOT RECOMMENDED (but, if used, same limitations as above)	NOT ALLOWED
	Rear	NOT RECOMMENDED	NOT RECOMMENDED, but, if used: <ul style="list-style-type: none"> • Ignition in ON/RUN position • Transmission in NEUTRAL
Flatbed	ALL	BEST METHOD	BEST METHOD

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

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

If the key fob is unavailable, or the vehicle's battery is discharged, refer to "Shift Lever Override" in this section for instructions on shifting the transmission out of PARK for towing.

CAUTION!

- **Do not use sling type equipment when towing. Vehicle damage may occur.**
- **When securing the vehicle to a flatbed truck, do not attach to front or rear suspension components. Damage to your vehicle may occur from improper towing.**
- **The manufacturer does not recommend towing this vehicle using a tow dolly. Vehicle damage may occur.**

All Wheel Drive (AWD) Models

The manufacturer recommends towing your vehicle with all four wheels OFF the ground using a flatbed.

If the transmission and drivetrain are operable, AWD models can also be towed with the ignition in the ON/RUN position, the transmission in NEUTRAL (not in PARK!), and the rear wheels OFF the ground with no

limitation on speed or distance. Since the ignition **MUST** be in the ON/RUN position to tow in this manner, AWD vehicles must be towed with **ALL FOUR** wheels **OFF** the ground (e.g. on a flatbed truck) if the Key Fob is unavailable.

CAUTION!

- **Towing this vehicle using any other method can cause severe transmission and/or transfer case damage.**
- **Damage from improper towing is not covered under the New Vehicle Limited Warranty.**

Rear Wheel Drive (RWD) Models

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

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

- The transmission must be in **NEUTRAL**.
- The towing distance must not exceed 15 miles (24 km).
- The towing speed must not exceed 30 mph (48 km/h).

If the transmission is not operable, or the vehicle must be towed faster than 30 mph (48 km/h) or farther than 15 miles (24 km), then the only acceptable method of towing is with a flatbed truck.

CAUTION!

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

Without The Key Fob

Special care must be taken when the vehicle is towed with the ignition in the LOCK/OFF position. The only approved method of towing without the Key Fob is with a flatbed truck. Proper towing equipment is necessary to prevent damage to the vehicle.

MAINTAINING YOUR VEHICLE

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MAINTENANCE PROCEDURES

Police and fleet vehicles are equipped with heavy-duty parts that are designed specifically for the varying demands and unique requirements under which they are operated. This booklet illustrates and describes the operation of unique features and equipment that are either standard or optional on this vehicle. A description of features and equipment no longer available, or not ordered on this vehicle, may also be included. Please disregard any features and equipment described in this manual that is not on this vehicle.

Failure to maintain your vehicle properly may reduce vehicle performance and operational capabilities, adversely affect the safety of you and your passengers, as well as restrict your warranty coverage. Refer to the "Maintenance Schedule" in the Owner's Manual for the proper maintenance intervals.

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

Brake System Maintenance

CAUTION!

- Perform this procedure in a controlled environment, as high speeds and moderate rates of deceleration are necessary in order to complete this procedure. Failure to follow this warning can result in an collision with serious or fatal injuries.

(Continued)

CAUTION! (Continued)

- **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.**

All new brake systems have a burnishing (break-in) period. This burnishing (break-in) period will vary according to individual driving habits and driving conditions (e.g., rush hour, city, highway, etc). Smoke and odor associated with brake burnishing is normal. Therefore, we recommend using the following burnish procedure to burnish the heavy-duty brake system on your vehicle.

In a controlled environment, accelerate the vehicle to a speed of 60 mph (97 km/h), maintain this speed for a few seconds, and then apply the brakes for a moderate deceleration, slowing the vehicle to a speed of 10 to

5 mph (16 to 8 km/h). Repeat this sequence 40 times. However, allow 30 seconds between braking maneuvers to cool the brakes. After completing this procedure, allow the brakes to cool completely before driving the vehicle again.

Automatic Transmission**Selection Of Lubricant**

It is important to use the proper transmission fluid to ensure optimum transmission performance and life. Use only the manufacturer's specified transmission fluid. Refer to "Fluids, Lubricants, and Genuine Parts" in this section for fluid specifications. It is important to maintain the transmission fluid at the correct level using the recommended fluid. No chemical flushes should be used in any transmission; only the approved lubricant should be used.

CAUTION!

Using a transmission fluid other than the manufacturer's recommended fluid may cause deterioration in transmission shift quality and/or torque converter shudder, and will require more frequent fluid and filter changes. Refer to "Fluids, Lubricants, and Genuine Parts" in this section for fluid specifications.

Special Additives

The manufacturer strongly recommends against using any special additives in the transmission.

Automatic Transmission Fluid (ATF) is an engineered product and its performance may be impaired by supplemental additives. Therefore, do not add any fluid additives to the transmission. The only exception to this policy is the use of special dyes for diagnosing fluid

leaks. Avoid using transmission sealers as they may adversely affect seals.

CAUTION!

Do not use chemical flushes in your transmission as the chemicals can damage your transmission components. Such damage is not covered by the New Vehicle Limited Warranty.

Fluid Level Check

The fluid level is preset at the factory and does not require adjustment under normal operating conditions. Routine fluid level checks are not required, therefore the transmission filler tube is capped and no dipstick is provided. Your authorized dealer can check your transmission fluid level using a special service dipstick. If you notice fluid leakage or transmission malfunction, visit

your authorized dealer immediately to have the transmission fluid level checked. Operating the vehicle with an improper fluid level can cause severe transmission damage.

CAUTION!

If a transmission fluid leak occurs, visit your authorized dealer immediately. Severe transmission damage may occur. Your authorized dealer has the proper tools to adjust the fluid level accurately.

Fluid And Filter Changes

Refer to the “Maintenance Schedule” for the proper maintenance intervals.

In addition, change the fluid and filter if the fluid becomes contaminated (with water, etc.), or if the transmission is disassembled for any reason.

FLUIDS, LUBRICANTS AND GENUINE PARTS**Chassis**

Component	Fluid, Lubricant, or Genuine Part
Automatic Transmission	Use Only ATF+4® Automatic Transmission Fluid. Failure to use ATF+4® fluid may affect the function or performance of your transmission. We recommend MOPAR® ATF+4® Fluid.

MAINTENANCE SCHEDULE

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70 MAINTENANCE SCHEDULE

The Scheduled Maintenance services listed in this manual must be done at the times or mileages specified to protect your vehicle warranty and ensure the best vehicle performance and reliability. More frequent maintenance may be needed for vehicles in severe operating conditions, such as dusty areas and very short trip driving. Inspection and service should also be done anytime a malfunction is suspected.

Maintenance Chart

Refer to the Maintenance Schedule in the Owner's Manual for the rest of the required maintenance intervals.

Mileage or time passed (whichever comes first)	20,000	30,000	40,000	50,000	60,000	70,000	80,000	90,000	100,000	110,000	120,000	130,000	140,000	150,000
Or Years:	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Or Kilometers:	32,000	48,000	64,000	80,000	96,000	112,000	128,000	144,000	160,000	176,000	192,000	208,000	224,000	240,000
Additional Maintenance														
Change automatic transmission fluid and filter.					X						X			

WARNING!

- You can be badly injured working on or around a motor vehicle. Do only service work for which you have the knowledge and the right equipment. If you have any doubt about your ability to perform a service job, take your vehicle to a competent mechanic.
- Failure to properly inspect and maintain your vehicle could result in a component malfunction and affect vehicle handling and performance. This could cause an accident.

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INSTALLATION OF RADIO TRANSMITTING EQUIPMENT

Special design considerations are incorporated into this vehicle's electronic system to provide immunity to radio frequency signals. Mobile two-way radios and telephone equipment must be installed properly by trained personnel. The following must be observed during installation.

The positive power connection should be made directly to the battery and fused as close to the battery as possible. The negative power connection should be made to body sheet metal adjacent to the negative battery connection. This connection should not be fused.

Antennas for two-way radios should be mounted on the roof or the rear area of the vehicle. Care should be used in mounting antennas with magnet bases. Magnets may affect the accuracy or operation of the compass on vehicles so equipped.

The antenna cable should be as short as practical and routed away from the vehicle wiring when possible. Use only fully shielded coaxial cable.

Carefully match the antenna and cable to the radio to ensure a low Standing Wave Ratio (SWR).

Mobile radio equipment with output power greater than normal may require special precautions.

All installations should be checked for possible interference between the communications equipment and the vehicle's electronic systems.



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