

2009 GENERAL INFORMATION

Vehicle Quick Reference - Journey

CAPACITIES AND RECOMMENDED FLUIDS

DESCRIPTION

A/C REFRIGERANT

The refrigerant used in this air conditioning system is a HydroFluoroCarbon (HFC), type R-134a. Unlike R-12, which is a ChloroFluoroCarbon (CFC), R-134a refrigerant does not contain ozone-depleting chlorine. R-134a refrigerant is a nontoxic, nonflammable, clear and colorless liquefied gas.

CAUTION: R-134a refrigerant is not compatible with R-12 refrigerant in an A/C system. Even a small amount of R-12 refrigerant added to an R-134a refrigerant system will cause A/C compressor failure.

The A/C refrigerant system is filled-for-life at the factory and requires no regular maintenance. Although not required at specific intervals, the charge level should be checked if system performance deteriorates or if a noise or leak is suspected. Refer to Heating and Air Conditioning - Diagnosis and Testing .

AUTOMATIC/MANUAL TRANSAXLE FLUID

NOTE: All transaxles have a common transmission and differential sump. Filling the transaxle accommodates the differential as well.

Mopar ® ATF+4 (Automatic Transmission Fluid) is required in the automatic and T355/BG6 manual transaxles. Substitute fluids can induce torque converter clutch shudder, or premature geartrain failure.

Mopar ® ATF+4 (Automatic Transmission Fluid) when new is red in color. The ATF is dyed red so it can be identified from other fluids used in the vehicle such as engine oil or antifreeze. The red color is not permanent and is not an indicator of fluid condition. As the vehicle is driven, the ATF will begin to look darker in color and may eventually become brown. **This is normal.** ATF+4 also has a unique odor that may change with age. Consequently, **odor and color cannot be used to indicate the fluid condition or the need for a fluid change.**

FLUID ADDITIVES

Chrysler strongly recommends against the addition of any fluids to the transmission, other than those automatic transmission fluids listed above. Exceptions to this policy are the use of special dyes to aid in detecting fluid leaks.

Various "special" additives and supplements exist that claim to improve shift feel and/or quality. These additives and others also claim to improve converter clutch operation and inhibit overheating, oxidation, varnish, and sludge. These claims have not been supported to the satisfaction of Chrysler and these additives **must not be used.** The use of transmission "sealers" should also be avoided, since they may adversely affect the

integrity of transmission seals.

BRAKE FLUID

The brake fluid used in this vehicle must conform to DOT 3 specifications and SAE J1703 standards. No other type of brake fluid is recommended or approved for usage in the vehicle brake system. Use only Mopar® Brake Fluid or equivalent from a tightly sealed container.

CAUTION: Never use reclaimed brake fluid or fluid from a container which has been left open. An open container of brake fluid will absorb moisture from the air and contaminate the fluid.

CAUTION: Never use any type of a petroleum-based fluid in the brake hydraulic system. Use of such type fluids will result in seal damage of the vehicle brake hydraulic system causing a failure of the vehicle brake system. Petroleum based fluids would be items such as engine oil, transmission fluid, power steering fluid, etc.

ENGINE COOLANT

WARNING: Antifreeze is an ethylene glycol based coolant and is harmful if swallowed or inhaled. If swallowed, drink two glasses of water and induce vomiting. If inhaled, move to fresh air area. Seek medical attention immediately. Do not store in open or unmarked containers. Wash skin and clothing thoroughly after coming in contact with ethylene glycol. Keep out of reach of children. Dispose of glycol based coolant properly, contact your government agency for location of collection center in your area. Do not open a cooling system when the engine is at operating temperature or hot under pressure, personal injury can result. Avoid radiator cooling fan when engine compartment related service is performed, personal injury can result.

CAUTION: Use of propylene glycol based coolants is not recommended, as they provide less freeze protection and less boiling protection.

The cooling system is designed around the coolant. The coolant must accept heat from engine metal, in the cylinder head area near the exhaust valves and engine block. Then coolant carries the heat to the radiator where the tube/fin radiator can transfer the heat to the air.

The use of aluminum cylinder blocks, cylinder heads, and water pumps requires special corrosion protection. Mopar® Antifreeze/Coolant, 5 Year/100,000 Mile Formula (MS-9769), or the equivalent ethylene glycol based coolant with hybrid organic corrosion inhibitors (called HOAT, for Hybrid Organic Additive Technology) is recommended. This coolant offers the best engine cooling without corrosion when mixed with 50% Ethylene Glycol and 50% distilled water to obtain a freeze point of -37°C (-35°F). If it loses color or becomes contaminated, drain, flush, and replace with fresh properly mixed coolant solution.

The green coolant **MUST NOT BE MIXED** with the orange or magenta coolants. When replacing coolant the complete system flush must be performed before using the replacement coolant.

CAUTION: Mopar® Antifreeze/Coolant, 5 Year/100,000 Mile Formula (MS-9769) may not be mixed with any other type of antifreeze. Doing so will reduce the corrosion protection and may result in premature water pump seal failure. If non-HOAT coolant is introduced into the cooling system in an emergency, it should be replaced with the specified coolant as soon as possible.

ENGINE OIL - DIESEL ENGINES

WARNING: New or used engine oil can be irritating to the skin. Avoid prolonged or repeated skin contact with engine oil. Contaminants in used engine oil, caused by internal combustion, can be hazardous to your health. Thoroughly wash exposed skin with soap and water. Do not wash skin with gasoline, diesel fuel, thinner, or solvents, health problems can result. Do not pollute, dispose of used engine oil properly. Contact your dealer or government agency for location of collection center in your area.

When service is required, Chrysler Corporation recommends that only Mopar ® brand parts, lubricants and chemicals be used. Mopar ® provides the best engineered products for servicing Chrysler Corporation vehicles.

Only lubricants bearing designations defined by the following organization should be used.

- Society of Automotive Engineers (SAE)
- American Petroleum Institute (API)
- National Lubricating Grease Institute (NLGI)
- Association des Constructeurs Europeens d' Automobiles (European Automobile Manufacturers Association) (ACEA)

API SERVICE GRADE CERTIFIED

Use an engine oil that is API Certified. MOPAR ® provides engine oils, that meet or exceed this requirement.

SAE VISCOSITY GRADE

Use only synthetic engine oil that conforms to ACEA A3/B4/C3 that is approved to MB 229.31 is recommended for all operating temperatures. This engine oil is a low ash product that improves low temperature starting and vehicle fuel economy.

DISPOSING OF USED ENGINE OIL

Care should be taken in disposing of the used engine oil from your vehicle. Used oil, indiscriminately discarded, can present a problem to the environment. Contact your local authorized dealer, service station, or governmental agency for advice on how and where used oil can be safely discarded in your area.

ENGINE OIL ADDITIVES/SUPPLEMENTS

The manufacturer **does not recommend** the addition of any engine oil additives/supplements to the specified engine oil. Engine oil additives/supplements should not be used to enhance engine oil performance. Engine oil additives/supplements should not be used to extend engine oil change intervals. No additive is known to be safe for engine durability and can degrade emission components. Additives can contain undesirable materials that harm the long term durability of engines by:

- Doubling the level of Phosphorus in the engine oil. The ILSAC (International Lubricant Standard Approval Committee) GF-2 and GF-3 standards require that engine oil contain no more than 0.10% Phosphorus to protect the vehicles emissions performance. Addition of engine oil additives/supplements can poison, from the added sulfur and phosphorus, catalysts and hinder efforts to guarantee emissions performance to 80,000 miles.
- Altering the viscosity characteristics of the engine oil so that it no longer meets the requirements of the specified viscosity grade.
- Creating potential for an undesirable additive compatibility interaction in the engine crankcase. Generally it is not desirable to mix additive packages from different suppliers in the crankcase; there have been reports of low temperature engine failures caused by additive package incompatibility with such mixtures.

ENGINE OIL

WARNING: New or used engine oil can be irritating to the skin. Avoid prolonged or repeated skin contact with engine oil. Contaminants in used engine oil, caused by internal combustion, can be hazardous to your health. Thoroughly wash exposed skin with soap and water. Do not wash skin with gasoline, diesel fuel, thinner, or solvents, health problems can result. Do not pollute, dispose of used engine oil properly. Contact your dealer or government agency for location of collection center in your area.

When service is required, Chrysler recommends that only Mopar® brand parts, lubricants and chemicals be used. Mopar® provides the best engineered products for servicing Chrysler vehicles.

Only lubricants bearing designations defined by the following organization should be used.

- Society of Automotive Engineers (SAE)
- American Petroleum Institute (API)
- National Lubricating Grease Institute (NLGI)
- Association des Constructeurs Europeens d' Automobiles (European Automobile Manufacturers Association) (ACEA)

API CERTIFICATION AND LICENSE SYMBOL

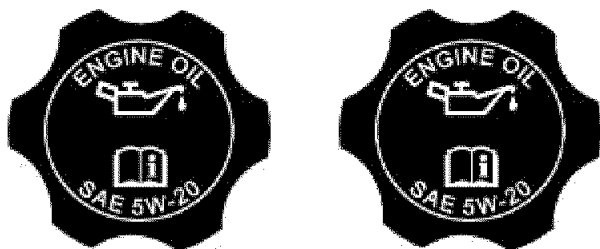


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Fig. 1: American Petroleum Institute Certification Mark
Courtesy of CHRYSLER LLC

Use an engine oil that is API Certified and Licensed to display the certification mark. MOPAR® provides engine oils that meet or exceed, Material Standard MS-6395 requirement.

SAE VISCOSITY



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Fig. 2: Oil Filler Cap
Courtesy of CHRYSLER LLC

Engine oils are designed to improve low temperature starting and vehicle fuel economy. Refer to **Fig. 2** for the preferred engine oil viscosity grade for each vehicle . SAE viscosity grades are used to specify the correct viscosity oil for an engine. Use only Multi-Viscosity oils. These are specified with a dual SAE viscosity grade which indicates the cold (5W) to hot (20, 30) temperature performance range of the oil.

ACEA CATEGORIES

For countries that use the ACEA European Oil Categories for service fill oils, use engine oils that meet the requirements of ACEA A1/B1, A2/B2, or A3/B3.

CONTAINER IDENTIFICATION



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Fig. 3: American Petroleum Institute Certification Mark
Courtesy of CHRYSLER LLC

The Engine Oil Certification Mark was developed and trademarked by the API to refer customers to those engine oils preferred by the automobile manufacturers. This symbol means that the oil has been certified and licensed by the American Petroleum Institute (API). This certification mark will only be found on the front of the oil containers. Those oils that do not display the "Mark" on the front of the container should not be used.

Chrysler only recommends API Certified engine oils that meet the requirements of Material Standard MS-6395. Use Mopar or an equivalent oil meeting the specification MS-6395.

SYNTHETIC ENGINE OILS

There are a number of engine oils being promoted as either synthetic or semi-synthetic. If you chose to use such a product, use **only** those oils that are certified by the American Petroleum Institute (API) to display the "Certification Mark" and show SAE viscosity grade recommended for each vehicle. Follow the service schedule that describes your driving type.

ENGINE OIL ADDITIVES/SUPPLEMENTS

The manufacturer **does not recommend** the addition of any engine oil additives/supplements to the specified engine oil. Engine oil additives/supplements should not be used to enhance engine oil performance. Engine oil additives/supplements should not be used to extend engine oil change intervals. No additive is known to be safe for engine durability and can degrade emission components. Additives can contain undesirable materials that harm the long term durability of engines and emission systems by:

- Increasing the level of Phosphorus and Sulfur in the engine oil. The API Certified Engine Oils control the Phosphorus and Sulfur contents of the oil to levels that reduce the contamination effect on the vehicles emission control system.
- Altering the viscosity characteristics of the engine oil so that it no longer meets the requirements of the specified viscosity grade.
- Creating potential for an undesirable additive compatibility interaction in the engine crankcase. The engine oils contain a performance additive system carefully developed to optimize the oils performance in the engine. The addition of supplements may cause the oil to thicken prematurely, cause excessive deposit build-up and potentially shorten engine life.

FLUID TYPES

When service is required, Chrysler recommends that only Mopar® brand parts, lubricants and chemicals be

used. Mopar® provides the best engineered products for servicing Chrysler vehicles.

Only lubricants bearing designations defined by the following organization should be used to service a Chrysler vehicle:

- Society of Automotive Engineers (SAE)
- American Petroleum Institute (API)
- National Lubricating Grease Institute (NLGI)
- European Automobile Manufacturers Association (ACEA)

API QUALITY CLASSIFICATION



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Fig. 4: American Petroleum Institute Symbol
Courtesy of CHRYSLER LLC

This symbol on the front of an oil container means that the oil has been certified by the American Petroleum Institute (API) to meet all the lubrication requirements specified by Chrysler.

GEAR LUBRICANTS

SAE ratings also apply to multi-grade gear lubricants. In addition, API classification defines the lubricant's usage, such as API GL-5 and SAE 75W-90.

FUEL REQUIREMENTS

Your engine is designed to meet all emissions regulations and provide excellent fuel economy and performance when using high quality unleaded gasoline having an octane rating of 87. The use of premium gasoline is not recommended. The use of premium gasoline will provide no benefit over high quality regular gasoline, and in some circumstances may result in poorer performance.

Light spark knock at low engine speeds is not harmful to your engine. However, continued heavy spark knock at high speeds can cause damage and immediate service is required. Engine damage resulting from operation with a heavy spark knock may not be covered by the new vehicle warranty.

Poor quality gasoline can cause problems such as hard starting, stalling and hesitations. If you experience these symptoms, try another brand of gasoline before considering service for the vehicle.

Over 40 auto manufacturers world-wide have issued and endorsed consistent gasoline specifications (the Worldwide Fuel Charter, WWFC) to define fuel properties necessary to deliver enhanced emissions, performance and durability for your vehicle. Chrysler recommends the use of gasoline that meet the WWFC specifications if they are available.

REFORMULATED GASOLINE

Many areas of the country require the use of cleaner burning gasoline referred to as "reformulated" gasoline. Reformulated gasoline contain oxygenates, and are specifically blended to reduce vehicle emissions and improve air quality.

Chrysler strongly supports the use of reformulated gasoline. Properly blended reformulated gasoline will provide excellent performance and durability for the engine and fuel system components.

GASOLINE/OXYGENATE BLENDS

Some fuel suppliers blend unleaded gasoline with oxygenates such as 10% ethanol, MTBE, and ETBE. Oxygenates are required in some areas of the country during the winter months to reduce carbon monoxide emissions. Fuels blended with these oxygenates may be used in your vehicle.

CAUTION: DO NOT use gasoline containing METHANOL. Gasoline containing methanol may damage critical fuel system components.

MMT IN GASOLINE

MMT is a manganese-containing metallic additive that is blended into some gasoline to increase octane. Gasoline blended with MMT provide no performance advantage beyond gasoline of the same octane number without MMT. Gasoline blended with MMT reduce spark plug life and reduce emission system performance in some vehicles. Chrysler recommends that gasoline free of MMT be used in your vehicle. The MMT content of gasoline may not be indicated on the gasoline pump; therefore, you should ask your gasoline retailer whether or not his/her gasoline contains MMT.

It is even more important to look for gasoline without MMT in Canada because MMT can be used at levels higher than allowed in the United States. MMT is prohibited in Federal and California reformulated gasoline.

SULFUR IN GASOLINE

If you live in the northeast United States, your vehicle may have been designed to meet California low emission standards with Cleaner-Burning California reformulated gasoline with low sulfur. If such fuels are not available in states adopting California emission standards, your vehicles will operate satisfactorily on fuels meeting

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federal specifications, but emission control system performance may be adversely affected. Gasoline sold outside of California is permitted to have higher sulfur levels which may affect the performance of the vehicle's catalytic converter. This may cause the Malfunction Indicator Lamp (MIL), Check Engine or Service Engine Soon light to illuminate. Chrysler recommends that you try a different brand of unleaded gasoline having lower sulfur to determine if the problem is fuel related prior to returning your vehicle to an authorized dealer for service.

CAUTION: If the Malfunction Indicator Lamp (MIL), Check Engine or Service Engine Soon light is flashing, immediate service is required; see on-board diagnostics system part.

MATERIALS ADDED TO FUEL

All gasoline sold in the United States and Canada are required to contain effective detergent additives. Use of additional detergents or other additives is not needed under normal conditions.

FUEL SYSTEM CAUTIONS

CAUTION: Follow these guidelines to maintain your vehicle's performance:

- The use of leaded gas is prohibited by Federal law. Using leaded gasoline can impair engine performance, damage the emission control system, and could result in loss of warranty coverage.
- An out-of-tune engine, or certain fuel or ignition malfunctions, can cause the catalytic converter to overheat. If you notice a pungent burning odor or some light smoke, your engine may be out of tune or malfunctioning and may require immediate service.
- When pulling a heavy load or driving a fully loaded vehicle when the humidity is low and the temperature is high, use a premium unleaded fuel to help prevent spark knock. If spark knock persists, lighten the load, or engine piston damage may result.
- The use of fuel additives which are now being sold as octane enhancers is not recommended. Most of these products contain high concentrations of methanol. Fuel system damage or vehicle performance problems resulting from the use of such fuels or additives is not the responsibility of Chrysler Corporation and may not be covered under the new vehicle warranty.

NOTE: Intentional tampering with emissions control systems can result in civil penalties being assessed against you.

LUBRICANT RECOMMENDATIONS

CHASSIS

COMPONENT	FLUID, LUBRICANT, OR GENUINE PART
Steering Gear AND Linkage, Ball Joints, Prop Shafts AND Yokes, Wheel Bearings	Mopar® Multi-Purpose Lubricant NLGI Grade 2 EP, GC-LB

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BODY

COMPONENT	FLUID, LUBRICANT, AND GENUINE PART
Hinges:	
Door AND Hood	Mopar® Engine Oil
Swing Gate	Mopar® Multi-Purpose Lube NLGI Grade 2 EP, GC-LB
Latches: Door, Hood/Safety Catch, Swing Gate	Mopar® Multi-Purpose Lube NLGI Grade 2 EP, GC-LB
Seat Regulator AND Track	Mopar® Multi-Purpose Lube NLGI Grade 2 EP, GC-LB
Lock Cylinders	Mopar® Lock Cylinder Lube

POWER STEERING FLUID

The recommended fluid for the power steering system is Mopar® Power Steering fluid + 4 or Mopar® ATF+4 Automatic Transmission Fluid. Both Fluids have the same material standard specifications (MS-9602).

Mopar® ATF+4 (and Mopar® Power Steering fluid + 4), when new, is red in color. ATF+4 is dyed red so it can be identified from other fluids used in the vehicle such as engine oil or antifreeze. The red color is not permanent and is not an indicator of fluid condition. As the vehicle is driven, ATF+4 will begin to look darker in color and may eventually become brown. **THIS IS NORMAL**. ATF+4 also has a unique odor that may change with age. Consequently, odor and color cannot be used to indicate the fluid condition or the need for a fluid change.

The power steering system is filled-for-life at the factory and requires no regular maintenance. Although not required at specific intervals, the fluid level may be checked periodically. Check the fluid level anytime there is a system noise or fluid leak suspected. Refer to **Steering/Pump/FLUID - Standard Procedure**

SPECIFICATIONS**FLUIDS, LUBRICANTS AND GENUINE PARTS****ENGINE**

Description	Type	Part Number	Capacities	
			U.S.	Metric
Cooling System				
<-- Engine Coolant (2.4L Engine with Single or Dual-Zone Climate Control System)	MOPAR® Antifreeze/Coolant 5 Year/100,000 Mile Formula HOAT (Hybrid Organic Additive Technology)	1 Gallon - 05066386AA	7.9 Quarts	7.5 Liters
<-- Engine Coolant (2.4L Engine with Three-Zone Climate Control System)			9.8 Quarts	9.3 Liters
<-- Engine Coolant				

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(2.7L and 3.5L Engines with Single or Dual-Zone Climate Control System)	MOPAR® Antifreeze/Coolant 5 Year/100,000 Mile Formula HOAT (Hybrid Organic Additive Technology)	1 Gallon - 05066386AA	9.8 Quarts	9.3 Liters
<-- Engine Coolant (2.7L and 3.5L Engines with Three-Zone Climate Control System)			12.0 Quarts	11.4 Liters
<-- Engine Coolant (2.0L Diesel Engine with Single or Dual-Zone Climate Control System)	Glysantin G 30-91	N/A	7.9 Quarts	7.8 Liters
<-- Engine Coolant (2.0L Diesel Engine with Three-Zone Climate Control System)			9.8 Quarts	9.3 Liters
Engine Oil with Filter				
<--<-- Engine Oil (2.4L Engine)	MOPAR® API Certified SAE 5W-20 engine oil, meeting the requirements of Chrysler Material Standard MS-6395.	1 Quart - 04761872AC	4.5 Quarts	4.26 Liters
		5 Quarts - 04761851AD		
<--<-- Engine Oil (2.7L Engine)	MOPAR® API Certified SAE 5W-20 engine oil, meeting the requirements of Chrysler Material Standard MS-6395.	1 Quart - 04761872AC	5.5 Quarts	5.2 Liters
		5 Quarts - 04761851AD		
<--<-- Engine Oil (3.5L Engine)	MOPAR® API Certified SAE 10W-30 engine oil, meeting the requirements of Chrysler Material Standard MS-6395.	1 Quart - 04761839AC	5.5 Quarts	5.2 Liters
		5 Quarts - 04761845AD		
<--<-- Engine Oil (2.0L Diesel Engine)	Use only synthetic engine oil, SAE 5W-30, SAE 0W-40, SAE 5W-40, SAE 10W-40, or SAE 15W-40, ACEA A3/B3, A3/B4, or A3/B4/C3 meeting the requirements of ACEA C3 and approved to VW 507.00.	1 Liter 5W-30 - 68001334AA	4.2 Quarts	4.0 Liters
		1 Quart 0W-40 - 05127394AA		
		1 Quart 5W-40 - 68001332AA		
		1 Quart 10W-40 - N/A		
		1 Quart 15W-40 - N/A		
Engine Oil Filter (2.4L Engine)	MOPAR® Engine Oil Filter	04884900AB	N/A	N/A

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Engine Oil Filter (2.7L and 3.5L Engines)	MOPAR® Engine Oil Filter	04884899AB	N/A	N/A
Engine Oil Filter (2.0L Diesel Engine)	MOPAR® Engine Oil Filter	68001297AA	N/A	N/A
Fuel (approximate)				
Fuel Selection (2.4L, 2.4L PZEV and 2.7L Engines)	87 Unleaded Octane or Higher - Domestic	N/A	20.5 Gallons	77.6 Liters
	91 Octane Premium Unleaded - Export		2.4L PZEV - 18.5 Gallons	2.4L PZEV - 70 Liters
Fuel Selection (2.7L Engine Except California Emission States)	E-85 Ethanol - Domestic only	N/A	20.5 Gallons	77.6 Liters
			AWD - 21.1 Gallons	AWD - 79.8 Liters
Fuel Selection (3.5L Engine)	87 Unleaded Octane or Higher - Domestic	N/A	20.5 Gallons	77.6 Liters
	91 Octane Acceptable 95 Octane Recommended - Export		AWD - 21.1 Gallons Domestic only	AWD - 79.8 Liters Domestic only
Fuel Selection (2.0L Diesel Engines)	Use only the best quality fuel with a calculated Cetane Index of 50 or higher. In addition, the manufacturer recommends using diesel fuel with a sulfur content of less than or equal to 15 ppm.	N/A	20.5 Gallons	77.6 Liters
A/C Refrigerant System				
Refrigerant	R-134a	82300101AB	22 Ounces - Single	0.624 Kilograms - Single
			32 Ounces - Dual	0.907 Kilograms - Dual
-				
<-- System fill capacity includes heater and coolant recovery bottle filled to MAX level.				
<--<-- For countries that use the ACEA European Oil Categories for Service Fill Oils, use the recommended engine oil that meets the requirements of ACEA C3, and approved to MB 229.31 or MB 229.51 only. SAE 5W-30 engine oil approved to MB 229.31 or MB 229.51 may be used when SAE 5W-20 engine oil is not available.				
CAUTION: Nominal refill capacities are shown. A variation may be observed from vehicle to vehicle due to manufacturing tolerance and refill procedure.				

SPARK PLUGS

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Description	Type	Part Number	Gap	
			U.S.	Metric
Spark Plugs (2.4L Engine Except PZEV)	NGK® Nickel	04606823AB (ZFR5F-11)	0.043 in	01.10 mm
Spark Plugs (2.4L Engine PZEV)	NGK® Single Platinum	05149060AB (ZFR5AP)	0.030 in	0.80 mm
Spark Plugs (2.7L Engine)	Champion® Single Platinum	05149006AC (TE10PMC5)	0.050 in	01.27 mm
Spark Plugs (3.5L Engine)	NGK® Single Platinum	04606591AB (ZFR5LP13G)	0.051 in	01.30 mm

TRANSMISSION

Description	Type	Part Number	Capacities	
			U.S.	Metric
Automatic				
41TE/41AE - Service Fill	MOPAR® ATF+4 Automatic Transmission Fluid	1 Quart - 05013457AA	4.0 Quarts	3.8 Liters
		1 Gallon - 05013458AA		
<-- 41TE/41AE - Overhaul Fill	MOPAR® ATF+4 Automatic Transmission Fluid	1 Quart - 05013457AA	9.2 Quarts	8.7 Liters
		1 Gallon - 05191185AA		
62TE - Service Fill	MOPAR® ATF+4 Automatic Transmission Fluid	1 Quart - 05013457AA	5.5 Quarts	5.2 Liters
		1 Gallon - 05191185AA		
<-- 62TE - Overhaul Fill	MOPAR® ATF+4 Automatic Transmission Fluid	1 Quart - 05013457AA	9.0 Quarts	8.5 Liters
		1 Gallon - 05191185AA		
MPS6 - Dual Clutch Transaxle - Service Fill	Castrol BOT-341	N/A	N/A	N/A
		N/A		
MPS6 - Dual Clutch Transaxle - Overhaul Fill	Castrol BOT-341	N/A	N/A	N/A
		N/A		
Manual				
NV T355	MOPAR® ATF+4 Automatic Transmission Fluid	1 Quart - 05013457AA	2.5 - 2.8 Quarts	2.4 - 2.7 Liters
		1 Gallon - 05013458AA		
AISIN BG6	MOPAR® ATF+4 Automatic Transmission Fluid	1 Quart - 05013457AA	2.1 Quarts	2.0 Liters
		1 Gallon -		

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05013458AA

<-- Dry fill capacity. Depending on type and size of internal cooler, length and inside diameter of cooler lines, or use of an auxiliary cooler, these figures may vary. Refer to the appropriate service information for the correct procedures.

CAUTION:

Nominal refill capacities are shown. A variation may be observed from vehicle to vehicle due to manufacturing tolerance and refill procedure.

TRANSFER CASE

Description	Type	Part Number	Capacities	
			U.S.	Metric
<-- Power Transfer Unit	MOPAR® Gear & Axle Lubricant SAE 80W-90	1 Quart - 04874468	18.2 Ounces	0.6 Liters
<-- Approximate dry fill or fill to bottom edge of fill plug hole.				
CAUTION: Nominal refill capacities are shown. A variation may be observed from vehicle to vehicle due to manufacturing tolerance and refill procedure.				

CHASSIS

Description	Type	Part Number	Capacities	
			U.S.	Metric
Axles (Rear)				
<-- Rear Driveline Module	MOPAR® Gear & Axle Lubricant SAE 80W-90	1 Quart - 04874468	16.2 Ounces	0.6 Liters
Chassis Systems				
<--<-- Brake Master Cylinder	MOPAR® Brake Fluid DOT 3, SAE J1703.	12 oz. Bottle - 04318080AB	N/A	N/A
<--<-- Brake/Clutch Master Cylinder		32 oz. Bottle - 04318081AB		
<--<--<-- Power Steering Reservoir	MOPAR® Power Steering Fluid +4	1 Quart - 05013457AA	N/A	N/A
-				
<-- Approximate dry fill or fill to bottom edge of fill plug hole.				
<--<-- If MOPAR® Brake Fluid DOT 3 is not available, then MOPAR® Brake and Clutch Fluid DOT 4 (P/N 04549625AC), is acceptable.				
<--<--<-- If MOPAR® Power Steering Fluid +4 is not available, then MOPAR® ATF +4 Automatic Transmission Fluid (P/N 05166226AA), is acceptable.				
CAUTION:				
Nominal refill capacities are shown. A variation may be observed from vehicle to vehicle due to manufacturing tolerance and refill procedure.				

FLUID FILL AND CHECK LOCATIONS

DESCRIPTION

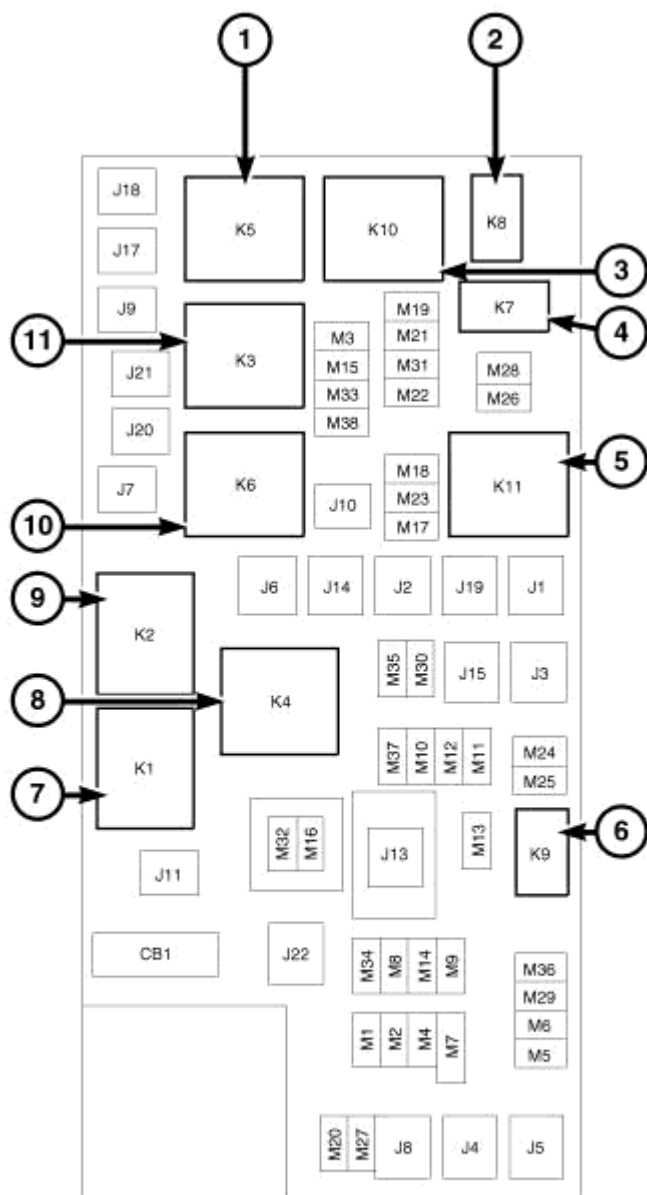
DESCRIPTION

The fluid check/fill point locations are located in each applicable service information part.

FUSE LOCATIONS AND TYPES

SPECIFICATIONS

FUSES/TOTALLY INTEGRATED POWER MODULE (TIPM)



81f6af13

Fig. 5: TOTALLY INTEGRATED POWER MODULE (TIPM)
 Courtesy of CHRYSLER LLC

- 1 - RELAY - PCM
- 2 - SPARE
- 3 - RELAY - AUTO SHUT DOWN

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- 4 - SPARE
- 5 - RELAY - RADIATOR FAN CONTROL
- 6 - RELAY - REAR BLOWER MOTOR (3 ZONE HVAC)
- 7 - RELAY - RUN/ACCESSORY
- 8 - RELAY - RUN/START
- 9 - RELAY - RUN
- 10 - RELAY - REAR WINDOW DEFOGGER
- 11 - RELAY - STARTER MOTOR

The Totally Integrated Power Module (TIPM) is located in the engine compartment near the air cleaner assembly. This center contains fuses and relays.

CAUTION:

- When installing the power module cover, it is important to ensure the cover is properly positioned and fully latched. Failure to do so may allow water to get into the TIPM, and possibly result in an electrical system failure.
- When replacing a blown fuse, it is important to use only a fuse having the correct amperage rating. The use of a fuse with a rating other than indicated may result in a dangerous electrical system overload. If a properly rated fuse continues to blow, it indicates a problem in the circuit that must be corrected.

Relays

Cavity	Description
1	PCM
2	SPARE
3	AUTO SHUT DOWN
4	SPARE
5	RADIATOR FAN CONTROL
6	REAR BLOWER MOTOR (3 ZONE HVAC)
7	RUN/ACCESSORY
8	RUN/START
9	RUN
10	REAR WINDOW DEFOGGER
11	STARTER MOTOR

FUSE LOCATIONS AND TYPES

TOTALLY INTEGRATED POWER MODULE (TIPM)			
Cavity	Cartridge Fuse	Mini-Fuse	Description
J1	40 Amp Green	-	Power Folding Seat

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J2	30 Amp Pink	-	Transfer Case Module - if equipped
J3	40 Amp Green	-	Rear Door Module
J4	25 Amp White	-	Driver Door Node
J5	25 Amp White	-	Passenger Door Node
J6	40 Amp Green	-	Anti-Lock Brake System (ABS) Pump/Electronic Stability Program (ESP)
J7	30 Amp Pink	-	Anti-Lock Brake System (ABS) Pump/Electronic Stability Program (ESP)
J8	40 Amp Green	-	Power Seat - if equipped
J9	40 Amp Green	-	Flex Fuel/PZEV Motor - if equipped
J10	30 Amp Pink	-	Headlight Washer - if equipped
J11	30 Amp Pink	-	THATCHM Relay Lock Feed
J13	60 Amp Yellow	-	Ignition Off Draw (IOD)
J14	40 Amp Green	-	Rear Window Defogger
J15	30 Amp Pink	-	Rear Blower - if equipped
J17	40 Amp Green	-	Starter Solenoid
J18	20 Amp Yellow	-	Powertrain Control Module (PCM)
J19	60 Amp Yellow	-	Radiator Fan Motor
J20	30 Amp Pink	-	Windshield Wiper
J21	20 Amp Blue	-	Front/Rear Washer
J22	25 Amp White	-	Sunroof Module - if equipped
M1	-	15 Amp Blue	Center High Mounted Stop Light (CHMSL)
M2	-	20 Amp Yellow	(If Equipped) Trailer Lights
M3	-	20 Amp Yellow	Front/Rear Axle

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M4	-	10 Amp Red	Trailer Tow - if equipped
M5	-	25 Amp Natural	Power Inverter - if equipped
M6	-	20 Amp Yellow	Power Outlet #1
M7	-	20 Amp Yellow	Power Outlet #2 (Battery/Ignition Select)
M8	-	20 Amp Yellow	Front Heated Seats - if equipped
M9	-	20 Amp Yellow	(If Equipped) Rear Heated Seats
M10	-	15 Amp Blue	Vanity Lamps/Hands-Free Module (HFM) - if equipped, Remote Display - if equipped, Satellite Digital Audio Receiver (SDARS) - if equipped, Universal Garage Door Opener (UGDO) - if equipped, Vanity Light, Video Entertainment System (VES)® - if equipped
M11	-	10 Amp Red	Automatic Temperature Control (ATC) - if equipped, Underhood Light, Microwave Sensor
M12	-	30 Amp Green	Radio, Amplifier (AMP)
M13	-	20 Amp Yellow	Cabin Compartment Node (CCN), Intrusion Module, Siren, Multifunction Switch
M14	-	20 Amp Yellow	Trailer Tow - if equipped
M15	-	20 Amp Yellow	Auto Dim Rearview Mirror - if equipped, Infrared Sensor (IR) - if equipped, Multifunction Switch, Tire Pressure Monitor System (TPMS) - if equipped
M16	-	10 Amp Red	Occupant Restraint Controller (ORC)
M17	-	15 Amp Blue	Left Park/Side Marker/Tail/Running Lights, License Lights
M18	-	15 Amp Blue	Right Park/Side Marker/Tail/Running Lights
M19	-	25 Amp Natural	Auto Shut Down (ASD) #1 and #2
M20	-	15 Amp Blue	Electronic Vehicle Information Center (EVIC) - if equipped, Interior Lighting, Steering Wheel Switches - if equipped, Switch Bank
M21	-	20 Amp Yellow	Auto Shut Down (ASD) #3
M22	-	10 Amp Red	Right Horn
M23	-	10 Amp Red	Left Horn
M24	-	25 Amp	Rear Wiper

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		Natural	
M25	-	20 Amp Yellow	Fuel Pump/Diesel Lift Pump - if equipped
M26	-	10 Amp Red	Power MIRRORS Switch
M27	-	10 Amp Red	Steering Column Lock, Wireless Ignition Node (WIN)
M28	-	10 Amp Red	Powertrain Control Module (PCM)
M29	-	10 Amp Red	Occupant Classification Module (OCM)
M30	-	15 Amp Blue	Diagnostic Feed
M31	-	20 Amp Yellow	Back-Up Lights
M32	-	10 Amp Red	Trailer Tow - if equipped/Occupant Restraint Controller (ORC)
M33	-	10 Amp Red	Powertrain Control Module (PCM)
M34	-	10 Amp Red	Climate Control Module, Compass Module - if equipped, Flashlight - if equipped, Headlight Washer - if equipped, Diesel Radiator Fan - if equipped
M35	-	10 Amp Red	Heated Mirrors - if equipped
M36	-	20 Amp Yellow	Power Outlet
M37	-	10 Amp Red	Anti-Lock Brake System (ABS) , Electronic Stability Program (ESP), STOP LIGHT Switch
M38	-	25 Amp Natural	Lock/Unlock Motors

FUSES/POWER DISTRIBUTION CENTER (PDC) - EXPORT DIESEL

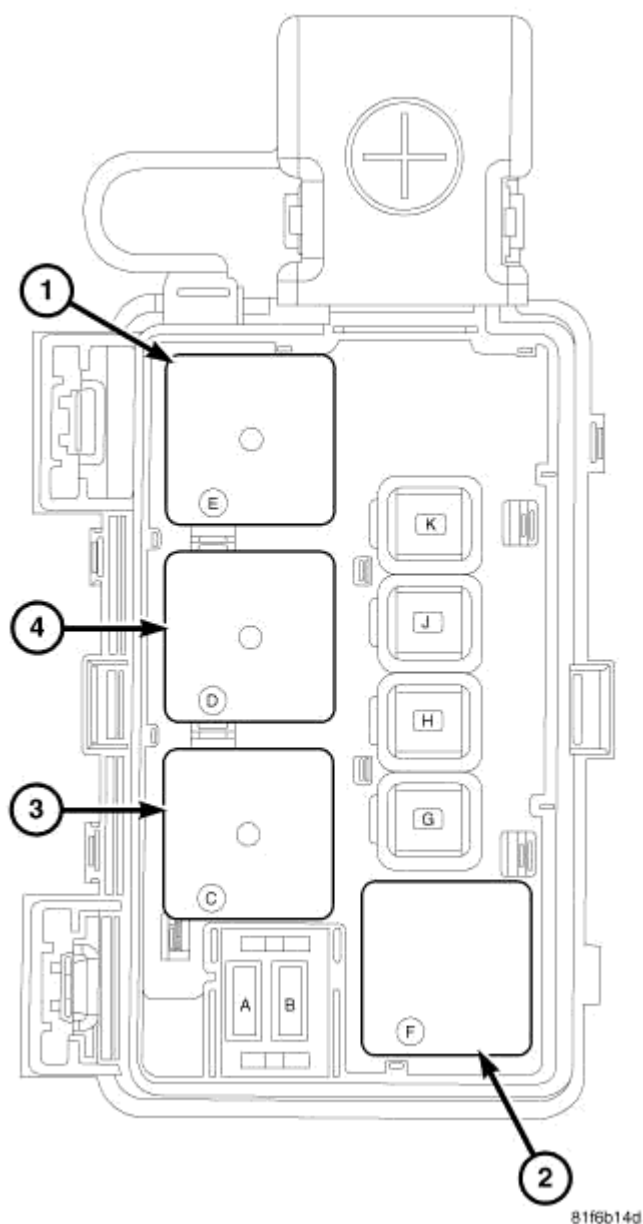


Fig. 6: POWER DISTRIBUTION CENTER
Courtesy of CHRYSLER LLC

- 1 - RELAY - CABIN HEATER 1
- 2 - RELAY - AUTO SHUT DOWN 2
- 3 - RELAY - CABIN HEATER 3
- 4 - RELAY - CABIN HEATER 2

POWER DISTRIBUTION CENTER (PDC) FUSES

FUSES	

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FUSE NO.	AMPS	FUNCTION
A	20A	FUSED ASD/MAIN RELAY OUTPUT
B	30A	FUSED ASD/MAIN RELAY OUTPUT
G	60A	FUSED B+
H	60A	FUSED B+
J	60A	FUSED B+
K	60A	FUSED B+
RELAYS		
RELAY NUMBER	RELAY	FUNCTION
1	E	CABIN HEATER 1
2	F	AUTO SHUT DOWN 2
3	C	CABIN HEATER 3
4	D	CABIN HEATER 2

HOISTING

STANDARD PROCEDURE

HOISTING

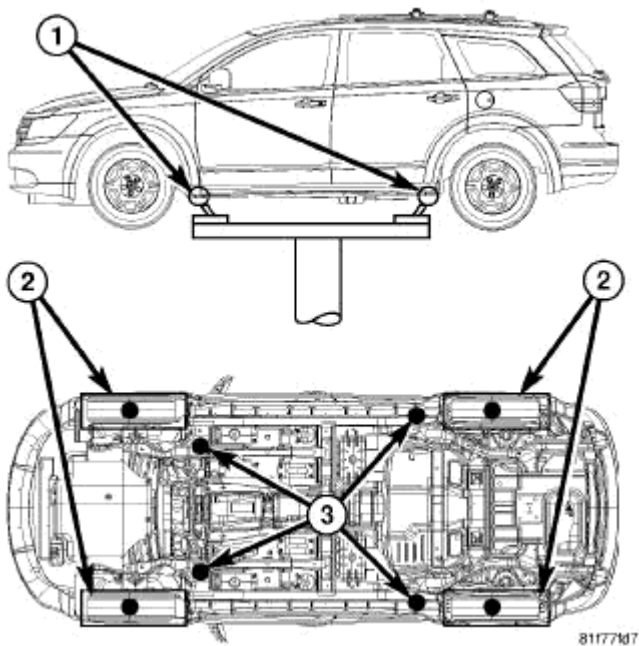


Fig. 7: HOISTING

Courtesy of CHRYSLER LLC

- 1 - FLOOR JACK, VEHICLE EMERGENCY JACK
- 2 - DRIVE ON HOIST

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3 - CHASSIS LIFT (DUAL POST)
3 - OUTBOARD LIFT (DUAL LIFT)
3 - FLOOR JACK

Refer to Owner's Manual provided with vehicle for proper emergency jacking procedures.

WARNING: The hoisting and jack lifting points provided are for a complete vehicle. When the engine or rear suspension is removed from a vehicle, the center of gravity is altered making some hoisting conditions unstable. Properly support or secure vehicle to hoisting device when these conditions exist. Failure to follow these instructions may result in personal injury or death.

CAUTION: Do not position hoisting device on suspension components, damage to vehicle can result.
Do not attempt to raise one entire side of the vehicle by placing a floor jack midway between the front and rear wheels. This practice may result in permanent damage to the body.

When properly positioned, a floor jack can be used to lift the vehicle and support the raised vehicle with jack stands.

A floor jack or any lifting device, must never be used on any part of the underbody other than the described areas.

JUMP STARTING

STANDARD PROCEDURE

JUMP STARTING

WARNING: Do not jump start a frozen battery, personal injury can result. Do not jump start a vehicle when the battery fluid is below the top of lead plates. Do not allow jumper cable clamps to touch each other when connected to a booster source. Do not use open flame near battery. Remove metallic jewelry worn on hands or wrists to avoid injury by accidental arcing of battery current. When using a high output boosting device, do not allow battery voltage to exceed 16 volts. Refer to instructions provided with device being used. Failure to follow these instructions may result in personal injury or death.

CAUTION: When using another vehicle as a booster, do not allow vehicles to touch. Electrical systems can be damaged on either vehicle.

NOTE: For information on accessing the battery for service or replacement. Refer to

Electrical/Battery System/BATTERY - Removal**TO JUMP START A DISABLED VEHICLE:****WARNING:**

- Take care to avoid the radiator cooling fan whenever the hood is raised. It can start anytime the ignition switch is ON. You can be hurt by the fan.
- Do not attempt to push or tow your vehicle to get it started. Vehicles equipped with an automatic transaxle cannot be started this way. Unburned fuel could enter the catalytic converter and once the engine has started, ignite and damage the converter and vehicle. If the vehicle has a discharged battery, booster cables may be used to obtain a start from another vehicle. This type of start can be dangerous if done improperly, so follow this procedure carefully.
- Do not use a booster battery or any other booster source with an output that exceeds 12 Volts.

WARNING:

- Battery fluid is a corrosive acid solution; do not allow battery fluid to contact eyes, skin, or clothing. Don't lean over battery when attaching clamps or allow the clamps to touch each other. If acid splashes in eyes or on skin, flush contaminated area immediately with large quantities of water.
- A battery generates hydrogen gas, which is flammable and explosive. Keep flame or spark away from the vent holes.

NOTE:

The battery is stored in a compartment that is located behind the left front fender and is accessible through the wheel well. Remote jump-start terminals are located in the engine compartment.

1. Wear eye protection and remove any metal jewelry such as watchbands or bracelets that might make an inadvertent electrical contact.
2. When boosting from a battery in another vehicle, park that vehicle within booster cable reach, but without allowing the vehicles to touch. Set parking brake, place automatic transaxle in PARK, and turn ignition to LOCK for both vehicles.

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

3. Turn off the heater, radio, and all unnecessary electrical loads.

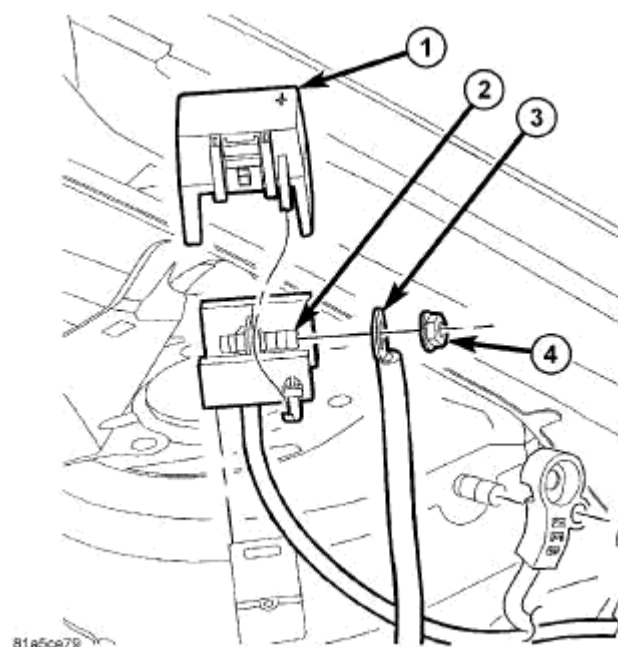


Fig. 8: STARTER POSITIVE CABLE REMOVAL
Courtesy of CHRYSLER LLC

4. Remove the protective cover (1) over the remote jump-start positive battery post (2) (+) in the engine compartment. Connect one end of the jumper cable to the positive battery post (2). Connect the other end of the same cable to the positive terminal of the booster battery.

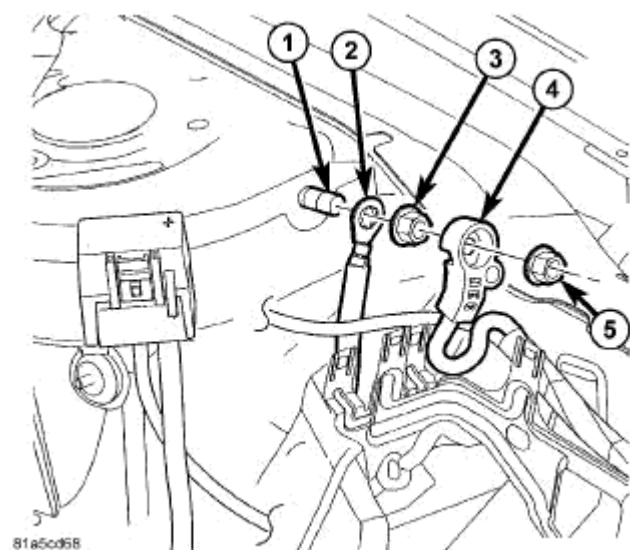


Fig. 9: BATTERY NEGATIVE CABLE REMOVAL
Courtesy of CHRYSLER LLC

5. Connect the other cable, first to the negative terminal of the booster battery and **then to the engine**

ground (-) of the vehicle with the discharged battery (5). Make sure you have a good contact on the engine ground.

6. If the vehicle is equipped with Sentry Key Immobilizer, turn the ignition switch to the ON position for three seconds before moving the ignition switch to the START position.
7. Start the engine in the vehicle that has the booster battery, let the engine idle a few minutes, and then start the engine in the vehicle with the discharged battery.
8. When removing the jumper cables, reverse the sequence exactly. Be careful of the moving belts and fan.
9. Reinstall the protective cover over the remote jump-start positive battery post.

WARNING: During cold weather when temperatures are below freezing point, electrolyte in a discharged battery may freeze. Do not attempt jump-starting because the battery could rupture or explode. The battery temperature must be brought up above freezing point before attempting jump-start.

WARNING: Any procedure other than above could result in:

- Personal injury caused by electrolyte squirting out the battery vent;
- Personal injury or property damage due to battery explosion;
- Damage to charging system of booster vehicle or of immobilized vehicle.

LUBRICATION POINTS

DESCRIPTION

DESCRIPTION

Lubrication point locations are located in each applicable parts.

MAINTENANCE SCHEDULES

INSPECTION

5 YEAR INSPECTION - LIFETIME POWERTRAIN WARRANTY

The following steps outline the dealer inspection procedure required every 5 years for vehicles covered under the terms of the Lifetime Powertrain Warranty. Refer to the appropriate warranty information for additional terms and coverages applicable to the Lifetime Powertrain Warranty.

1. Lift the vehicle on a suitable hoist.
2. Check all Powertrain components for leaks or physical damage. Note any concerns.
3. Lower the vehicle and check the level and condition of the engine oil.

4. Connect a diagnostic scan tool and check for any Diagnostic Trouble Codes (DTC).

DESCRIPTION

MAINTENANCE SCHEDULES - NAFTA - KOREAN GAS

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

On Electronic Vehicle Information Center (EVIC) equipped vehicles, "Oil Change Required" will be displayed in the EVIC and a single chime will sound, indicating that an oil change is necessary.

On Non-EVIC equipped vehicles, "Change Oil" will flash in the instrument cluster odometer and a single chime will sound, indicating that an oil change is necessary.

Based on engine operation conditions, the oil change indicator message will illuminate. This means that service is required for your vehicle. Have your vehicle serviced as soon as possible, within the next 500 mi (805 km).

NOTE:

- **The oil change indicator message will not monitor the time since the last oil change. Change your vehicles oil if it has been six months since your last oil change, even if the oil change indicator message is NOT illuminated.**
- **Change your engine oil more often if you drive your vehicle off-road for an extended period of time.**
- **Under no circumstances should oil change intervals exceed 6,000 mi (10,000 km) or six months, whichever comes first.**

The dealer will reset the engine oil change indicator message after completing the scheduled oil change. However, if a scheduled oil change is performed by someone other than your dealer, the message can be reset by performing the following procedure.

OIL CHANGE INDICATOR - RESET

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

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

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

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

At Each Stop for Fuel

- Check the engine oil level. See Vehicle Quick Reference/Capacities and Recommended Fluids - Specifications
- Check the windshield washer solvent and add if required.

Once a Month

- Check tire pressure and look for unusual wear or damage.
- Inspect the battery, and clean and tighten the terminals as required.
- Check the fluid levels of coolant reservoir, brake master cylinder, power steering, and transaxle, and add as needed.
- Check all lights and other electrical items for correct operation.

At Each Oil Change

- Change the engine oil filter.
- Inspect the brake hoses and lines.

CAUTION: Failure to perform the required maintenance items may result in damage to the vehicle.

Required Maintenance Intervals

Perform Maintenance Every			Maintenance Items
(Where time and mileage are listed, follow the interval that occurs first.)			
Miles	Kilometers	Months	
6000	10000	6	• Change the engine oil and engine oil filter. • Rotate tires.
12000	20000	12	• Change the engine oil and engine oil filter. • Rotate tires. • If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary. • Inspect the brake linings, and replace if necessary. • Replace the air conditioning filter (if equipped). • Inspect the CV joints. Perform the first inspection at 12,000 miles (20 000 km) or 12 months.

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			Inspect the exhaust system. Perform the first inspection at 12,000 miles (20 000 km) or 12 months.
18000	30000	18	- Change the engine oil and engine oil filter. - Rotate tires.
24000	40000	24	- Change the engine oil and engine oil filter. - Rotate tires. - If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary. - Inspect the brake linings, and replace if necessary. - Replace the air conditioning filter (if equipped). - Inspect the CV joints. - Inspect the exhaust system. - Inspect the front suspension, tie rod ends and boot seals, and replace if necessary.
30000	50000	30	- Change the engine oil and engine oil filter. - Rotate tires. - Replace the engine air cleaner filter. Replace the spark plugs (2.4L Engine).
36000	60000	36	- Change the engine oil and engine oil filter. - Rotate tires. - If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary. - Inspect the brake linings, and replace if necessary. - Replace the air conditioning filter (if equipped).
42000	70000	42	- Change the engine oil and engine oil filter. - Rotate tires.
48000	80000	48	- Change the engine oil and engine oil filter. - Rotate tires. - If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary. - Inspect the brake linings, and replace if necessary. - Replace the air conditioning filter (if equipped). - Inspect the CV joints. - Inspect the exhaust system. - Inspect the front suspension, tie rod ends and boot

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			seals, and replace if necessary.
54000	90000	54	• Change the engine oil and engine oil filter. • Rotate tires.
60000	100000	60	• Change the engine oil and engine oil filter. • Rotate tires. • Replace the engine air cleaner filter. • Replace the spark plugs (2.4L Engine). • Inspect the brake linings, and replace if necessary. • Replace the air conditioning filter (if equipped). • Change Rear Drive Assembly (RDA) fluid. • Change Power Transfer Case (PTU) fluid. • Change the automatic transaxle fluid and filter if using your vehicle for any of the following: police, taxi, fleet, or frequent trailer towing.
66000	110000	66	• Change the engine oil and engine oil filter. • Rotate tires.
72000	120000	72	• Change the engine oil and engine oil filter. • Rotate tires. • If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary. • Inspect the brake linings, and replace if necessary. • Replace the air conditioning filter (if equipped). • Inspect the CV joints. • Inspect the exhaust system. • Inspect the front suspension, tie rod ends and boot seals, and replace if necessary.
78000	130000	78	• Change the engine oil and engine oil filter. • Rotate tires.
84000	140000	84	• Change the engine oil and engine oil filter. • Rotate tires. • If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary. • Inspect the brake linings, and replace if necessary. • Replace the air conditioning filter (if equipped).
90000	150000	90	• Change the engine oil and engine oil filter. • Rotate tires.

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			• Replace the engine air cleaner filter. • Replace the spark plugs (2.4L Engine). • Inspect and replace PCV valve if necessary.**
96000	160000	96	• Change the engine oil and engine oil filter. • Rotate tires. • If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary. • Inspect the brake linings, and replace if necessary. • Replace the air conditioning filter (if equipped). • Inspect the CV joints. • Inspect the exhaust system. • Inspect the front suspension, tie rod ends and boot seals, and replace if necessary.
102000	170000	102	• Change the engine oil and engine oil filter. • Rotate tires. • Replace the spark plugs (3.5L Engine). • Replace the timing belt (3.5L Engine). • Flush and replace the engine coolant.
108000	180000	108	• Change the engine oil and engine oil filter. • Rotate tires. • If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary. • Inspect the brake linings, and replace if necessary. • Replace the air conditioning filter (if equipped).
114000	190000	114	• Change the engine oil and engine oil filter. • Rotate tires.
120000	200000	120	• Change the engine oil and engine oil filter. • Rotate tires. • Replace the engine air cleaner filter. • Replace the spark plugs (2.4L Engine). • Inspect the brake linings, and replace if necessary. • Replace the air conditioning filter (if equipped). • Inspect the CV joints. • Inspect the exhaust system. • Inspect the front suspension, tie rod ends and boot seals, and replace if necessary.

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			• Change Rear Drive Assembly (RDA) fluid. • Change Power Transfer Case (PTU) fluid. • Change the automatic transaxle and fluid. • Replace the accessory drive belt (2.4L Engine).
126000	210000	126	• Change the engine oil and engine oil filter. • Rotate tires.
132000	220000	132	• Change the engine oil and engine oil filter. • Rotate tires. • If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary. • Inspect the brake linings, and replace if necessary. • Replace the air conditioning filter (if equipped).
138000	230000	138	• Change the engine oil and engine oil filter. • Rotate tires.
144000	240000	144	• Change the engine oil and engine oil filter. • Rotate tires. • If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary. • Inspect the brake linings, and replace if necessary. • Replace the air conditioning filter (if equipped). • Inspect the CV joints. • Inspect the exhaust system. • Inspect the front suspension, tie rod ends and boot seals, and replace if necessary.
150000	250000	150	• Change the engine oil and engine oil filter. • Rotate tires. • Replace the engine air cleaner filter. • Replace the spark plugs (2.4L Engine).

**** This maintenance is recommended by the manufacturer to the owner, but is not required to maintain emissions warranty.**

WARNING: You can be badly injured working on or around a motor vehicle. Do only that service work for which you have the knowledge and the right equipment. If you have any doubt about your ability to perform a service job, take your vehicle to a competent mechanic.

MAINTENANCE SCHEDULES - EXPORT - GAS - 2.0/2.4L ENGINES - EUROPE, MIDDLE EAST.

To help have the best driving experience possible, the manufacturer has identified the specific vehicle maintenance service intervals that are required to keep your vehicle operating properly and safely.

Chrysler recommends that these maintenance intervals be performed at your selling dealer. The technicians at your authorized dealership know your vehicle best, and have access to factory-trained information, genuine Mopar ® parts, and specially designed electronic and mechanical tools that can help prevent future costly repairs.

The maintenance intervals shown should be performed as indicated in this part.

NOTE: Under no circumstances should oil change intervals exceed 7,500 miles (12 000 km) or 12 months, whichever comes first.

At Each Stop for Fuel

- Check the engine oil level about 5 minutes after a fully warmed engine is shut off. Checking the oil level while the vehicle is on level ground will improve the accuracy of the oil level reading. Add oil only when the level is at or below the ADD or MIN mark.
- Check the windshield washer solvent and add if required.

Once a Month

- Check tire pressure and look for unusual wear or damage.
- Inspect the battery and clean and tighten the terminals as required.
- Check the fluid levels of coolant reservoir, brake master cylinder, power steering and transmission and add as needed.
- Check all lights and other electrical items for correct operation.

At Each Oil Change

- Change the engine oil filter.
- Inspect the brake hoses and lines.

CAUTION: Failure to perform the required maintenance items may result in damage to the vehicle.

SEVERE DUTY

If your vehicle is operated under the Severe Duty conditions listed below change your engine oil and filter every 3,000 miles (5 000 km) or 3 months as indicated in the Maintenance Schedule.

- Stop and go driving.

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- Driving in dusty conditions.
- Short trips of less than 16 km (10 miles).
- Trailer towing.
- Taxi, police, or delivery service (commercial service).
- Off-road or desert operation.

REQUIRED MAINTENANCE INTERVALS

Maintenance Items	Perform Maintenance Every (Where time and mileage are listed, follow the interval that occurs first.)		
	Miles	Kilometers	or Months
Change the engine oil and engine oil filter if using your vehicle under any of these severe duty conditions: Short trips, stop and go driving, dusty or off-road conditions, police, taxi, fleet, or frequent trailer towing.	3,000	5 000	3
Change the engine oil and engine oil filter if your vehicle is NOT operated under any of the conditions listed under Severe Duty.	or 7,500	or 12 000	or 12
Rotate the tires.	7,500	12 000	6
If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary.	15,000	24 000	12
Inspect the brake linings, and replace if necessary.	15,000	24 000	12
Replace the air conditioning filter (if equipped).	15,000	24 000	12
Inspect the CV Joints. Perform the first inspection at 15,000 mi (24 000 km) or 12 months.	22,500	36 000	18
Inspect the exhaust system. Perform the first inspection at 15,000 mi (24 000 km) or 12 months.	22,500	36 000	18
Inspect the front suspension, tie rod ends and boot seals, and replace if necessary.	22,500	36 000	18
Replace the engine air cleaner filter.	30,000	50 000	30
Replace the spark plugs on 2.4L engine.	30,000	50 000	30
Change the manual transaxle fluid if using your vehicle for any of the following: trailer towing, snow plowing, heavy loading, taxi, police, delivery service (commercial service), off-road, desert operation, or more than 50% of your driving is at sustained high speeds during hot	45,000	72 000	36

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weather, above 90°F (32°C).			
Change the automatic transaxle fluid and filter if using your vehicle for any of the following: police, taxi, fleet, or frequent trailer towing.	60,000	100 000	60
Inspect and replace the PCV valve, if necessary. **	90,000	150 000	90
Flush and replace the engine coolant.	102,000	170 000	60
Replace the spark plugs on 2.7L engine.	102,000	170 000	102
Change the automatic transaxle fluid and filter.	120,000	200 000	120
Replace the accessory drive belt on 2.4L and 2.7L engines.	120,000	200 000	120

**** This maintenance is recommended by the manufacturer to the owner, but is not required to maintain emissions warranty.**

WARNING: You can be badly injured working on or around a motor vehicle. Do only that service work for which you have the knowledge and the right equipment. If you have any doubt about your ability to perform a service job, take your vehicle to a competent mechanic.

MAINTENANCE SCHEDULES - EXPORT - GAS - 2.0/2.4L ENGINES - (REST OF WORLD).

To help have the best driving experience possible, the manufacturer has identified the specific vehicle maintenance service intervals that are required to keep your vehicle operating properly and safely.

Chrysler recommends that these maintenance intervals be performed at your selling dealer. The technicians at your authorized dealership know your vehicle best, and have access to factory-trained information, genuine Mopar® parts, and specially designed electronic and mechanical tools that can help prevent future costly repairs.

The maintenance intervals shown should be performed as indicated in this part.

NOTE: Under no circumstances should oil change intervals exceed 7,500 mi (12 000 km) or six months, whichever comes first.

At Each Stop for Fuel

- Check the engine oil level about 5 minutes after a fully warmed engine is shut off. Checking the oil level while the vehicle is on level ground will improve the accuracy of the oil level reading. Add oil only when the level is at or below the ADD or MIN mark.
- Check the windshield washer solvent and add if required.

Once a Month

- Check tire pressure and look for unusual wear or damage.

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- Inspect the battery, and clean and tighten the terminals as required.
- Check the fluid levels of coolant reservoir, brake master cylinder, and transaxle, and add as needed.
- Check all lights and other electrical items for correct operation.

At Each Oil Change

- Change the engine oil filter.
- Inspect the brake hoses and lines.

CAUTION: Failure to perform the required maintenance items may result in damage to the vehicle.

SEVERE DUTY

If your vehicle is operated under the Severe Duty conditions listed below change your engine oil and filter every 3,000 mi (5 000 km) or three months as indicated in the Maintenance Schedule.

- Stop and go driving.
- Driving in dusty conditions.
- Short trips of less than 10 mi (16 km).
- Trailer towing.
- Taxi, police, or delivery service (commercial service).
- Off-road or desert operation.

Required Maintenance Intervals

Maintenance Items	Perform Maintenance Every (Where time and mileage are listed, follow the interval that occurs first.)		
	Miles	Kilometers	or Months
Change the engine oil and engine oil filter if using your vehicle under any of these severe duty conditions: Short trips, stop and go driving, dusty or off-road conditions, police, taxi, fleet, or frequent trailer towing.	3,000	5 000	3
-	or	or	or
Change the engine oil and engine oil filter if your vehicle is NOT operated under any of the conditions listed under Severe Duty.	7,500	12 000	6
Rotate the tires.	7,500	12 000	6
If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter.	15,000	24 000	12

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and replace if necessary.			
Inspect the brake linings, and replace if necessary.	15,000	24 000	12
Replace the air conditioning filter (if equipped).	15,000	24 000	12
Inspect the CV Joints. Perform the first inspection at 15,000 mi (24 000 km) or 12 months.	22,500	36 000	18
Inspect the exhaust system. Perform the first inspection at 15,000 mi (24 000 km) or 12 months.	22,500	36 000	18
Inspect the front suspension, tie rod ends and boot seals, and replace if necessary.	22,500	36 000	18
Replace the engine air cleaner filter.	30,000	50 000	30
Replace the spark plugs on 2.4L engine.	30,000	50 000	30
Change the manual transaxle fluid if using your vehicle for any of the following: trailer towing, snow plowing, heavy loading, taxi, police, delivery service (commercial service), off-road, desert operation, or more than 50% of your driving is at sustained high speeds during hot weather, above 90°F (32°C).	45,000	72 000	36
Change the automatic transaxle fluid and filter if using your vehicle for any of the following: police, taxi, fleet, or frequent trailer towing.	60,000	100 000	60
Inspect and replace the PCV valve, if necessary. **	90,000	150 000	90
Flush and replace the engine coolant.	102,000	170 000	60
Replace the spark plugs on 2.7L engine.	102,000	170 000	102
Change the automatic transaxle fluid and filter.	120,000	200 000	120
Replace the accessory drive belt on 2.4L and 2.7L engines.	120,000	200 000	120

**** This maintenance is recommended by the manufacturer to the owner, but is not required to maintain emissions warranty.**

WARNING: You can be badly injured working on or around a motor vehicle. Do only that service work for which you have the knowledge and the right equipment. If you have any doubt about your ability to perform a service job, take your vehicle to a competent mechanic.

MAINTENANCE SCHEDULES - EXPORT - GAS - 2.7L/3.5L ENGINES

To help have the best driving experience possible, the manufacturer has identified the specific vehicle maintenance service intervals that are required to keep your vehicle operating properly and safely.

Chrysler recommends that these maintenance intervals be performed at your selling dealer. The technicians at your authorized dealership know your vehicle best, and have access to factory-trained information, genuine Mopar ® parts, and specially designed electronic and mechanical tools that can help prevent future costly repairs.

The maintenance intervals shown should be performed as indicated in this part.

NOTE: Under no circumstances should oil change intervals exceed 7,500 miles (12 000 km) or 6 months, whichever comes first.

At Each Stop for Fuel

- Check the engine oil level about 5 minutes after a fully warmed engine is shut off. Checking the oil level while the vehicle is on level ground will improve the accuracy of the oil level reading. Add oil only when the level is at or below the ADD or MIN mark.
- Check the windshield washer solvent and add if required.

Once a Month

- Check tire pressure and look for unusual wear or damage.
- Inspect the battery and clean and tighten the terminals as required.
- Check the fluid levels of coolant reservoir, brake master cylinder, power steering and transmission and add as needed.
- Check all lights and other electrical items for correct operation.

At Each Oil Change

- Change the engine oil filter.
- Inspect the brake hoses and lines.

CAUTION: Failure to perform the required maintenance items may result in damage to the vehicle.

SEVERE DUTY

If your vehicle is operated under the Severe Duty conditions listed below change your engine oil and filter every 3,000 miles (5 000 km) or 3 months as indicated in the Maintenance Schedule.

- Stop and go driving.
- Driving in dusty conditions.
- Short trips of less than 10 mi (16 km).
- Trailer towing.
- Taxi, police, or delivery service (commercial service).

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- Off-road or desert operation.

Required Maintenance Intervals

Maintenance Items	Perform Maintenance Every		
	(Where time and mileage are listed, follow the interval that occurs first.)		
	Miles	Kilometers	or Months
Change the engine oil and engine oil filter if using your vehicle under any of these severe duty conditions: Short trips, stop and go driving, dusty or off-road conditions, police, taxi, fleet, or frequent trailer towing.	3,000	5 000	3
Change the engine oil and engine oil filter if your vehicle is NOT operated under any of the conditions listed under Severe Duty.	or 7,500	or 12 000	or 6
Rotate the tires.	7,500	12 000	6
If using your vehicle in dusty or off-road conditions, inspect the engine air cleaner filter, and replace if necessary.	15,000	24 000	12
Inspect the brake linings, and replace if necessary.	15,000	24 000	12
Replace the air conditioning filter (if equipped).	15,000	24 000	12
Inspect the CV Joints. Perform the first inspection at 15,000 mi (24 000 km) or 12 months.	22,500	36 000	18
Inspect the exhaust system. Perform the first inspection at 15,000 mi (24 000 km) or 12 months.	22,500	36 000	18
Inspect the front suspension, tie rod ends and boot seals, and replace if necessary.	22,500	36 000	18
Replace the engine air cleaner filter.	30,000	50 000	30
Replace the spark plugs on 2.4L engine.	30,000	50 000	30
Change the manual transaxle fluid if using your vehicle for any of the following: trailer towing, snow plowing, heavy loading, taxi, police, delivery service (commercial service), off-road, desert operation, or more than 50% of your driving is at sustained high speeds during hot weather, above 90°F (32°C).	45,000	72 000	36
Change the automatic transaxle fluid and filter if using your vehicle for any of the following: police, taxi, fleet, or frequent trailer towing.	60,000	100 000	60

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Inspect and replace the PCV valve, if necessary. **	90,000	150 000	90
Flush and replace the engine coolant.	102,000	170 000	60
Replace the spark plugs on 2.7L and 3.5L engines.	102,000	170 000	102
Replace the timing belt on 3.5L engine.	102,000	170 000	102
Change the automatic transaxle fluid and filter.	120,000	200 000	120
Replace the accessory drive belt on 2.4L and 2.7L engines.	120,000	200 000	120

**** This maintenance is recommended by the manufacturer to the owner, but is not required to maintain emissions warranty.**

WARNING: You can be badly injured working on or around a motor vehicle. Do only that service work for which you have the knowledge and the right equipment. If you have any doubt about your ability to perform a service job, take your vehicle to a competent mechanic.

MAINTENANCE SCHEDULES - EXPORT - DIESEL

OIL CHANGE INDICATOR SYSTEM

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

On Electronic Vehicle Information Center (EVIC) equipped vehicles, "Oil Change Required" will be displayed in the EVIC and a single chime will sound, indicating that an oil change is necessary.

On Non-EVIC equipped vehicles, "Change Oil" will flash in the instrument cluster odometer and a single chime will sound, indicating that an oil change is necessary.

Based on engine operation conditions, the oil change indicator message will illuminate. This means that service is required for your vehicle. Have your vehicle serviced as soon as possible, within the next 500 mi (805 km).

- The oil change indicator message will not monitor the time since the last oil change. Change your vehicle's oil if it has been two years since your last oil change, even if the oil change indicator message is NOT illuminated.
- Change your engine oil every 12 000 km if you drive your vehicle off-road for an extended period of time.
- Under no circumstances should oil change intervals exceed (30 000 km) or two years, whichever occurs first.

Your authorized dealer will reset the oil change indicator message after completing the scheduled oil change. If this scheduled oil change is performed by someone other than your authorized dealer, the message can be reset by referring to the steps.

OIL CHANGE INDICATOR - RESET

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

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

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

NOTE:

- If the indicator message illuminates when you start the vehicle, the oil change indicator system did not reset. If necessary, repeat this procedure.
- Performing reset procedure Steps 1 through 3 allows for a 15 000 km service interval for engine oil and filter changes.

CAUTION: Failure to perform the required maintenance items may result in damage to the vehicle.

At Each Stop for Fuel

- Check the engine oil level and add as required. Refer to **Engine/Lubrication/OIL - Standard Procedure**
- Check the windshield washer solvent and add if required.

Once a Month

- Check the tire pressure and look for unusual wear or damage.
- Inspect the battery and clean and tighten the terminals as required.
- Check the fluid levels of coolant reservoir, brake master cylinder, power steering, and transaxle, and add as needed.
- Check all lights and all other electrical items for correct operation.

At Each Oil Change

- Replace the engine oil filter at each oil change.
- Inspect the exhaust system.
- Inspect brake linings, hoses, and calipers.
- Inspect the CV joints and suspension components.

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- Check the coolant level, hoses, and clamps.
- Inspect engine accessory drive belt(s).

MAINTENANCE SCHEDULE

Kilometers	15 000 km	30 000 km	45 000 km	60 000 km	75 000 km
Change the engine oil and engine oil filter.	X <--	X <--	X <--	X <--	X <--
Change the manual transaxle fluid.	-	-	-	-	X
Rotate the tires.	X	X	X	X	X
Replace the engine air cleaner filter.	-	-	X	-	-
Replace the fuel filter.	-	-	X	-	-
Inspect the brake linings.	X	X	X	X	X
Inspect the accessory drive belt, and replace if necessary.	-	-	-	X	-
Replace the air conditioning air filter (if equipped), if not replaced at 12 months.	X	X	X	X	X
Flush and replace the engine coolant at 60 months or (165 000 km), whichever comes first.	-	-	-	-	-
<-- Performing the engine oil change indicator system reset procedure described, allows for a 15 000 km service interval for engine oil and filter changes. The oil change indicator system allows for up to a 30 000 km service interval for engine oil and filter changes when your vehicle is serviced by your authorized dealer. Refer to <u>OIL CHANGE INDICATOR - RESET</u> above.					

Kilometers	90 000 km	105 000 km	120 000 km	135 000 km	150 000 km
Change the engine oil and engine oil filter.	X <--	X <--	X <--	X <--	X <--
Change the manual transaxle Fluid.	-	-	-	-	X
Rotate the tires.	X	X	X	X	X
Replace the engine air cleaner filter.	X	-	-	X	-
Replace the fuel filter.	X	-	-	X	-
Inspect the brake linings.	X	X	X	X	X
Replace the timing belt and timing belt tensioner.	-	-	-	-	X
Inspect the accessory drive belt, and replace if necessary.	X	-	X	-	X
Replace the air conditioning air filter (if equipped), if not replaced at 12 months.	X	X	X	X	X
<-- Performing the engine oil change indicator system reset procedure described, allows for a 15 000 km service interval for engine oil and filter changes. The oil change indicator system allows for up to a 30 000 km service interval for engine oil and filter changes when your vehicle is serviced by your authorized dealer. Refer to <u>OIL CHANGE INDICATOR - RESET</u> above.					

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Kilometers	165 000 km	180 000 km	195 000 km	210 000 km	225 000 km
Change the engine oil and engine oil filter.	X <--	X <--	X <--	X <--	X <--
Change the manual transaxle fluid.	-	-	-	-	X
Flush and replace the engine coolant, if not done at 60 months.	X	-	-	-	-
Rotate the tires.	X	X	X	X	X
Replace the engine air cleaner filter.	-	X	-	-	X
Replace the fuel filter.	-	X	-	-	X
Inspect the brake linings.	X	X	X	X	X
Inspect the accessory drive belt, replace if necessary.	-	X	-	X	-
Replace the air conditioning air filter (if equipped), if not replaced at 12 months.	X	X	X	X	X
<-- Performing the engine oil change indicator system reset procedure described, allows for a 15 000 km service interval for engine oil and filter changes. The oil change indicator system allows for up to a 30 000 km service interval for engine oil and filter changes when your vehicle is serviced by your authorized dealer. Refer to <u>OIL CHANGE INDICATOR - RESET</u> above.					

REPLACEMENT BULBS**SPECIFICATIONS****REPLACEMENT LIGHT BULBS - INTERIOR**

NOTE: All the inside bulbs are brass or glass wedge base. Aluminum base bulbs are not approved and should not be used for replacement.

REPLACEMENT LIGHT BULBS - INTERIOR

LIGHT BULBS - INTERIOR	Bulb Number
Courtesy/Reading Lights (Incandescent)	578
Courtesy/Reading Lights (Optional LED)	LED
Glove Box Light	194
Cargo Light	579
Optional Door Map Pocket/Cupholder Lighting	LED

REPLACEMENT LIGHT BULBS - EXTERIOR**NAFTA, PUERTO RICO**

LIGHT BULBS - EXTERIOR	Bulb Number
Low Beam Headlight	9006
High Beam Headlight	9005
Front Park/Turn Signal	3157AK

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Side Marker Light	168
Front Fog Light	9145//H10
Center High Mounted Stop Light (CHMSL)	LED
Rear Tail/Stop	3157K
Rear Turn Signal	3757AK
Rear Tail	3157K
Backup Light	3157K
License Light	168

EXPORT

LIGHT BULBS - EXTERIOR	Bulb Number
Low Beam Headlight	H11
High Beam Headlight	HB3/9005
Turn Signal	PY27W/3757AK
Front Position Light	W5W
Front Fog Light	9145//H10
Rear Fog Light	PS 19W BV
Side Repeater Light	WY5W
Center High Mounted Stop Light (CHMSL)	LED
Rear Tail/Stop	3157K
Rear Turn Signal	3757A
Rear Tail	3157K
Backup Light	3157K
License Light	168

TOWING

SPECIFICATIONS

SPECIFICATION - TOWING, Trailer - Export - Australia

In this part, you will find safety tips and information on limits to the type of towing you can reasonably do with your vehicle. Before towing a trailer, carefully review this information to tow your load as efficiently and safely as possible.

To maintain warranty coverage, follow the requirements and recommendations in this article concerning vehicles used for trailer towing.

Common Towing Definitions

The following trailer towing related definitions will assist you in understanding the following information:

Gross Vehicle Weight Rating (GVWR)

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The Gross Vehicle Weight Rating (GVWR) is the total allowable weight of your vehicle. This includes driver, passengers, cargo, and tongue weight. The total load must be limited so that you do not exceed the GVWR.

Gross Trailer Weight (GTW)

The Gross Trailer Weight (GTW) is the weight of the trailer plus the weight of all cargo, consumable, and equipment (permanent or temporary) loaded in or on the trailer in its "loaded and ready for operation" condition. The recommended way to measure GTW is to put your fully loaded trailer on a vehicle scale. The entire weight of the trailer must be supported by the scale.

Gross Combination Weight Rating (GCWR)

The Gross Combination Weight Rating (GCWR) is the total permissible weight of your vehicle and trailer when weighed in combination. (Note that GCWR ratings include a 150 lbs (68 kg) allowance for the presence of a driver.)

Gross Axle Weight Rating (GAWR)

The Gross Axle Weight Rating (GAWR) is the maximum capacity of the front and rear axles. Distribute the load over the front and rear axles evenly. Make sure that you do not exceed either front or rear GAWR.

WARNING: It is important that you do not exceed the maximum front or rear GAWR. A dangerous driving condition can result if either rating is exceeded. You could lose control of the vehicle and have an accident. Failure to follow these instructions may result in possible serious or fatal injury.

Tongue Weight (TW)

Tongue weight (TW) is the downward force exerted on the hitch ball by the trailer. In most cases, it should not be less than 10% or more than 15% of the trailer load. You must consider this as part of the load on your vehicle.

Frontal Area

Frontal area is the maximum height and maximum width of the front of a trailer.

Trailer Sway Control - Electronic

For information on this system. Refer to **Brakes - Description** .

Trailer Sway Control - Mechanical

The trailer sway control is a telescoping link that can be installed between the hitch receiver and the trailer tongue that typically provides adjustable friction associated with the telescoping motion to dampen any unwanted trailer swaying motions while traveling.

Weight-Carrying Hitch

A weight-carrying hitch supports the trailer tongue weight, just as if it were luggage located at a hitch ball or some other connecting point of the vehicle. These kinds of hitches are the most popular on the market today and they are commonly used to tow small- and medium-sized trailers.

Weight-Distributing Hitch

EXAMPLE ONLY



FIG. 1 WITHOUT WEIGHT DISTRIBUTION (INCORRECT)

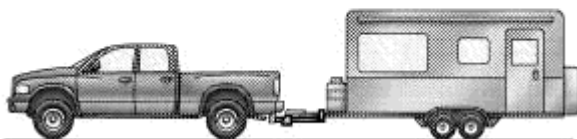


FIG. 2. WITH WEIGHT DISTRIBUTION (CORRECT) 8181F965

Fig. 10: Weight Distributing Hitch System

Courtesy of CHRYSLER LLC

A weight-distributing system works by applying leverage through spring (load) bars. They are typically used for heavier loads to distribute trailer tongue weight to the tow vehicle's front axle and the trailer axle(s). When used in accordance with the manufacturers directions, it provides for a more level ride, offering more consistent steering and brake control thereby enhancing towing safety. The addition of a friction / hydraulic sway control also dampens sway caused by traffic and cross winds and contributes positively to tow vehicle and trailer stability. Trailer sway control and a weight distributing (load equalizing) hitch are recommended for heavier Tongue Weights (TW) and may be required depending on vehicle and trailer configuration / loading to comply with Gross Axle Weight Rating (GAWR) requirements.

EXAMPLE ONLY

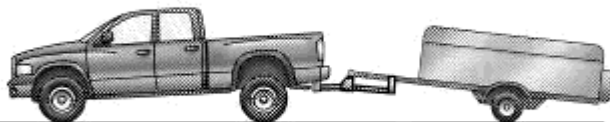


FIG. 3 IMPROPER ADJUSTMENT (INCORRECT)

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Fig. 11: Improper Adjustment of Weight Distributing System

Courtesy of CHRYSLER LLC

WARNING:

- An improperly adjusted weight distributing hitch system may reduce handling, stability, braking performance, and could result in an accident.

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- **Weight distributing systems may not be compatible with surge brake couplers. Consult with your hitch and trailer manufacturer or a reputable recreational vehicle dealer for additional information. Failure to follow these instructions may result in possible serious or fatal injury.**

Trailer Hitch Classification

Your vehicle may be factory equipped for safe towing of trailers weighing over 2,000 lbs (907 kg) with the optional Trailer Tow Prep Package. See your authorized dealer for package content.

The following chart provides the industry standard for the maximum trailer weight a given trailer hitch class can tow and should be used to assist you in selecting the correct trailer hitch for your intended towing condition.

Trailer Hitch Classification Definitions	
Class	Max. Trailer Hitch Industry Standards
Class I - Light Duty	2,000 lbs (907 kg)
Class II - Medium Duty	3,500 lbs (1587 kg)
Class III - Heavy Duty	5,000 lbs (2268 kg)
Class IV - Extra Heavy Duty	10,000 lbs (4540 kg)
Refer to the Trailer Towing Weights (Maximum Trailer Weight Ratings) chart for the Maximum Gross Trailer Weight (GTW) tow-able for your given drivetrain.	

All trailer hitches should be professionally installed on your vehicle.

Trailer Towing Weights (Maximum Trailer Weight Ratings)

The following chart provides the maximum trailer weight ratings tow-able for your given drivetrain.

Engine/Transaxle	Frontal Area	Max. GTW (Gross Trailer Wt.) (5- Passenger Model)	Max. GTW (Gross Trailer Wt.) (7- Passenger Model)	Max. Tongue Wt. <-- (5- Passenger Model)	Max. Tongue Wt. <-- (7- Passenger Model)
2.0L Diesel/Automatic or Manual	40 sq ft (3.7 sq m)	3,500 lbs (1600 kg)	3,000 lbs (1360 kg)	175 lbs (80 kg)	150 lbs (68 kg)
2.4L/Automatic or Manual	40 sq ft (3.7 sq m)	2,400 lbs (1100 kg)	2,400 lbs (1100 kg)	120 lbs (55 kg)	120 lbs (55 kg)
2.7L/Automatic	40 sq ft (3.7 sq m)	3,500 lbs (1600 kg)	3,000 lbs (1360 kg)	175 lbs (80 kg)	158 lbs (68 kg)
Refer to local laws for maximum trailer towing speeds					
<-- The trailer tongue weight must be considered as part of the combined weight of occupants and cargo and it should never exceed the weight referenced on the Tire and Loading Information placard.					

Trailer and Tongue Weight

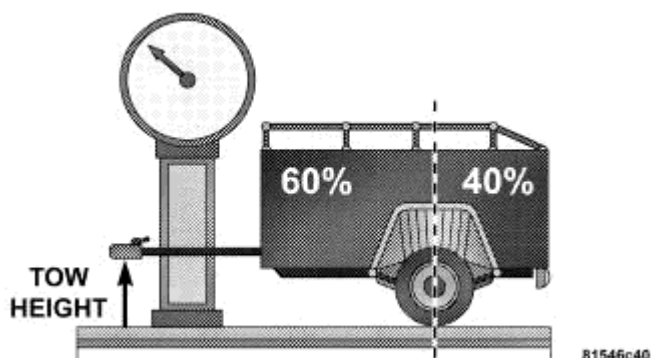


Fig. 12: Identifying Tow Height
Courtesy of CHRYSLER LLC

Always load a trailer with 60% to 65% of the weight in the front of the trailer. This places 10% to 15% of the Gross Trailer Weight (GTW) on the tow hitch of your vehicle. Loads balanced over the wheels or heavier in the rear can cause the trailer to sway **severely** side to side which will cause loss of control of the vehicle and trailer. Failure to load trailers heavier in front is the cause of many trailer accidents.

Never exceed the maximum tongue weight stamped on your bumper or trailer hitch.

Consider the following items when computing the weight on the rear axle of the vehicle:

- The tongue weight of the trailer.
- The weight of any other type of cargo or equipment put in or on your vehicle.
- The weight of the driver and all passengers.

NOTE: Remember that everything put into or on the trailer adds to the load on your vehicle. Also, additional factory-installed options or authorized dealer-installed options must be considered as part of the total load on your vehicle. Refer to Towing Requirements placard for the maximum combined weight of occupants and cargo for your vehicle.

Towing Requirements

To promote proper break-in of your new vehicle drivetrain components the following guidelines are recommended:

- CAUTION:**
- Avoid towing a trailer for the first 500 mi (805 km) of vehicle operation. Doing so may damage the vehicle.
 - During the first 500 mi (805 km) of trailer towing, limit the speed to 50 mph (80 km/h).

Perform the maintenance listed in the Service and Warranty handbook. When towing a trailer, never exceed the GAWR, or GCWR, ratings.

WARNING: Improper towing can lead to an injury accident. Follow these guidelines to make your trailer towing as safe as possible:

Make certain that the load is secured in the trailer and that it will not shift during travel. When trailering cargo that is not fully secured, dynamic load shifts can occur that may be difficult for the driver to control. You could lose control of your vehicle and have an accident. Failure to follow these instructions may result in possible serious or fatal injury.

- When hauling cargo or towing a trailer, do not overload your vehicle or trailer. Overloading can cause a loss of control, poor performance, or damage to brakes, axle, engine, transaxle, steering, suspension, chassis structure, or tires.
- Safety chains must always be used between your vehicle and trailer. Always connect the chains to the frame or hook retainers of the vehicle hitch. Cross the chains under the trailer tongue and allow enough slack for turning corners.
- Vehicles with trailers should not be parked on a grade. When parking, apply the parking brake on the tow vehicle. Put the tow vehicle automatic transaxle in PARK. Always, block or "chock" the trailer wheels.
- GCWR must not be exceeded.
- **Total weight must be distributed between the tow vehicle and the trailer such that the following four ratings are not exceeded:**
 1. GVWR
 2. GTW
 3. GAWR
 4. Tongue weight rating for the trailer hitch utilized. (This requirement may limit the ability to always achieve the 10% to 15% range of tongue weight as a percentage of total trailer weight.)

Towing Requirements - Tires

- Do not attempt to tow a trailer while using a compact spare tire.
- Proper tire inflation pressures are essential to the safe and satisfactory operation of your vehicle. Refer to **Towing Requirements - Tires** information on tire pressures and for proper tire inflation procedures.
- Also, check the trailer tires for proper tire inflation pressures before trailer usage.
- Check for signs of tire wear or visible tire damage before towing a trailer. Refer to **Towing Requirements - Tires** for information on tread wear indicators and for the proper inspection procedure.
- When replacing tires. Refer to **Tires and Wheels/Tires - Description** for information on replacement tires and for the proper tire replacement procedures. Replacing tires with a higher load carrying capacity will not increase the vehicle's GVWR and GAWR limits.

Towing Requirements - Trailer Brakes

- Do **not** interconnect the hydraulic brake system or vacuum system of your vehicle with that of the trailer.

This could cause inadequate braking and possible personal injury.

- An electronically actuated trailer brake controller is required when towing a trailer with electronically actuated brakes. When towing a trailer equipped with a hydraulic surge actuated brake system, an electronic brake controller is not required.
- Trailer brakes are recommended for trailers over 1,000 lbs (454 kg) and required for trailers in excess of 2,000 lbs (907 kg).

CAUTION: If the trailer weighs more than 1,000 lbs (454 kg) loaded, it should have its own brakes, and they should be of adequate capacity. Failure to do this could lead to accelerated brake lining wear, higher brake pedal effort, and longer stopping distances.

WARNING: Do not connect trailer brakes to your vehicle's hydraulic brake lines. It can overload your brake system and cause it to fail. You might not have brakes when you need them and could have an accident.

Towing any trailer will increase your stopping distance. When towing, you should allow for additional space between your vehicle and the vehicle in front of you. Failure to follow these instructions may result in possible serious or fatal injury.

Towing Requirements - Trailer Lights AND Wiring

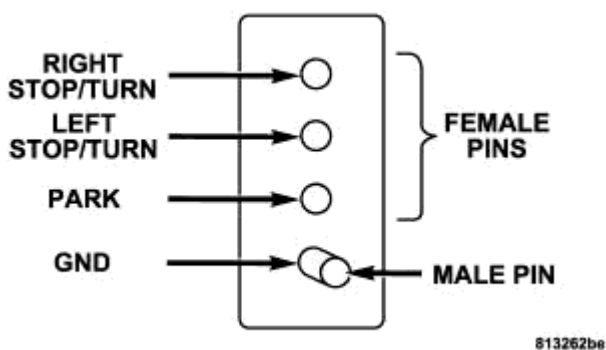


Fig. 13: 4 - Pin Connector

Courtesy of CHRYSLER LLC

Whenever you pull a trailer, regardless of the trailer size, stoplights and turn signals on the trailer are required for motoring safety.

The Trailer Tow Package may include a 4- and 7-pin wiring harness. Use a factory approved trailer harness and connector.

NOTE: Do not cut or splice wiring into the vehicles wiring harness.

The electrical connections are all complete to the vehicle but you must mate the harness to a trailer connector. Refer to the following illustrations.

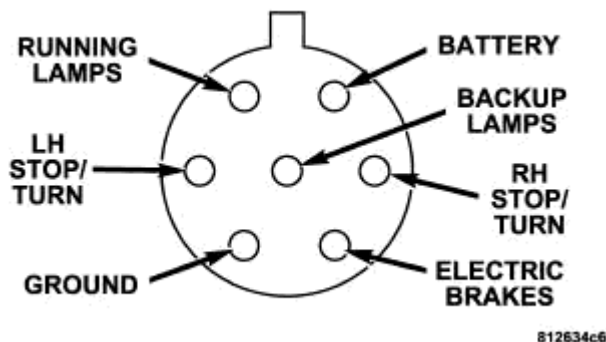


Fig. 14: 7- Pin Connector
Courtesy of CHRYSLER LLC

Towing Tips

Before setting out on a trip, practice turning, stopping, and backing up the trailer in an area located away from heavy traffic.

Towing Tips - Automatic Transaxle

The DRIVE range can be selected when towing. However, if frequent shifting occurs while in this range, select the "3" range for 4-speed automatic or the "5" range for 6-speed automatic.

NOTE: Using the "3" or "5" range while operating the vehicle under heavy operating conditions will improve performance and extend transaxle life by reducing excessive shifting and heat build up. This action will also provide better engine braking.

If you REGULARLY tow a trailer for more than 45 minutes of continuous operation, then change the automatic transaxle fluid and filter according to the interval specified for "police, taxi, fleet, or frequent trailer towing" in the Maintenance Schedule.

NOTE: Check the 4-speed automatic transaxle fluid level before towing. The 6-speed transaxle is sealed and the fluid level cannot be checked. See your authorized dealer for assistance.

Towing Tips - Electronic Speed Control (If Equipped)

- Don't use in hilly terrain or with heavy loads.
- When using the speed control, if you experience speed drops greater than 10 mph (16 km/h), disengage until you can get back to cruising speed.
- Use speed control in flat terrain and with light loads to maximize fuel efficiency.

Towing Tips - Autostick ® (If Equipped)

- By using the Autostick® modes and selecting a specific gear range, frequent shifting can be avoided. The highest gear range should be selected that allows for adequate performance. For example, choose "4" if the desired speed can be maintained. Choose "3" or "2" if needed to maintain the desired speed.
- Extended driving at high RPM should be avoided to prevent excess heat generation. A reduction in vehicle speed may be required to avoid extended driving at high RPM. Return to a higher gear range or vehicle speed when road conditions and RPM level allows.

Cooling System

To reduce potential for engine and transmission overheating, take the following actions:

- **City Driving**

When stopped for short periods of time, put transmission in neutral and increase engine idle speed.

- **Highway Driving**

Reduce speed.

- **Air Conditioning**

Turn off temporarily.

SPECIFICATION - TOWING, Trailer - Export - Europe, South Africa

In this part, you will find safety tips and information on limits to the type of towing you can reasonably do with your vehicle. Before towing a trailer carefully review this information to tow your load as efficiently and safely as possible.

To maintain warranty coverage, follow the requirements and recommendations in this article concerning vehicles used for trailer towing.

Common Towing Definitions

The following trailer towing related definitions will assist you in understanding the following information:

Gross Vehicle Weight Rating (GVWR)

The GVWR is the total allowable weight of your vehicle. This includes driver, passengers, cargo and tongue weight. The total load must be limited so that you do not exceed the GVWR.

Gross Trailer Weight (GTW)

The GTW is the weight of the trailer plus the weight of all cargo, consumable and equipment (permanent or temporary) loaded in or on the trailer in its "loaded and ready for operation" condition. The recommended way to measure GTW is to put your fully loaded trailer on a vehicle scale. The entire weight of the trailer must be supported by the scale.

Gross Combination Weight Rating (GCWR)

2009 Dodge Journey R/T

2009 GENERAL INFORMATION Vehicle Quick Reference - Journey

The GCWR is the total permissible weight of your vehicle and trailer when weighed in combination.

NOTE: The GCWR rating includes a 150 lbs (68 kg) allowance for the presence of a driver.

Gross Axle Weight Rating (GAWR)

The GAWR is the maximum capacity of the front and rear axles. Distribute the load over the front and rear axles evenly. Make sure that you do not exceed either front or rear GAWR.

WARNING: It is important that you do not exceed the maximum front or rear GAWR. A dangerous driving condition can result if either rating is exceeded. Failure to follow these instructions may result in serious or fatal injury.

Tongue Weight (TW)

The tongue weight is the downward force exerted on the hitch ball by the trailer. In most cases, it should not be less than 7% or more than 10% of the trailer load. Trailer tongue weight must not exceed the lesser of either the hitch certification rating, or the trailer tongue chassis rating. It should never be less than 4% of the trailer load, and not less than 55 lbs (25 kg). You must consider tongue load as part of the load on your vehicle and its GAWR.

WARNING: An improperly adjusted hitch system may reduce handling, stability and braking performance and could result in an accident. Consult with your hitch and trailer manufacturer or a reputable trailer / caravan dealer for additional information. Failure to follow these instructions may result in possible serious or fatal injury.

Frontal Area

The frontal area is the maximum height and maximum width of the front of a trailer.

Trailer Sway Control - Electronic

For information on this system. Refer to **Brakes - Description** .

Breakaway Cable Attachment

European braking regulations for braked trailers up to 7,700 lbs (3 500 kg), require trailers to be fitted with either a secondary coupling or brake away cable.

The recommended location for attaching the normal trailer's breakaway cable is in the stamped slot located on the sidewall of the hitch receiver.

With Attachment Point

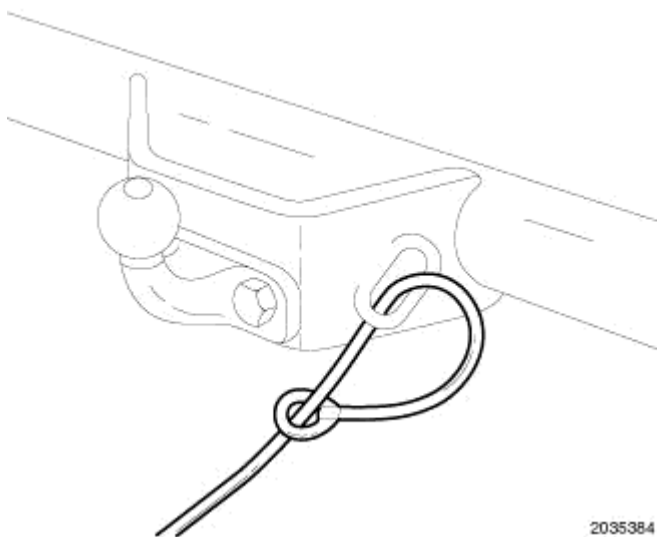


Fig. 15: Breakaway Cable With Attachment Point
Courtesy of CHRYSLER LLC

For detachable tow bar pass the cable through the attachment point and clip it back onto itself.

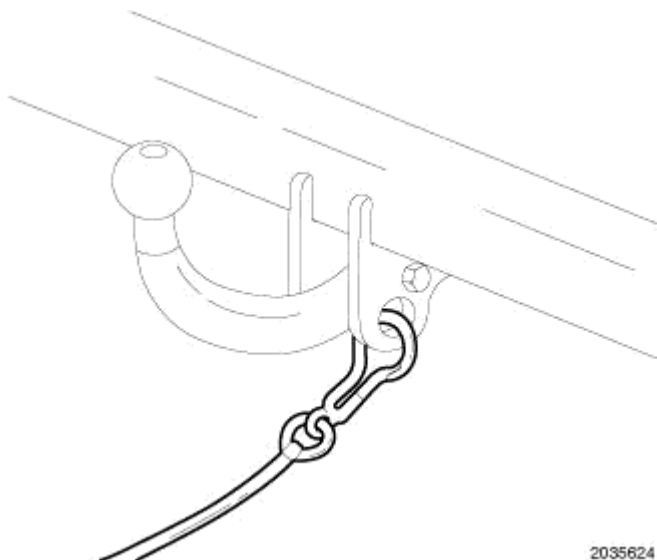


Fig. 16: Fixed Ball Tow Bar With Attachment Point
Courtesy of CHRYSLER LLC

For fixed ball tow bar attach the clip directly to the designated point. This alternative must be specifically permitted by the trailer manufacturer since the clip may not be sufficiently strong for use in the way.

Without Attachment Points

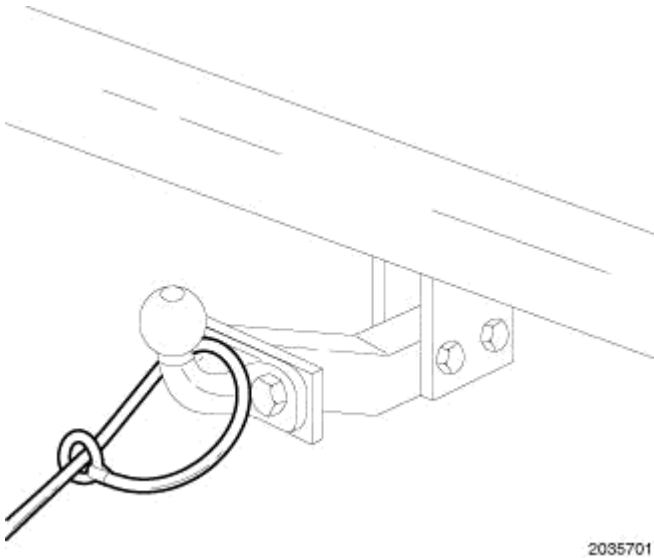


Fig. 17: Breakaway Cable Without Attachment Points
Courtesy of CHRYSLER LLC

For detachable ball tow bar you must follow the recommended manufacturer or supplier procedure.

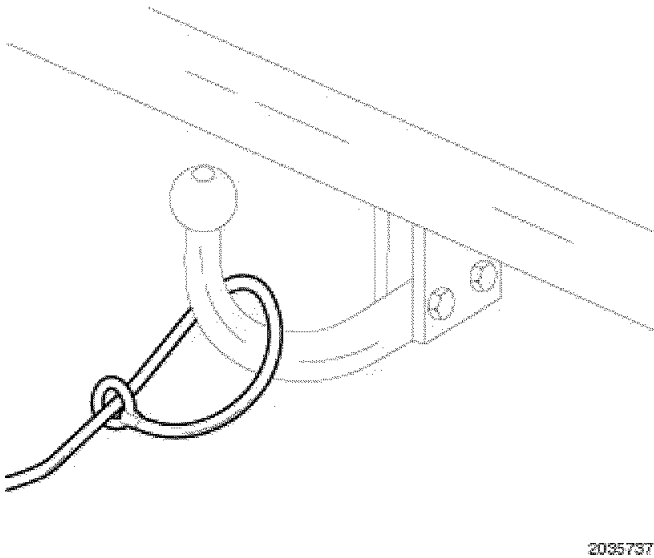


Fig. 18: Fixed Ball Tow Bar Without Attachment Point
Courtesy of CHRYSLER LLC

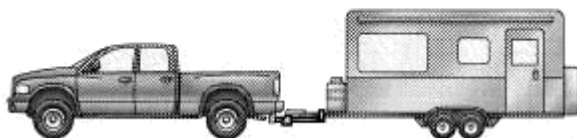
For fixed ball tow bar loop the cable around the neck of the tow ball. If you fit the cable like this, use a single loop only.

Trailer Sway Control

The trailer sway control is a telescoping link that can be installed between the hitch receiver and the trailer tongue that typically provides adjustable friction associated with the telescoping motion to dampen any unwanted trailer swaying motions while traveling.

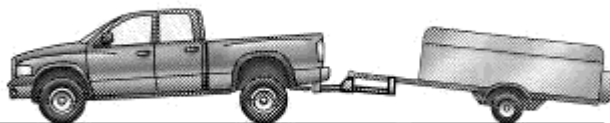
Weight-Carrying Hitch

A weight-carrying hitch supports the trailer tongue weight, just as if it were luggage located at a hitch ball or some other connecting point of the vehicle. These kind of hitches are the most popular on the market today and they're commonly used to tow small- and medium-sized trailers.

Weight-Distributing Hitch**EXAMPLE ONLY****FIG. 1 WITHOUT WEIGHT DISTRIBUTION (INCORRECT)****FIG. 2. WITH WEIGHT DISTRIBUTION (CORRECT)** 8181F965**Fig. 19: Weight Distributing Hitch System**

Courtesy of CHRYSLER LLC

A weight-distributing system works by applying leverage through spring (load) bars. They are typically used for heavier loads, to distribute trailer tongue weight to the tow vehicle's front axle and the trailer axle(s). When used in accordance with the manufacturers' directions, it provides for a more level ride, offering more consistent steering and brake control thereby enhancing towing safety. The addition of a friction / hydraulic sway control also dampens sway caused by traffic and cross winds and contributes positively to tow vehicle and trailer stability. Trailer sway control and a weight distributing (load equalizing) hitch are recommended for heavier Tongue Weights (TW) and may be required depending on Vehicle and Trailer configuration / loading to comply with gross axle weight rating (GAWR) requirements.

EXAMPLE ONLY**FIG. 3 IMPROPER ADJUSTMENT (INCORRECT)**

8181F96f

Fig. 20: Improper Adjustment of Weight Distributing System

Courtesy of CHRYSLER LLC

WARNING: An improperly adjusted Weight Distributing Hitch system may reduce

2009 Dodge Journey R/T

2009 GENERAL INFORMATION Vehicle Quick Reference - Journey

handling, stability, braking performance, and could result in an accident.

Weight Distributing Systems may not be compatible with Surge Brake Couplers. Consult with your hitch and trailer manufacturer or a reputable Recreational Vehicle dealer for additional information. Failure to follow these instructions may result in possible serious or fatal injury.

Trailer Towing Weights (Maximum Trailer Weight Ratings)

The following chart provides the maximum trailer weight ratings tow-able for your given drivetrain.

Engine/Transaxle	Frontal Area	Max. GTW (Gross Trailer Wt.) (5- Passenger Model)	Max. GTW (Gross Trailer Wt.) (7- Passenger Model)	Max. Tongue Wt. <-- (5- Passenger Model)	Max. Tongue Wt. <-- (7- Passenger Model)
2.0L Diesel/Automatic or Manual	40 sq ft (3.7 sq m)	3,500 lbs (1600 kg)	3,000 lbs (1360 kg)	175 lbs (80 kg)	150 lbs (68 kg)
2.4L/Automatic or Manual	40 sq ft (3.7 sq m)	2,400 lbs (1100 kg)	2,400 lbs (1100 kg)	120 lbs (55 kg)	120 lbs (55 kg)
2.7L/Automatic	40 sq ft (3.7 sq m)	3,500 lbs (1600 kg)	3,000 lbs (1360 kg)	175 lbs (80 kg)	158 lbs (68 kg)
Refer to local laws for maximum trailer towing speeds					
<-- The trailer tongue weight must be considered as part of the combined weight of occupants and cargo and it should never exceed the weight referenced on the Tire and Loading Information placard.					

Trailer and Tongue Weight

Loads balanced over the wheels or heavier in the rear can cause the trailer to sway **severely** side to side which will cause loss of control of the vehicle and trailer. Failure to load trailers heavier in front is the cause of many trailer accidents.

Never exceed the maximum tongue weight stamped on your trailer hitch.

Consider the following items when computing the weight on the rear axle of the vehicle:

- The tongue weight of the trailer.
- The weight of any other type of cargo or equipment put in or on your vehicle.
- The weight of the driver and all passengers.

NOTE: Remember that everything put into or on the trailer adds to the load on your vehicle. Also, additional factory-installed options or dealer-installed options must be considered as part of the total load on your vehicle. Refer to Towing Requirements Information placard, located on the face of the driver's door or on

the driver's side "B" pillar, for the maximum combined weight of occupants and cargo for your vehicle.

Towing Requirements

To promote proper break-in of your new vehicle drivetrain components the following guidelines are recommended:

- CAUTION:**
- Avoid towing a trailer for the first 805 km (500 miles) of vehicle operation. Doing so may damage your vehicle.
 - During the first 805 km (500 miles) of trailer towing, limit your speed to 80 km/h (50 mph).

Perform the maintenance listed in the Maintenance Schedules. When towing a trailer, never exceed the GAWR ratings.

WARNING: Improper towing can lead to an injury accident. Follow these guidelines to make the trailer towing as safe as possible:

Make certain that the load is secured in the trailer and will not shift during travel. When trailering cargo that is not fully secured, dynamic load shifts can occur that may be difficult for the driver to control. Failure to follow these instructions may result in serious or fatal injury.

- When hauling cargo or towing a trailer, do not overload your vehicle or trailer. Overloading can cause a loss of control, poor performance or damage to brakes, axle, engine, transmission, steering, suspension, chassis structure or tires.
- Safety chains must always be used between your vehicle and trailer. Always connect the chains to the frame or hook retainers of the vehicle hitch. Cross the chains under the trailer tongue and allow enough slack for turning corners.
- Vehicles with trailers should not be parked on a grade. When parking, apply the parking brake on the tow vehicle. Put the tow vehicle automatic transmission in P for Park. Always, block or "chock" the trailer wheels.
- GCWR must not be exceeded.
- **Total weight must be distributed between the tow vehicle and the trailer such that the following four ratings are not exceeded:**
 1. GVWR
 2. GTW
 3. GAWR
 4. Trailer tongue weight rating for the trailer hitch utilized.

Towing Requirements - Tires

- Do not attempt to tow a trailer while using a compact spare tire.

- Proper tire inflation pressures are essential to the safe and satisfactory operation of your vehicle. Refer to **Towing Requirements - Tires** for proper tire inflation procedures.
- Check the trailer tires for proper tire inflation pressures before trailer usage.
- Check for signs of tire wear or visible tire damage before towing a trailer. Refer to **Towing Requirements - Tires** for the proper inspection procedure.
- When replacing tires. Refer to **Tires and Wheels/Tires - Description** for information on replacement tires and for the proper tire replacement procedures. Replacing tires with a higher load carrying capacity will not increase the vehicle's GVWR and GAWR limits.

Towing Requirements - Trailer Brakes

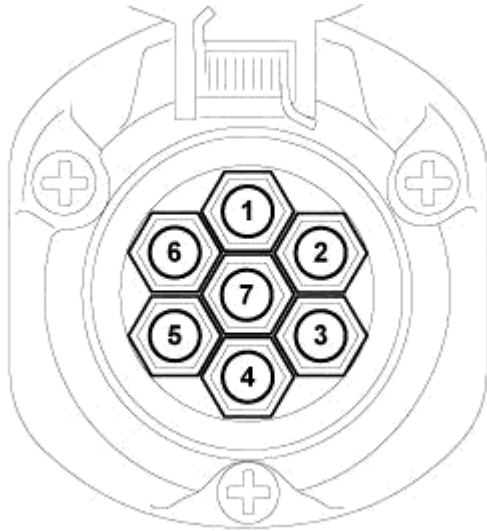
- Do **not** interconnect the hydraulic brake system or vacuum system of your vehicle with that of the trailer. This could cause inadequate braking and possible personal injury.
- When towing a trailer equipped with a hydraulic surge actuated brake system, an electronic brake controller is not required.
- Trailer brakes are recommended for trailers over 1,000 lbs (454 kg) and required for trailers in excess of 2,000 lbs (907 kg).

CAUTION: If the trailer weighs more than 1,000 lbs (454 kg) loaded, it should have its own brakes and they should be of adequate capacity. Failure to do this could lead to accelerated brake lining wear, higher brake pedal effort, and longer stopping distances.

WARNING:

- Do not connect trailer brakes to your vehicle's hydraulic brake lines. It can overload your brake system and cause it to fail. You might not have brakes when you need them and could have an accident.
- Towing any trailer will increase your stopping distance. When towing you should allow for additional space between your vehicle and the vehicle in front of you. Failure to follow these instructions may result in serious or fatal injury.

Towing Requirements - Trailer Lights and Wiring



2061878

Fig. 21: 7 - Pin Connector

Courtesy of CHRYSLER LLC

Whenever you pull a trailer, regardless of the trailer size, stoplights and turn signals on the trailer are required for motoring safety.

The Trailer Tow Package may include a 7-pin or a 13-pin wiring harness. Use a factory approved trailer harness and connector.

NOTE: Do not cut or splice wiring into the vehicles wiring harness.

The electrical connections are all complete to the vehicle but you must mate the harness to a trailer connector.

7 - Pin Connector

Pin Number	Function	Wire Color
1	Left Turn Signal	Yellow
2	Rear Fog Light	Blue
3	Ground/Common Return	White
4	Right Turn Signal	Green
5	Right Rear Position, Side Marker Lights, and Rear Registration Plate Illumination Device.*	Brown
6	Stoplights	Red
7	Left Rear Position, Side Marker Lights, and Rear Registration Plate Illumination Device.*	Black

* The rear position registration plate illumination device shall be connected such that no light of the device has a common connection with both pins 5 and 7.



2061915

Fig. 22: 13 - Pin Connector
Courtesy of CHRYSLER LLC

13 - Pin Connector

Pin Number	Function	Wire Color
1	Left Turn Signal	Yellow
2	Rear Fog Light	Blue
3 ¹	Ground/Common Return for Contacts (Pins) 1 and 2 and 4 to 8	White
4	Right Turn Signal	Green
5	Right Rear Position, Side Marker Lights, and Rear Registration Plate Illumination Device. ²	Brown
6	Stoplights	Red
7	Left Rear Position, Side Marker Lights, and Rear Registration Plate Illumination Device. ²	Black
8	Reverse lights	Red/Black
9	Permanent Power Supply (+12V)	Brown/White
10	Power Supply Controlled by Ignition Switch (+12V)	Red
11 ¹	Return for Contact (Pin) 10	White
12	Reserve for Future Allocation	Red/Blue
13 ¹	Return for Contact (Pin) 9	White

Note: The allocation pin 12 has been changed from "Coding for coupled Trailer" to "Reserve for Future Allocation."

¹ The three return circuits shall not be connected electrically in the trailer.

² The rear position registration plate illumination device shall be connected such that no light of the device has a common connection with both pins 5 and 7.

Towing Tips

Before setting out on a trip, practice turning, stopping and backing the trailer in an area away from heavy traffic.

Manual Transaxle

If using a manual transaxle vehicle for trailer towing, all starts must be in FIRST gear to avoid clutch slippage.

Automatic Transmission

The DRIVE range can be selected when towing. However, if frequent shifting occurs while in this range, select the "3" range for 4-speed automatic or the "5" range for 6-speed automatic.

NOTE: **Using the "3" or "5" range while operating the vehicle under heavy operating conditions will improve performance and extend transaxle life by reducing excessive shifting and heat build up. This action will also provide better engine braking.**

If you REGULARLY tow a trailer for more than 45 minutes of continuous operation, then change the automatic/manual transaxle fluid and automatic transaxle filter according to the interval specified for "police, taxi, fleet, or frequent trailer towing" in the Maintenance Schedule.

NOTE: **Check the 4-speed automatic transaxle fluid level before towing. The 6-speed transaxle is sealed and the fluid level cannot be checked. See your authorized dealer for assistance.**

Electronic Speed Control (If Equipped)

- Do not use in hilly terrain or with heavy loads.
- When using the speed control, if you experience speed drops greater than 10 mph (16 km/h), disengage until you can get back to cruising speed.
- Use speed control in flat terrain and with light loads to maximize fuel efficiency.

Autostick ® (If Equipped)

- By using the Autostick® modes and selecting a specific gear range, frequent shifting can be avoided. The highest gear range should be selected that allows for adequate performance. For example, choose "4" if the desired speed can be maintained. Choose "3" or "2" if needed to maintain the desired speed.
- Extended driving at high RPM should be avoided to prevent excess heat generation. A reduction in vehicle speed may be required to avoid extended driving at high RPM. Return to a higher gear range or vehicle speed when road conditions and RPM level allows.

Cooling System

To reduce potential for engine and transmission overheating, take the following actions:

- **City Driving**

When stopped for short periods of time, put transmission in neutral and increase engine idle speed.

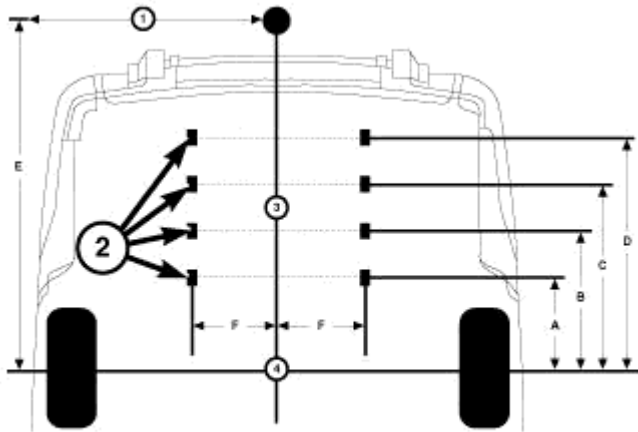
- **Highway Driving**

Reduce speed.

- **Air Conditioning**

Turn off temporarily.

Trailer Hitch Attaching Points



2085342

Fig. 23: Trailer Hitch Attaching Points

Courtesy of CHRYSLER LLC

- 1 - BALL CENTER
 2 - MOUNTING HOLES
 3 - VEHICLE CENTERLINE
 4 - WHEEL CENTERLINE

Your vehicle will require extra equipment to tow a trailer safely and efficiently. The trailer tow hitch must be attached to your vehicle using the provided attaching points on the vehicle's frame. Refer to the following chart to determine the accurate attaching points. Other equipment, such as trailer sway controls and braking equipment, trailer equalizing (leveling) equipment and low profile mirrors, may also be required or strongly recommended.

Trailer Tow Hitch Attaching Points And Overhang Dimensions	
A	N/A
B	14.5 in (366.71 mm)
C	19.75 in (501.62 mm)
D	24.75 in (628.69 mm)
E (maximum overhang)	41.5 in (1051.93 mm)
F	18.5 in (472.00 mm)

SPECIFICATION - TOWING, Trailer - Export - Middle East

In this part, you will find safety tips and information on limits to the type of towing you can reasonably do with your vehicle. Before towing a trailer, carefully review this information to tow your load as efficiently and safely as possible.

To maintain warranty coverage, follow the requirements and recommendations in this article concerning vehicles used for trailer towing.

Common Towing Definitions

The following trailer towing related definitions will assist you in understanding the following information:

Gross Vehicle Weight Rating (GVWR)

The Gross Vehicle Weight Rating (GVWR) is the total allowable weight of your vehicle. This includes driver, passengers, cargo, and tongue weight. The total load must be limited so that you do not exceed the GVWR.

Gross Trailer Weight (GTW)

The Gross Trailer Weight (GTW) is the weight of the trailer plus the weight of all cargo, consumable, and equipment (permanent or temporary) loaded in or on the trailer in its "loaded and ready for operation" condition. The recommended way to measure GTW is to put your fully loaded trailer on a vehicle scale. The entire weight of the trailer must be supported by the scale.

Gross Combination Weight Rating (GCWR)

The Gross Combination Weight Rating (GCWR) is the total permissible weight of your vehicle and trailer when weighed in combination. (Note that GCWR ratings include a 150 lbs (68 kg) allowance for the presence of a driver.)

Gross Axle Weight Rating (GAWR)

The Gross Axle Weight Rating (GAWR) is the maximum capacity of the front and rear axles. Distribute the load over the front and rear axles evenly. Make sure that you do not exceed either front or rear GAWR.

WARNING: It is important that you do not exceed the maximum front or rear GAWR. A dangerous driving condition can result if either rating is exceeded. You could lose control of the vehicle and have an accident. Failure to follow these instructions may result in possible serious or fatal injury.

Tongue Weight (TW)

Tongue weight (TW) is the downward force exerted on the hitch ball by the trailer. In most cases, it should not be less than 4% of the trailer load and not less than 55 lbs (25 kg). You must consider this as part of the load on your vehicle.

Frontal Area

Frontal area is the maximum height and maximum width of the front of a trailer.

Trailer Sway Control - Electronic

For information on this system. Refer to **Brakes - Description** .

Trailer Sway Control - Mechanical

The trailer sway control is a telescoping link that can be installed between the hitch receiver and the trailer tongue that typically provides adjustable friction associated with the telescoping motion to dampen any unwanted trailer swaying motions while traveling.

Weight-Carrying Hitch

A weight-carrying hitch supports the trailer tongue weight, just as if it were luggage located at a hitch ball or some other connecting point of the vehicle. These kinds of hitches are the most popular on the market today and they are commonly used to tow small- and medium-sized trailers.

Weight-Distributing Hitch

EXAMPLE ONLY



FIG. 1 WITHOUT WEIGHT DISTRIBUTION (INCORRECT)

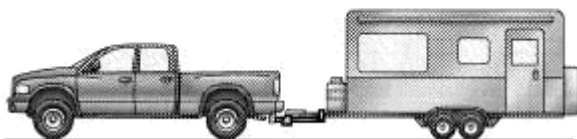


FIG 2. WITH WEIGHT DISTRIBUTION (CORRECT)

8181965

Fig. 24: Weight Distributing Hitch System

Courtesy of CHRYSLER LLC

A weight-distributing system works by applying leverage through spring (load) bars. They are typically used for heavier loads to distribute trailer tongue weight to the tow vehicle's front axle and the trailer axle(s). When used in accordance with the manufacturers directions, it provides for a more level ride, offering more consistent steering and brake control thereby enhancing towing safety. The addition of a friction / hydraulic sway control also dampens sway caused by traffic and cross winds and contributes positively to tow vehicle and trailer stability. Trailer sway control and a weight distributing (load equalizing) hitch are recommended for heavier Tongue Weights (TW) and may be required depending on vehicle and trailer configuration / loading to comply with Gross Axle Weight Rating (GAWR) requirements.

EXAMPLE ONLY



FIG. 3 IMPROPER ADJUSTMENT (INCORRECT)

8181f96f

Fig. 25: Improper Adjustment of Weight Distributing System

Courtesy of CHRYSLER LLC

WARNING:

- An improperly adjusted weight distributing hitch system may reduce handling, stability, braking performance, and could result in an accident.
- Weight distributing systems may not be compatible with surge brake couplers. Consult with your hitch and trailer manufacturer or a reputable recreational vehicle dealer for additional information. Failure to follow these instructions may result in possible serious or fatal injury.

Trailer Hitch Classification

Your vehicle may be factory equipped for safe towing of trailers weighing over 2,000 lbs (907 kg) with the optional Trailer Tow Prep Package. See your authorized dealer for package content.

The following chart provides the industry standard for the maximum trailer weight a given trailer hitch class can tow and should be used to assist you in selecting the correct trailer hitch for your intended towing condition.

Trailer Hitch Classification Definitions	
Class	Max. Trailer Hitch Industry Standards
Class I - Light Duty	2,000 lbs (907 kg)
Class II - Medium Duty	3,500 lbs (1587 kg)
Class III - Heavy Duty	5,000 lbs (2268 kg)
Class IV - Extra Heavy Duty	10,000 lbs (4540 kg)
Refer to the Trailer Towing Weights (Maximum Trailer Weight Ratings) chart for the Maximum Gross Trailer Weight (GTW) tow-able for your given drivetrain.	

All trailer hitches should be professionally installed on your vehicle.

Trailer Towing Weights (Maximum Trailer Weight Ratings)

The following chart provides the maximum trailer weight ratings tow-able for your given drivetrain.

2009 Dodge Journey R/T

2009 GENERAL INFORMATION Vehicle Quick Reference - Journey

Engine/Transaxle	Frontal Area	Max. GTW (Gross Trailer Wt.)	Max. Tongue Wt. <--
2.4L/Automatic or Manual	40 sq ft (3.7 sq m)	2,400 lbs (1100 kg)	120 lbs (55 kg)
2.7L/Automatic	40 sq ft (3.7 sq m)	3,500 lbs (1600 kg)	300 lbs (136 kg)
3.5L/Automatic	40 sq ft (3.7 sq m)	3,500 lbs (1600 kg)	350 lbs (159 kg)
Refer to local laws for maximum trailer towing speeds			
<-- The trailer tongue weight must be considered as part of the combined weight of occupants and cargo and it should never exceed the weight referenced on the Tire and Loading Information placard.			

Trailer and Tongue Weight

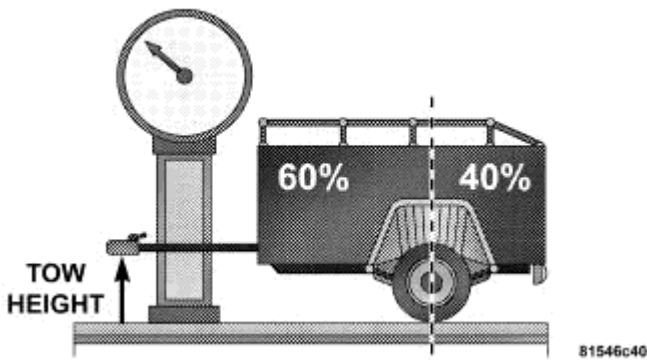


Fig. 26: Identifying Tow Height
Courtesy of CHRYSLER LLC

Always load a trailer with 60% to 65% of the weight in the front of the trailer. This places 10% to 15% of the Gross Trailer Weight (GTW) on the tow hitch of your vehicle. Loads balanced over the wheels or heavier in the rear can cause the trailer to sway **severely** side to side which will cause loss of control of the vehicle and trailer. Failure to load trailers heavier in front is the cause of many trailer accidents.

Never exceed the maximum tongue weight stamped on your bumper or trailer hitch.

Consider the following items when computing the weight on the rear axle of the vehicle:

- The tongue weight of the trailer.
- The weight of any other type of cargo or equipment put in or on your vehicle.
- The weight of the driver and all passengers.

NOTE: Remember that everything put into or on the trailer adds to the load on your vehicle. Also, additional factory-installed options or authorized dealer-installed options must be considered as part of the total load on your vehicle. Refer to Towing Requirements placard for the maximum combined weight of occupants and cargo for your vehicle.

Towing Requirements

To promote proper break-in of your new vehicle drivetrain components the following guidelines are recommended:

CAUTION:

- Avoid towing a trailer for the first 500 mi (805 km) of vehicle operation. Doing so may damage the vehicle.
- During the first 500 mi (805 km) of trailer towing, limit the speed to 50 mph (80 km/h).

Perform the maintenance as listed. See Vehicle Quick Reference/Maintenance Schedules - Description.

When towing a trailer, never exceed the GAWR, or GCWR, ratings.

WARNING: Improper towing can lead to an injury accident. Follow these guidelines to make your trailer towing as safe as possible:

Make certain that the load is secured in the trailer and that it will not shift during travel. When trailering cargo that is not fully secured, dynamic load shifts can occur that may be difficult for the driver to control. You could lose control of your vehicle and have an accident. Failure to follow these instructions may result in possible serious or fatal injury.

- When hauling cargo or towing a trailer, do not overload your vehicle or trailer. Overloading can cause a loss of control, poor performance, or damage to brakes, axle, engine, transaxle, steering, suspension, chassis structure, or tires.
- Safety chains must always be used between your vehicle and trailer. Always connect the chains to the frame or hook retainers of the vehicle hitch. Cross the chains under the trailer tongue and allow enough slack for turning corners.
- Vehicles with trailers should not be parked on a grade. When parking, apply the parking brake on the tow vehicle. Put the tow vehicle automatic transaxle in PARK. Always, block or "chock" the trailer wheels.
- GCWR must not be exceeded.
- **Total weight must be distributed between the tow vehicle and the trailer such that the following four ratings are not exceeded:**
 1. GVWR
 2. GTW
 3. GAWR
 4. Tongue weight rating for the trailer hitch utilized. (This requirement may limit the ability to always achieve the 10% to 15% range of tongue weight as a percentage of total trailer weight.)

Towing Requirements - Tires

- Do not attempt to tow a trailer while using a compact spare tire.
- Proper tire inflation pressures are essential to the safe and satisfactory operation of your vehicle. Refer to Towing Requirements - Tires for information on tire pressures and for proper tire inflation procedures.
- Also, check the trailer tires for proper tire inflation pressures before trailer usage.

- Check for signs of tire wear or visible tire damage before towing a trailer. Refer to **Towing Requirements - Tires** for information on tread wear indicators and for the proper inspection procedure.
- When replacing tires. Refer to **Tires and Wheels/Tires - Description** for information on replacement tires and for the proper tire replacement procedures. Replacing tires with a higher load carrying capacity will not increase the vehicle's GVWR and GAWR limits.

Towing Requirements - Trailer Brakes

- Do **not** interconnect the hydraulic brake system or vacuum system of your vehicle with that of the trailer. This could cause inadequate braking and possible personal injury.
- An electronically actuated trailer brake controller is required when towing a trailer with electronically actuated brakes. When towing a trailer equipped with a hydraulic surge actuated brake system, an electronic brake controller is not required.
- Trailer brakes are recommended for trailers over 1,000 lbs (454 kg) and required for trailers in excess of 2,000 lbs (907 kg).

CAUTION: If the trailer weighs more than 1,000 lbs (454 kg) loaded, it should have its own brakes, and they should be of adequate capacity. Failure to do this could lead to accelerated brake lining wear, higher brake pedal effort, and longer stopping distances.

WARNING: Do not connect trailer brakes to your vehicle's hydraulic brake lines. It can overload your brake system and cause it to fail. You might not have brakes when you need them and could have an accident.

Towing any trailer will increase your stopping distance. When towing, you should allow for additional space between your vehicle and the vehicle in front of you. Failure to follow these instructions may result in possible serious or fatal injury.

Towing Requirements - Trailer Lights AND Wiring

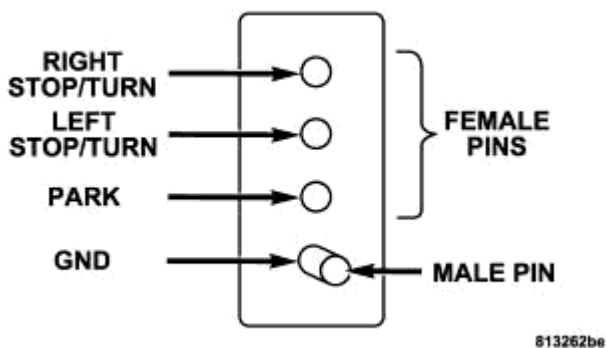


Fig. 27: 4 - Pin Connector
Courtesy of CHRYSLER LLC

Whenever you pull a trailer, regardless of the trailer size, stoplights and turn signals on the trailer are required for motoring safety.

The Trailer Tow Package may include a 4- and 7-pin wiring harness. Use a factory approved trailer harness and connector.

NOTE: Do not cut or splice wiring into the vehicles wiring harness.

The electrical connections are all complete to the vehicle but you must mate the harness to a trailer connector. Refer to the following illustrations.

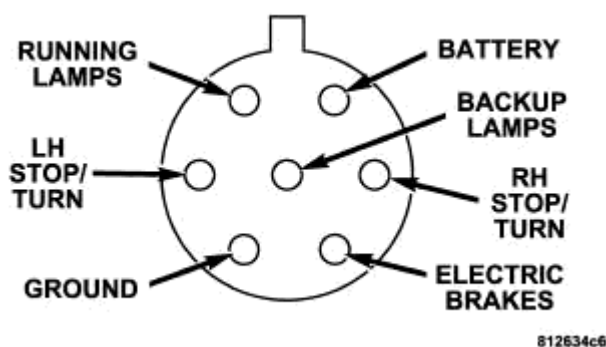


Fig. 28: 7- Pin Connector

Courtesy of CHRYSLER LLC

Towing Tips

Before setting out on a trip, practice turning, stopping, and backing up the trailer in an area located away from heavy traffic.

Towing Tips - Automatic Transaxle

The DRIVE range can be selected when towing. However, if frequent shifting occurs while in this range, select the "3" range for 4-speed automatic or the "5" range for 6-speed automatic.

NOTE: Using the "3" or "5" range while operating the vehicle under heavy operating conditions will improve performance and extend transaxle life by reducing excessive shifting and heat build up. This action will also provide better engine braking.

If you REGULARLY tow a trailer for more than 45 minutes of continuous operation, then change the automatic transaxle fluid and filter according to the interval specified for "police, taxi, fleet, or frequent trailer towing" in the Maintenance Schedule.

NOTE: Check the 4-speed automatic transaxle fluid level before towing. The 6-speed transaxle is sealed and the fluid level cannot be checked. See your authorized

dealer for assistance.

Towing Tips - Electronic Speed Control (If Equipped)

- Don't use in hilly terrain or with heavy loads.
- When using the speed control, if you experience speed drops greater than 10 mph (16 km/h), disengage until you can get back to cruising speed.
- Use speed control in flat terrain and with light loads to maximize fuel efficiency.

Towing Tips - Autostick® (If Equipped)

- By using the Autostick® modes and selecting a specific gear range, frequent shifting can be avoided. The highest gear range should be selected that allows for adequate performance. For example, choose "4" if the desired speed can be maintained. Choose "3" or "2" if needed to maintain the desired speed.
- Extended driving at high RPM should be avoided to prevent excess heat generation. A reduction in vehicle speed may be required to avoid extended driving at high RPM. Return to a higher gear range or vehicle speed when road conditions and RPM level allows.

Cooling System

To reduce potential for engine and transmission overheating, take the following actions:

- **City Driving**

When stopped for short periods of time, put transmission in neutral and increase engine idle speed.

- **Highway Driving**

Reduce speed.

- **Air Conditioning**

Turn off temporarily.

SPECIFICATION - TOWING, Trailer - NAFTA, Puerto Rico

In this part, you will find safety tips and information on limits to the type of towing you can reasonably do with your vehicle. Before towing a trailer, carefully review this information to tow your load as efficiently and safely as possible.

To maintain warranty coverage, follow the requirements and recommendations in this article concerning vehicles used for trailer towing.

Common Towing Definitions

The following trailer towing related definitions will assist you in understanding the following information:

Gross Vehicle Weight Rating (GVWR)

The Gross Vehicle Weight Rating (GVWR) is the total allowable weight of your vehicle. This includes driver,

passengers, cargo, and tongue weight. The total load must be limited so that you do not exceed the GVWR.

Gross Trailer Weight (GTW)

The Gross Trailer Weight (GTW) is the weight of the trailer plus the weight of all cargo, consumable, and equipment (permanent or temporary) loaded in or on the trailer in its "loaded and ready for operation" condition. The recommended way to measure GTW is to put your fully loaded trailer on a vehicle scale. The entire weight of the trailer must be supported by the scale.

Gross Combination Weight Rating (GCWR)

The Gross Combination Weight Rating (GCWR) is the total permissible weight of your vehicle and trailer when weighed in combination. (Note that GCWR ratings include a 150 lbs (68 kg) allowance for the presence of a driver.)

Gross Axle Weight Rating (GAWR)

The Gross Axle Weight Rating (GAWR) is the maximum capacity of the front and rear axles. Distribute the load over the front and rear axles evenly. Make sure that you do not exceed either front or rear GAWR.

WARNING: It is important that you do not exceed the maximum front or rear GAWR. A dangerous driving condition can result if either rating is exceeded. You could lose control of the vehicle and have an accident. Failure to follow these instructions may result in possible serious or fatal injury.

Tongue Weight (TW)

Tongue weight (TW) is the downward force exerted on the hitch ball by the trailer. In most cases, it should not be less than 10% or more than 15% of the trailer load. You must consider this as part of the load on your vehicle.

Frontal Area

Frontal area is the maximum height and maximum width of the front of a trailer.

Trailer Sway Control - Electronic

For information on this system. Refer to **Brakes - Description** .

Trailer Sway Control - Mechanical

The trailer sway control is a telescoping link that can be installed between the hitch receiver and the trailer tongue that typically provides adjustable friction associated with the telescoping motion to dampen any unwanted trailer swaying motions while traveling.

Weight-Carrying Hitch

A weight-carrying hitch supports the trailer tongue weight, just as if it were luggage located at a hitch ball or

some other connecting point of the vehicle. These kinds of hitches are the most popular on the market today and they are commonly used to tow small- and medium-sized trailers.

Weight-Distributing Hitch

EXAMPLE ONLY



FIG. 1 WITHOUT WEIGHT DISTRIBUTION (INCORRECT)

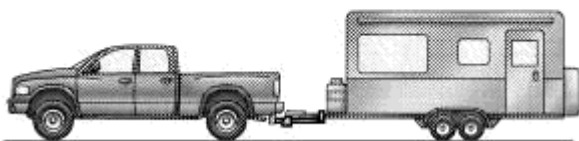


FIG. 2. WITH WEIGHT DISTRIBUTION (CORRECT) 8181F965

Fig. 29: Weight Distributing Hitch System
Courtesy of CHRYSLER LLC

A weight-distributing system works by applying leverage through spring (load) bars. They are typically used for heavier loads to distribute trailer tongue weight to the tow vehicle's front axle and the trailer axle(s). When used in accordance with the manufacturers directions, it provides for a more level ride, offering more consistent steering and brake control thereby enhancing towing safety. The addition of a friction / hydraulic sway control also dampens sway caused by traffic and cross winds and contributes positively to tow vehicle and trailer stability. Trailer sway control and a weight distributing (load equalizing) hitch are recommended for heavier Tongue Weights (TW) and may be required depending on vehicle and trailer configuration / loading to comply with Gross Axle Weight Rating (GAWR) requirements.

EXAMPLE ONLY

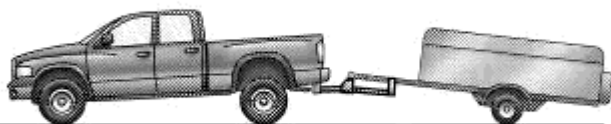


FIG. 3 IMPROPER ADJUSTMENT (INCORRECT)

8181F96f

Fig. 30: Improper Adjustment of Weight Distributing System
Courtesy of CHRYSLER LLC

WARNING:

- An improperly adjusted weight distributing hitch system may reduce handling, stability, braking performance, and could result in an accident.
- Weight distributing systems may not be compatible with surge brake

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couplers. Consult with your hitch and trailer manufacturer or a reputable recreational vehicle dealer for additional information. Failure to follow these instructions may result in possible serious or fatal injury.

Trailer Hitch Classification

Your vehicle may be factory equipped for safe towing of trailers weighing over 2,000 lbs (907 kg) with the optional Trailer Tow Prep Package. See your authorized dealer for package content.

The following chart provides the industry standard for the maximum trailer weight a given trailer hitch class can tow and should be used to assist you in selecting the correct trailer hitch for your intended towing condition.

Trailer Hitch Classification Definitions	
Class	Max. Trailer Hitch Industry Standards
Class I - Light Duty	2,000 lbs (907 kg)
Class II - Medium Duty	3,500 lbs (1587 kg)
Class III - Heavy Duty	5,000 lbs (2268 kg)
Class IV - Extra Heavy Duty	10,000 lbs (4540 kg)
Refer to Trailer Towing Weights (Maximum Trailer Weight Ratings) chart for the Maximum Gross Trailer Weight (GTW) tow-able for your given drivetrain.	

All trailer hitches should be professionally installed on your vehicle.

Trailer Towing Weights (Maximum Trailer Weight Ratings)

The following chart provides the maximum trailer weight ratings tow-able for your given drivetrain.

Engine/Transaxle	GCWR (Gross Combined Wt. Rating)	Frontal Area	Max. GTW (Gross Trailer Wt.)	Max. Tongue Wt.
2.4L Automatic	6,000 lbs (2,722 kg)	22 sq ft (2.0 sq m)	1,000 lbs (454 kg) which includes up to 5 persons AND Luggage	100 lbs (45 kg)
2.7L/3.5L (with out Trailer Tow Prep Package (AHT))	7,300 lbs (3,311 kg)	32 sq ft (3.0 sq m)	2,000 lbs (907 kg) which includes 1 to 2 persons AND Luggage	200 lbs (91 kg)
	7,300 lbs (3,311 kg)	32 sq ft (3.0 sq m)	1,500 lbs (680 kg) which includes 3 to 4 persons AND Luggage	150 lbs (68 kg)
	7,300 lbs (3,311 kg)	32 sq ft (3.0 sq m)	1,000 lbs (454 kg) which includes 5 to 7 persons AND Luggage	100 lbs (45 kg) *Except for AWD models.

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2.7L (with Trailer Tow Prep Package (AHT))	8,300 lbs (3,765 kg)	40 sq ft (3.7 sq m)	3,000 lbs (1,361 kg) which includes up to 5 persons AND Luggage	300 lbs (136 kg)
	8,300 lbs (3,765 kg)	40 sq ft (3.7 sq m)	1,000 lbs (454 kg) which includes 6 to 7 persons AND Luggage	100 lbs (91 kg)
3.5L (with Trailer Tow Prep Package (AHT))	8,300 lbs (3,765 kg)	40 sq ft (3.7 sq m)	3,500 lbs (1,588 kg) which includes 1 to 2 persons AND Luggage	350 lbs (159 kg)
	8,300 lbs (3,765 kg)	40 sq ft (3.7 sq m)	3,000 lbs (1,361 kg) which includes 3 to 4 persons AND Luggage	300 lbs (136 kg)
	8,300 lbs (3,765 kg)	40 sq ft (3.7 sq m)	2,500 lbs (1,134 kg) which includes 5 to 6 persons AND Luggage	250 lbs (113 kg) *Except for AWD models.
	8,300 lbs (3,765 kg)	40 sq ft (3.7 sq m)	2,500 lbs (1,134 kg) which includes 7 persons AND Luggage	100 lbs (113 kg) *Except for AWD models.

NOTE:

The trailer tongue weight must be considered as part of the combined weight of occupants and cargo, and should never exceed the weight referenced on the Tire and Loading Information placard. Refer to Towing Requirements - Tires.

NOTE:

* For All Wheel Drive (AWD) models carrying 5 to 7 persons and luggage will exceed the rear Gross Axle Weight Rating (GAWR) and therefore should not be attempted.

Trailer and Tongue Weight

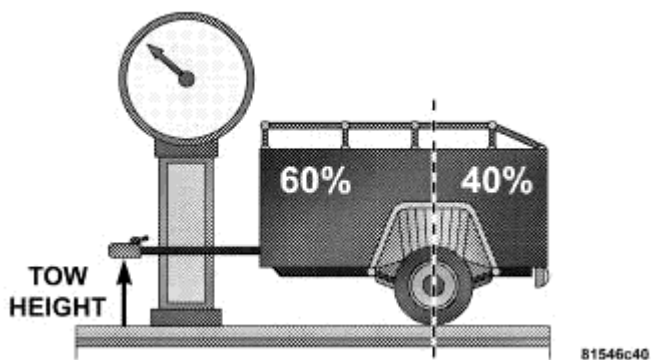


Fig. 31: Identifying Tow Height
Courtesy of CHRYSLER LLC

Always load a trailer with 60% to 65% of the weight in the front of the trailer. This places 10% to 15% of the Gross Trailer Weight (GTW) on the tow hitch of your vehicle. Loads balanced over the wheels or heavier in the rear can cause the trailer to sway **severely** side to side which will cause loss of control of the vehicle and trailer. Failure to load trailers heavier in front is the cause of many trailer accidents.

Never exceed the maximum tongue weight stamped on your bumper or trailer hitch.

Consider the following items when computing the weight on the rear axle of the vehicle:

- The tongue weight of the trailer.
- The weight of any other type of cargo or equipment put in or on your vehicle.
- The weight of the driver and all passengers.

NOTE: Remember that everything put into or on the trailer adds to the load on your vehicle. Also, additional factory-installed options or authorized dealer-installed options must be considered as part of the total load on your vehicle. Refer to Towing Requirements placard for the maximum combined weight of occupants and cargo for your vehicle.

Towing Requirements

To promote proper break-in of your new vehicle drivetrain components the following guidelines are recommended:

- CAUTION:**
- Avoid towing a trailer for the first 500 mi (805 km) of vehicle operation. Doing so may damage the vehicle.
 - During the first 500 mi (805 km) of trailer towing, limit the speed to 50 mph (80 km/h).

WARNING: Improper towing can lead to an injury accident. Follow these guidelines to make your trailer towing as safe as possible:

Make certain that the load is secured in the trailer and that it will not shift during travel. When trailering cargo that is not fully secured, dynamic load shifts can occur that may be difficult for the driver to control. You could lose control of your vehicle and have an accident. Failure to follow these instructions may result in possible serious or fatal injury.

- When hauling cargo or towing a trailer, do not overload your vehicle or trailer. Overloading can cause a loss of control, poor performance, or damage to brakes, axle, engine, transaxle, steering, suspension, chassis structure, or tires.
- Safety chains must always be used between your vehicle and trailer. Always connect the chains to the frame or hook retainers of the vehicle hitch. Cross the chains under the trailer tongue and allow enough slack for turning corners.

Vehicles with trailers should not be parked on a grade. When parking, apply the parking brake on the tow

vehicle. Put the tow vehicle automatic transaxle in PARK. Always, block or "chock" the trailer wheels.

- GCWR must not be exceeded.
- **Total weight must be distributed between the tow vehicle and the trailer such that the following four ratings are not exceeded:**
 1. GVWR
 2. GTW
 3. GAWR
 4. Tongue weight rating for the trailer hitch utilized. (This requirement may limit the ability to always achieve the 10% to 15% range of tongue weight as a percentage of total trailer weight.)

Towing Requirements - Tires

- Do not attempt to tow a trailer while using a compact spare tire.
- Proper tire inflation pressures are essential to the safe and satisfactory operation of your vehicle. Refer to **Towing Requirements - Tires** for information on tire pressures and for proper tire inflation procedures.
- Also, check the trailer tires for proper tire inflation pressures before trailer usage.
- Check for signs of tire wear or visible tire damage before towing a trailer. Refer to **Towing Requirements - Tires** for information on tread wear indicators and for the proper inspection procedure.
- When replacing tires. Refer to **Tires and Wheels/Tires - Description** for information on replacement tires and for the proper tire replacement procedures. Replacing tires with a higher load carrying capacity will not increase the vehicle's GVWR and GAWR limits.

Towing Requirements - Trailer Brakes

- Do **not** interconnect the hydraulic brake system or vacuum system of your vehicle with that of the trailer. This could cause inadequate braking and possible personal injury.
- An electronically actuated trailer brake controller is required when towing a trailer with electronically actuated brakes. When towing a trailer equipped with a hydraulic surge actuated brake system, an electronic brake controller is not required.
- Trailer brakes are recommended for trailers over 1,000 lbs (454 kg) and required for trailers in excess of 2,000 lbs (907 kg).

CAUTION: If the trailer weighs more than 1,000 lbs (454 kg) loaded, it should have its own brakes, and they should be of adequate capacity. Failure to do this could lead to accelerated brake lining wear, higher brake pedal effort, and longer stopping distances.

WARNING: Do not connect trailer brakes to your vehicle's hydraulic brake lines. It can overload your brake system and cause it to fail. You might not have brakes when you need them and could have an accident.

Towing any trailer will increase your stopping distance. When towing, you should allow for additional space between your vehicle and the vehicle in front of you. Failure to follow these instructions may result in possible

serious or fatal injury.

Towing Requirements - Trailer Lights AND Wiring

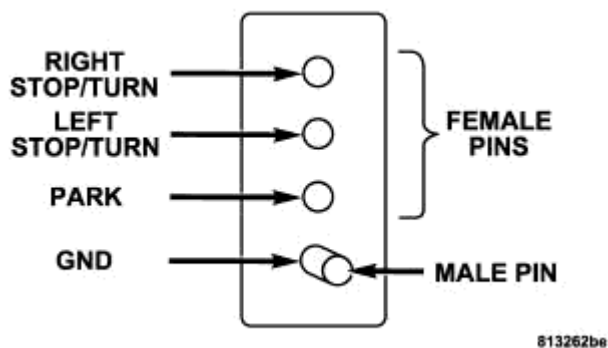


Fig. 32: 4 - Pin Connector

Courtesy of CHRYSLER LLC

Whenever you pull a trailer, regardless of the trailer size, stoplights and turn signals on the trailer are required for motoring safety.

The Trailer Tow Package may include a 4- and 7-pin wiring harness. Use a factory approved trailer harness and connector.

NOTE: Do not cut or splice wiring into the vehicles wiring harness.

The electrical connections are all complete to the vehicle but you must mate the harness to a trailer connector. Refer to the following illustrations.

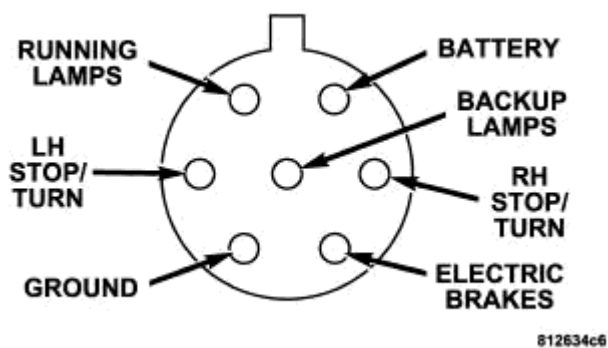


Fig. 33: 7- Pin Connector

Courtesy of CHRYSLER LLC

Towing Tips

Before setting out on a trip, practice turning, stopping, and backing up the trailer in an area located away from

heavy traffic.

Towing Tips - Automatic Transaxle

The DRIVE range can be selected when towing. However, if frequent shifting occurs while in this range, select the "3" range for 4-speed automatic or the "5" range for 6-speed automatic.

NOTE: **Using the "3" or "5" range while operating the vehicle under heavy operating conditions will improve performance and extend transaxle life by reducing excessive shifting and heat build up. This action will also provide better engine braking.**

If you REGULARLY tow a trailer for more than 45 minutes of continuous operation, then change the automatic transaxle fluid and filter according to the interval specified for "police, taxi, fleet, or frequent trailer towing" in the Maintenance Schedule.

NOTE: **Check the 4-speed automatic transaxle fluid level before towing. The 6-speed transaxle is sealed and the fluid level cannot be checked. See your authorized dealer for assistance.**

Towing Tips - Electronic Speed Control (If Equipped)

- Don't use in hilly terrain or with heavy loads.
- When using the speed control, if you experience speed drops greater than 10 mph (16 km/h), disengage until you can get back to cruising speed.
- Use speed control in flat terrain and with light loads to maximize fuel efficiency.

Towing Tips - Autostick ® (If Equipped)

- By using the Autostick® modes and selecting a specific gear range, frequent shifting can be avoided. The highest gear range should be selected that allows for adequate performance. For example, choose "4" if the desired speed can be maintained. Choose "3" or "2" if needed to maintain the desired speed.
- Extended driving at high RPM should be avoided to prevent excess heat generation. A reduction in vehicle speed may be required to avoid extended driving at high RPM. Return to a higher gear range or vehicle speed when road conditions and RPM level allows.

Cooling System

To reduce potential for engine and transmission overheating, take the following actions:

- **City Driving**

When stopped for short periods of time, put transmission in neutral and increase engine idle speed.

- **Highway Driving**

Reduce speed.

- **Air Conditioning**

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Turn off temporarily.

STANDARD PROCEDURE

RECREATIONAL TOWING (BEHIND MOTORHOME, ETC.)

Recreational Towing Chart

Recreational Towing Condition	Manual Transaxle Vehicles	Automatic Transaxle Vehicles
Four Wheel Flat Tow (all wheels on ground)	Yes	Never
Two Wheel Dolly Tow (rear wheels on ground)	Yes	Yes
Flat Bed Tow (all wheels on bed of truck)	Yes	Yes

CAUTION: ONLY vehicles equipped with a MANUAL TRANSAXLE may be recreational towed (flat towed) at any legal highway speed, for any distance, if the MANUAL TRANSAXLE is in NEUTRAL and the ignition key is in the ACC position.

- CAUTION:**
- DO NOT FLAT TOW any vehicle equipped with an AUTOMATIC TRANSAXLE. Damage to the drivetrain will result. If these vehicles require towing, make sure all four wheels are off the ground.
 - Front or rear wheel lifts should not be used. Internal damage to the transaxle will occur if a front or rear wheel lift is used when recreational towing.

TOWING, Vehicle

WARNINGS AND PRECAUTIONS

WARNING: Do not allow towing attachment devices to contact the fuel tank or lines, fuel leakage can result. Do not lift or tow vehicle by front or rear bumper, or bumper energy absorber units. Do not venture under a lifted vehicle if not supported properly on safety stands. Do not allow passengers to ride in a towed vehicle. Use a safety chain that is independent from the towing attachment device. Failure to follow these instructions may result in personal injury or death.

CAUTION: Do not damage brake lines, exhaust system, shock absorbers, sway bars, or any other under vehicle components when attaching towing device to vehicle. Do not attach towing device to front or rear suspension components. Do not secure vehicle to towing device by the use of front or rear suspension or steering components. Remove or secure loose or

protruding objects from a damaged vehicle before towing. Refer to state and local rules and regulations before towing a vehicle. Do not allow weight of towed vehicle to bear on lower fascia, air dams, or spoilers.

RECOMMENDED TOWING EQUIPMENT

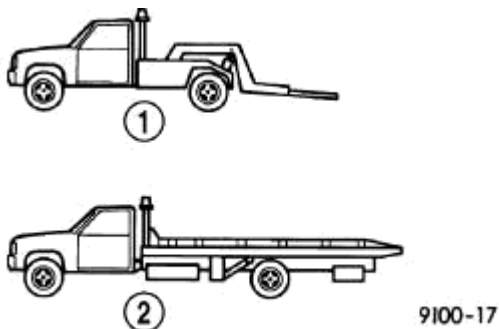


Fig. 34: Recommended Towing Equipment
Courtesy of CHRYSLER LLC

- | |
|--------------------------------|
| 1 - WHEEL LIFT
2 - FLAT BED |
|--------------------------------|

To avoid damage to bumper fascia and air dams use of a flat bed towing device or wheel lift is recommended. When using a wheel lift towing device, be sure the unlifted end of disabled vehicle has at least 100 mm (4 in.) ground clearance. If minimum ground clearance cannot be reached, use a towing dolly. If a flat bed device is used, the approach angle should not exceed 15 degrees.

TOWING A DISABLED VEHICLE

Without The Ignition Key

Front Wheel Drive (FWD)

Special care must be taken when the vehicle is towed with the ignition in the LOCK position. Flat bed towing is the preferred towing method. However, if a flat bed towing vehicle is not available, a wheel lift towing vehicle may be used. Furthermore, rear towing is not recommended with the front wheels on the ground, as transaxle damage can result. If rear towing is the only alternative, a front end dolly must be used. Proper towing equipment is necessary to prevent damage to the vehicle.

All Wheel Drive (AWD)

The vehicle must be transported on a flat bed truck.

Towing This Vehicle Behind Another Vehicle (Flat Towing With The Key In The Ignition And All Four Wheels On The Ground)

- CAUTION:**
- If the vehicle being towed requires steering, the ignition switch must be in the ON position, not in the LOCK or ACC position.

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- **Do not attempt to tow this vehicle from the front with sling type towing equipment. Damage to the front fascia will result.**
- **Do not push or tow this vehicle with another vehicle as damage to the bumper fascia and transaxle may result.**

If you must use the accessories (wipers, defrosters, etc.) while being towed, the key must be in the ON position, not the ACC position. Make certain the transaxle remains in NEUTRAL.

Front Wheel Drive (FWD)

The vehicle may be towed under the following conditions: The shift lever must be in NEUTRAL, the distance to be traveled must not exceed 15 mi (25 km), and the towing speed must not exceed 25 mph (40 km/h). Exceeding these towing limits may cause a transaxle failure. If the transaxle is not operative, or if the vehicle is to be towed more than 15 mi (25 km), the vehicle must be transported either with a flat bed truck or with the front wheels off the ground.

All Wheel Drive (AWD)

The vehicle may be towed under the following conditions: The shift lever must be in NEUTRAL, the distance to be traveled must not exceed 15 mi (25 km), the towing speed must not exceed 25 mph (40 km/h), and both front and rear wheels must be on the ground. Exceeding these towing limits may cause a transaxle failure. If the transaxle is not operative, or if the vehicle is to be towed more than 15 mi (25 km), the vehicle must be transported on a flat bed truck.

Towing This Vehicle Behind Another Vehicle With A Tow Dolly

Front Wheel Drive (FWD)

Rear towing is not recommended with the front wheels on the ground, as transaxle damage can result. If rear towing is the only alternative, **a front end dolly must be used**. Proper towing equipment is necessary to prevent damage to the vehicle.

All Wheel Drive (AWD)

CAUTION: The manufacturer does not recommend towing an All-Wheel Drive (AWD) on a tow dolly. Vehicle damage may occur.