

2009 ACCESSORIES AND EQUIPMENT

Message Center - Service Information - Journey

SPECIAL TOOLS

SPECIAL TOOLS

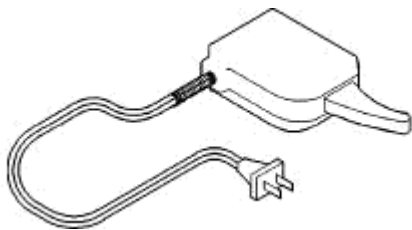
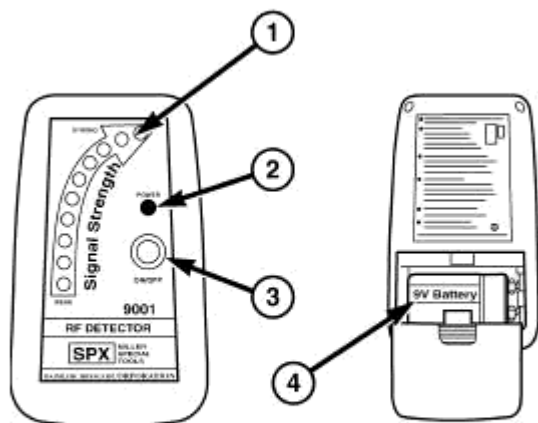


Fig. 1: De Gauser - 6029

Courtesy of CHRYSLER LLC



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Fig. 2: RF Detector - 9001

Courtesy of CHRYSLER LLC

CENTER, ELECTRONIC VEHICLE INFORMATION

DESCRIPTION

DESCRIPTION

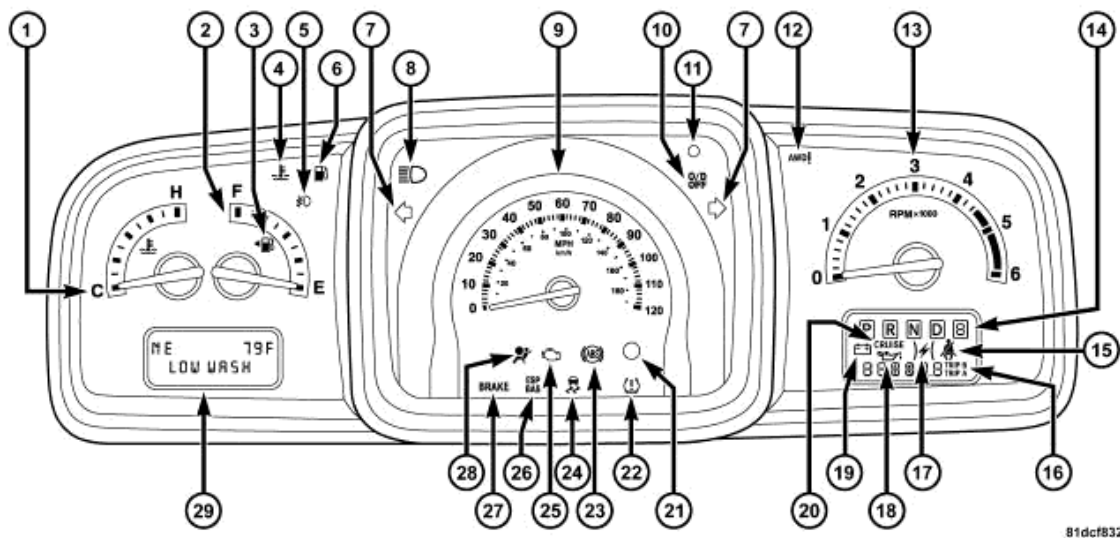


Fig. 3: Electronic Vehicle Information Center
Courtesy of CHRYSLER LLC

The Electronic Vehicle Information Center (EVIC) features a driver-interactive display (29). The display is located in the lower left part of the instrument cluster below the fuel (2) and engine temperature (1) gauges.

The display in the lower right part of the instrument cluster (15) below the tachometer (13) shows the vehicle odometer related functions. These functions include Trip Odometer (ODO), Trip A and Trip B readouts. The instrument cluster push-button (21) can be used to scroll through the different odometer functions. Refer to **Electrical - Instrument Cluster/Instrument Cluster - Description** for additional information on the instrument cluster and related functions.

The Electronic Vehicle Information Center (EVIC) features a driver-interactive display. It is located in the instrument cluster below the fuel and temperature gauges. Vehicles equipped with steering wheel-mounted buttons (described in this information) are also equipped with the EVIC. The EVIC consists of the following:

- System Status
- Vehicle information warning message displays
- Tire Pressure Monitor System (TPM) - If Equipped
- Personal Settings (customer programmable features)
- Compass display
- Outside temperature display
- Trip computer functions

The EVIC system is comprised of several different components. Those components are:

- Instrument Cluster (sometimes referred to as Cab Compartment Node [CCN])
- ASBM EVIC Function Buttons
- Ambient Temperature Sensor

- Remote Compass Module (RCM)
- Controller Area Network (CAN) Data Bus
- Local Interface Network (LIN) Data Bus

The EVIC display is part of the Instrument Cluster assembly and is not serviced as a separate component. If the display is inoperative the complete Instrument Cluster assembly must be replaced. Refer to **Electrical - Instrument Cluster/Instrument Cluster - Removal** .

OPERATION

OPERATION

The Electronic Vehicle Information Center (EVIC) uses both non-switched and ignition switched sources of battery current so that some of its features remain operational at any time, while others may only operate with the ignition switch in the "ON" position. When the ignition switch is turned to the "ON" position, the EVIC display will return to the last function being displayed before the ignition was turned to the "OFF" position.

The EVIC system is comprised of several different components that communicate over the Controller Area Network (CAN) and Local Interface Network (LIN) Data Buses. **If the system is inoperative a scan tool and the appropriate diagnostic information must be used to diagnose the system.**

The EVIC function buttons are used to operate the different functions of the EVIC system. Pressing and releasing the **MENU** button allows the driver to select the Compass/Temperature, Trip Computer, Personal Settings or System Status functions. The **STEP** button is used to toggle through options or features of the Trip Computer, Personal Settings or System Status functions. Pressing and releasing the **RESET** button allows the selection of setting or resetting of the function currently displayed at that time. Pressing and releasing the **C/T** (compass/temperature) button will cause the EVIC to return to the compass/temperature display mode from any other mode.

EVIC DISPLAY MODES

SYSTEM STATUS MODE

System display mode displays warnings and user interaction messages on the EVIC display. The driver can scroll to view multiple messages by using the **STEP** button.

When the appropriate conditions exist, the EVIC displays the following messages:

- Turn Signal On (with a continuous warning chime if the vehicle is driven more than 1 mile [1.6 km] with either turn signal on)
- Left Front Turn Signal Lamp Out (with a single chime)
- Left Rear Turn Signal Lamp Out (with a single chime)
- Right Front Turn Signal Lamp Out (with a single chime)
- Right Rear Turn Signal Lamp Out (with a single chime)
- RKE (Remote Keyless Entry) Battery Low (with a single chime)

- Channel # Transmit.
- Channel # Training.
- Channel # Trained.
- Clearing Channels.
- Channels Cleared.
- Did Not Train.
- Left Front Low Pressure (with a single chime).
- Left Rear Low Pressure (with a single chime).
- Right Front Low Pressure (with a single chime).
- Right Rear Low Pressure (with a single chime).
- Check TPM System (with a single chime).
- Low Fuel
- Cal
- Oil Change Required (with a single chime)
- Low Washer Fluid
- Coolant Low
- Key in Ignition
- Lights On

PERSONAL SETTINGS MODE (CUSTOMER PROGRAMMABLE FEATURES)

Allows the driver to set and recall features when the transmission is in Park by pressing and releasing the **MENU** button until Personal Settings is displayed in the EVIC. Pressing and releasing the **STEP** button will scroll through the following personal settings choices:

- **Language** When in this display you may select one of three languages for all display nomenclature, including the trip functions and the navigation system (if equipped). Press the **RESET** button while in this display to select English, Espanola, or French. Then, as you continue, the information will display in the selected language.

NOTE: **The EVIC will not change the UConnect™ language selection.**

- **Unlock Doors Automatically on Exit** When ON is selected, all doors will unlock when the vehicle is stopped and the transmission is in the P (Park) or N (Neutral) position and the driver's door is opened. To make your selection, press and release the **RESET** button until "ON" or "OFF" appears.
- **Remote Key Unlock** When DRIVER DOOR 1ST PRESS is selected, only the driver's door will unlock on the first press of the remote keyless entry unlock button. When Driver Door 1st Press is selected, you must press of the remote keyless entry unlock button twice to unlock the passenger's doors. When ALL DOORS 1ST PRESS is selected, all of the doors will unlock on the first press of the remote keyless entry unlock button. To make your selection, press and release the **RESET** button until "Driver Door 1st Press" or "All Doors 1st Press" appears.
- **Sound Horn with Remote Key Lock** When ON is selected, a short horn sound will occur when the

remote keyless entry "Lock" button is pressed. This feature may be selected with or without the flash lights on lock/unlock feature. To make your selection, press and release the **RESET** button until "ON" or "OFF" appears.

- **Flash Lights with Remote Key Lock** When ON is selected, the front and rear turn signals will flash when the doors are locked or unlocked with the remote keyless entry transmitter. This feature may be selected with or without the sound horn on lock feature selected. To make your selection, press and release the **RESET** button until "ON" or "OFF" appears.
- **Delay Turning Headlights Off** When this feature is selected, the driver can choose to have the headlights remain on for 0, 30, 60, or 90 seconds when exiting the vehicle. To make your selection, press and release the **RESET** button until "0," "30," "60," or "90" appears.
- **Headlights On with Wipers (Available with Auto Headlights Only)** When this feature is selected and the headlight switch is in the AUTO position, the headlights will activate approximately 10 seconds after the wipers are turned on. To make your selection, press and release the **RESET** button until "ON" or "OFF" appears.
- **Delay Power Off to Accessories Until Exit** When this feature is selected, the power window switches, radio, hands-free system (if equipped), DVD video system (if equipped), power sunroof (if equipped), and power outlets will remain active for up to 10 minutes after the ignition switch is turned off. Opening a vehicle door will cancel this feature. To make your selection, press and release the **RESET** button until "Off," "45 sec.," "5 min.," or "10 min." appears.
- **Confirmation of Voice Commands - If Equipped** When ON is selected, all voice commands from the UConnect™ system are confirmed. To make your selection, press and release the **RESET** button until "ON" or "OFF" appears.
- **Display Units of Measure in** The EVIC, odometer, and navigation system (if equipped) can be changed between English and Metric units of measure. To make your selection, press and release the **RESET** button until "US" or "METRIC" appears.

COMPASS/TEMPERATURE

Compass heading and outside temperature are displayed on the EVIC display screen. One of eight compass headings to indicate the direction the vehicle is facing (N, S, E, W, NE, NW, SE, SW) and one of 15 compass variance settings can be programmed. Outside temperature is displayed in °C (degrees Celsius) or °F (degrees Fahrenheit).

For additional information regarding the compass, refer to Personal Settings (Customer Programmable Features) in this information.

TRIP COMPUTER

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

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

Press the **STEP** button to cycle through all the Trip Computer functions.

The Trip Functions mode displays the following information:

- **Average Fuel Economy** Shows the average fuel economy since the last reset. When the fuel economy is reset, the display will read "RESET" or show dashes for two seconds. Then, the history information will be erased, and the averaging will continue from the last fuel average reading before the reset.
- **Distance To Empty (DTE)** Shows the estimated distance that can be traveled with the fuel remaining in the tank. This estimated distance is determined by a weighted average of the instantaneous and average fuel economy, according to the current fuel tank level. DTE cannot be reset through the **RESET** button. When the DTE value is less than 30 miles (48 km) estimated driving distance, the DTE display will change to a text display of "LOW FUEL." This display will continue until the vehicle runs out of fuel. Adding a significant amount of fuel to the vehicle will turn off the "LOW FUEL" text and a new DTE value will display.
- **Elapsed Time** Shows the total elapsed time of travel since the last reset when the ignition switch is in the ACC position. Elapsed time will increment when the ignition switch is in the ON or START position.
- **Display Units of Measure in:** To make your selection, press and release the **RESET** button until "US" or "METRIC" appears.

To Reset The Display Reset will only occur while a resettable function is being displayed. Press and release the **RESET** button once to clear the resettable function being displayed. To reset all resettable functions, press and release the **RESET** button a second time within 3 seconds of resetting the currently displayed function (>Reset ALL will display during this 3 second window).

DIAGNOSIS AND TESTING

ELECTRONIC VEHICLE INFORMATION CENTER

CAUTION: Do not place any external magnets, such as magnetic roof mount antennas, in the vicinity of the compass. Do not place any electronic devices (cell phones, laptop computers, PDAs, portable DVD players, etc), on or near the instrument panel as the Remote Compass Module (RCM) performance may be effected. Do not use magnetic tools when servicing the RCM.

The Electronic Vehicle Information Center (EVIC) data is obtained from several components on the Controller Area Network (CAN) and Local Interface Network (LIN) Data Bus circuits. The EVIC will not function properly if the bus messages from any of these components is not receive. If no EVIC data is displayed or the display indicates dashes "- -", check the CAN and LIN Data Bus circuit communications, the Instrument Cluster functions, the Remote Compass Module (RCM) and the Totally Integrated Power Module (TIPM). Should the RCM become disconnected, the instrument cluster display will go blank.

The use of a scan tool and the proper diagnostic procedures information are recommended for further testing of the Instrument Cluster, the RCM, the CAN Data Bus and the LIN Data Bus circuits. Refer to the appropriate wiring information for complete circuit schematic or connector pin-out information.

STANDARD PROCEDURE**MANUAL COMPASS CALIBRATION**

CAUTION: Do not place any external magnets, such as magnetic roof mount antennas, in the vicinity of the compass. Do not place any electronic devices (cell phones, laptop computers, PDAs, portable DVD players, etc), on or near the instrument panel as the Remote Compass Module (RCM) performance may be effected. Do not use magnetic tools when servicing the RCM.

NOTE: Calibration is required anytime a new RCM is installed. Upon installation of the new RCM the "CAL" message will appear in the Electronic Vehicle Information Center (EVIC) display. The RCM will automatically calibrate if the vehicle is driven in two or more circles, slowly, and away from large metal objects. The RCM can also be calibrated by performing the following procedure.

NOTE: Confirmation that the proper variance zone is programmed, is recommended whenever manual compass calibration is performed. See Standard Procedure for the appropriate procedure.

The electronic compass unit features a self-calibrating design, which simplifies the calibration procedure. This feature automatically updates the compass calibration while the vehicle is being driven. This allows the compass unit to compensate for small changes in the residual magnetism that the vehicle may acquire during normal use. If the compass readings appear to be erratic or the Electronic Vehicle Information Center (EVIC) displays "CAL", perform the following manual calibration procedure. Also, any time EVIC service replacement components are installed, they must be calibrated using this procedure. Do not attempt to calibrate the compass near large metal objects such as other vehicles, large buildings, or bridges; or, near overhead or underground power lines.

Calibrate the compass manually as follows:

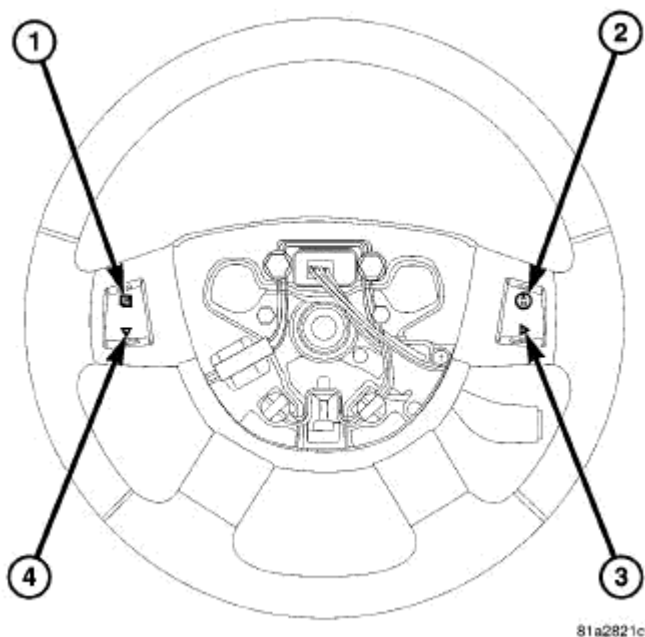


Fig. 4: EVIC Function Buttons

Courtesy of CHRYSLER LLC

NOTE: Do not attempt to calibrate the compass near large metal objects such as other vehicles, large buildings, or bridges; or, near overhead or underground power lines.

1. Start the engine but leave the vehicle in "PARK".
2. Press and release the **MENU** push button (1) until "Personal Settings" is displayed.
3. Once in the "Personal Settings" menu depress and release the **STEP** button (4) several times until "Calibrate Compass (Yes)" is displayed.
4. Momentarily depress and release the **RESET** push button (3) to initiate the calibration procedure. The "CAL" symbol will come on solid in the EVIC display.
5. Slowly drive the vehicle on a level surface, away from large metal objects and power lines, through one or two **complete** circles not exceeding 8 km/h (5 mph). The "CAL" symbol will disappear from the display to indicate successful compass calibration.

NOTE: A blank compass display indicates that vehicle degaussing (demagnetizing) may be necessary.

NOTE: If the "CAL" message remains in the display, either there is excessive magnetism near the compass, or the EVIC is inoperative. Attempt the calibration procedure at least one more time before performing EVIC diagnosis.

NOTE: If the wrong direction is still indicated in the compass display, the area selected for calibration may be too close to a strong magnetic field. Repeat the manual calibration procedure in another location.

COMPASS DEMAGNETIZING

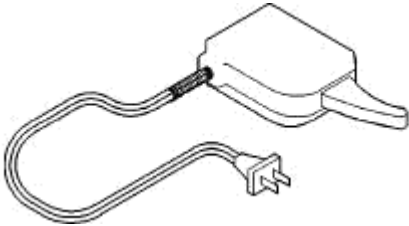
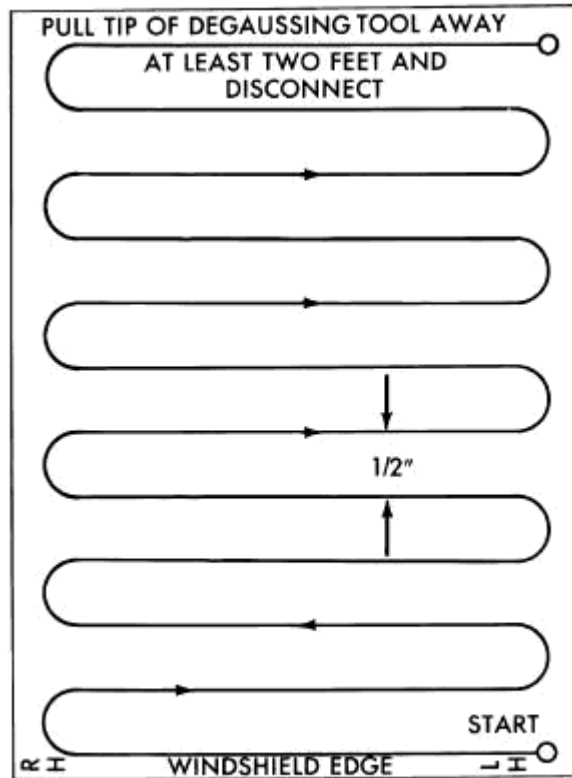


Fig. 5: Degaussing Tool #6029
Courtesy of CHRYSLER LLC

A degaussing tool (Special Tool 6029) is used to demagnetize, or degauss, the roof panel of the vehicle. Equivalent units must be rated as continuous duty for 110/115 volts and 60 Hz. They must also have a field strength of over 350 gauss at 7 millimeters (0.25 inch) beyond the tip of the probe.

To demagnetize the roof panel proceed as follows:

1. Be certain that the ignition switch is in the Off position, before you begin the demagnetizing procedure.

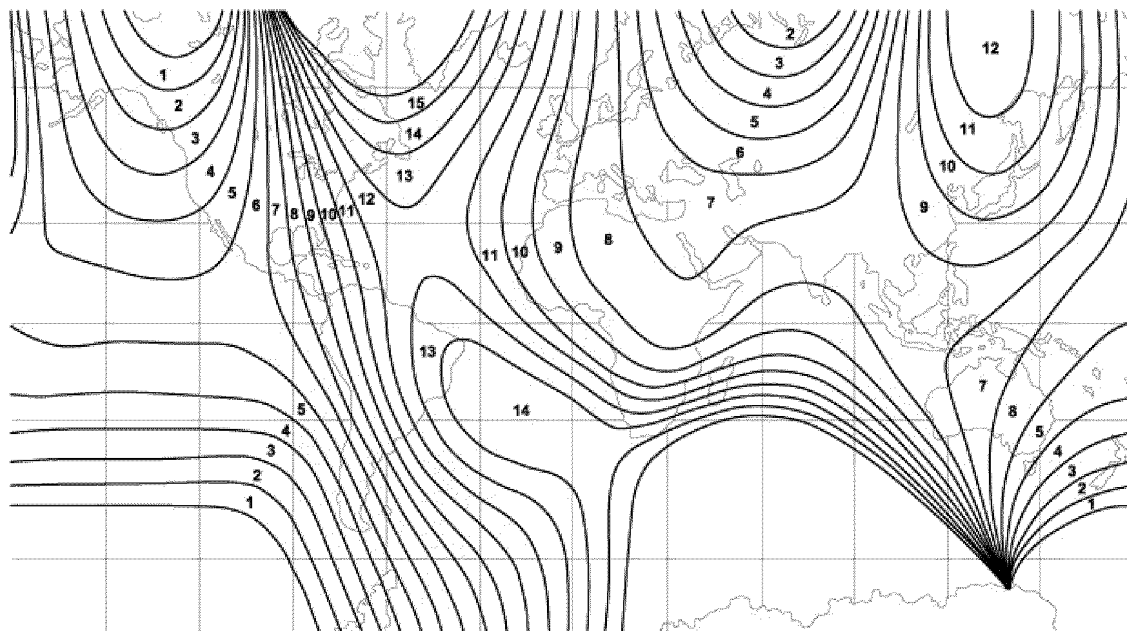


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Fig. 6: View Of Roof Panel Grid
 Courtesy of CHRYSLER LLC

2. Place a piece of paper approximately 22 by 28 centimeters (8.5 by 11 inches), oriented on the vehicle lengthwise from front to rear, on the center line of the roof at the windshield header. The purpose of the paper is to protect the roof panel from scratches, and to define the area to be demagnetized.
3. Connect the degaussing tool to an electrical outlet, while keeping the tool at least 61 centimeters (2 feet) away from the vehicle.
4. Slowly approach the center line of the roof panel at the windshield header, with the degaussing tool connected.
5. Contact the roof panel with the plastic coated tip of the degaussing tool. Be sure that the template is in place to avoid scratching the roof panel. Using a slow, back-and-forth sweeping motion, and allowing 13 millimeters (0.50 inch) between passes, move the tool at least 11 centimeters (4 inches) to each side of the roof center line, and 28 centimeters (11 inches) back from the windshield header.
6. With the degaussing tool still energized, slowly back it away from the roof panel. When the tip of the tool is at least 61 centimeters (2 feet) from the roof panel, disconnect the tool.
7. Calibrate the compass and adjust the compass variance. See **Standard Procedure**.

COMPASS VARIANCE ADJUSTMENT



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Fig. 7: Magnetic And Geographic North Map
Courtesy of CHRYSLER LLC

Compass variance, also known as magnetic declination, is the difference in angle between magnetic north and true geographic north. In some geographic locations, the difference between magnetic and geographic north is great enough to cause the compass to give false readings. If this problem occurs, the compass variance must be set.

NOTE: If the vehicle is taken on long trips into a new variance zone the compass function may be effected. Compass variance will need to be updated to the new zone number to function properly.

NOTE: The default for the compass variance from the factory is 8.

To set the compass variance:

1. Using the Variance Settings Map, find your geographic location and note the zone number.

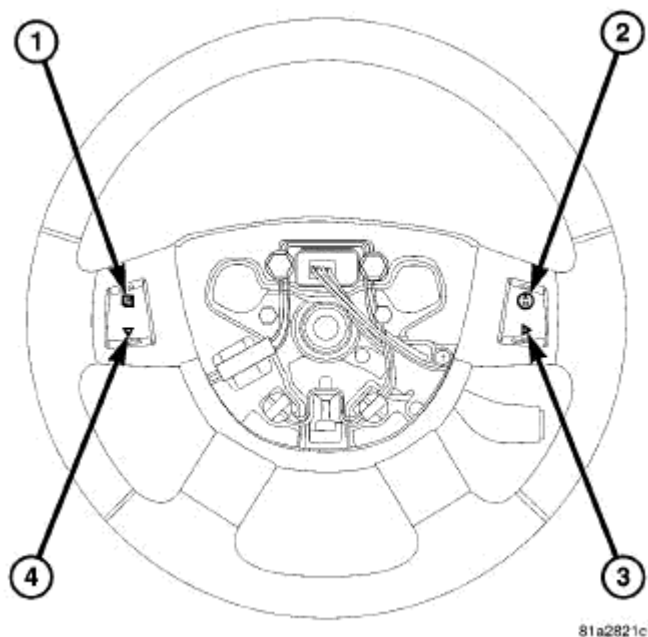


Fig. 8: EVIC Function Buttons
Courtesy of CHRYSLER LLC

2. Turn the ignition switch to the ON/RUN position. Press and release the **MENU** push button (1) until "Personal Settings" is displayed.
3. Press the **STEP** push button (4) until "Compass Variance" is displayed. The "Compass Variance" message and the current variance zone number will be displayed.
4. Press and release the **RESET** push button (3) to toggle through the zone numbers (1-15), until the zone number for your geographic location appears in the display.

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

5. Press and release the Compass Temperature (C/T) push button (2) to enter the displayed zone number into the compass unit memory.
6. Confirm that the correct directions are now indicated by the compass.

MODULE

DESCRIPTION

DESCRIPTION

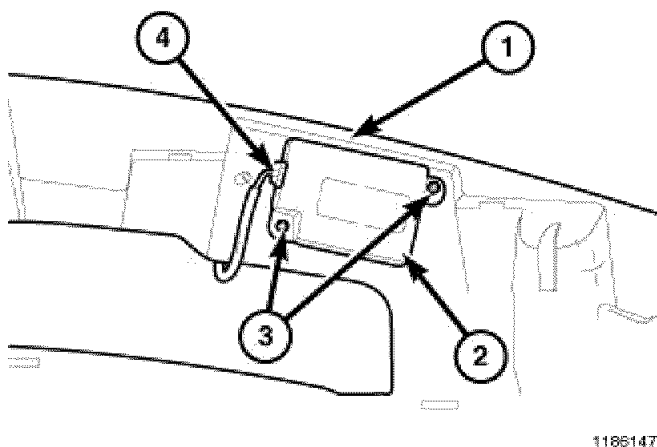


Fig. 9: Remote Compass Module

Courtesy of CHRYSLER LLC

The Remote Compass Module (RCM) (2) is a separate stand alone module mounted to the top of the instrument panel (1). The RCM can be accessed by removing the defroster grille. Refer to **Body/Instrument Panel/GRILLE, Defroster - Removal** .

If the compass position sensor (Remote Compass Module) is inoperative and requires replacement. See **Removal** for the appropriate procedure.

DIAGNOSIS AND TESTING

REMOTE COMPASS MODULE

The Remote Compass Module (RCM) data is transferred on the Controller Area Network (CAN) Data Bus circuit. The RCM and Electronic Vehicle Information Center (EVIC) will not function properly if the bus messages are not properly received. If no EVIC data is displayed, check the CAN Data Bus circuit communications, the RCM, the Instrument Cluster functions and the Totally Integrated Power Module (TIPM). **Any diagnosis of the RCM and EVIC display should begin with the use of a scan tool and the appropriate diagnostic service information.**

For complete circuit diagrams, refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin-out information and location views for the various wire harness connectors, splices and grounds.

REMOVAL

REMOVAL

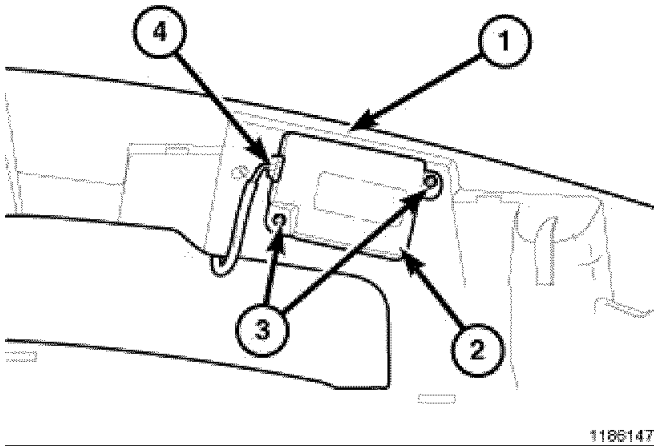


Fig. 10: Remote Compass Module

Courtesy of CHRYSLER LLC

1. Disconnect and isolate the negative battery cable.
2. Remove the defroster grille. Refer to **Body/Instrument Panel/GRILLE, Defroster - Removal**
3. Remove the retaining screw (3) securing the Remote Compass Module (RCM) (2) to the instrument panel (1).
4. Disconnect the RCM electrical connector (4).
5. Remove the RCM from the vehicle.

INSTALLATION

INSTALLATION

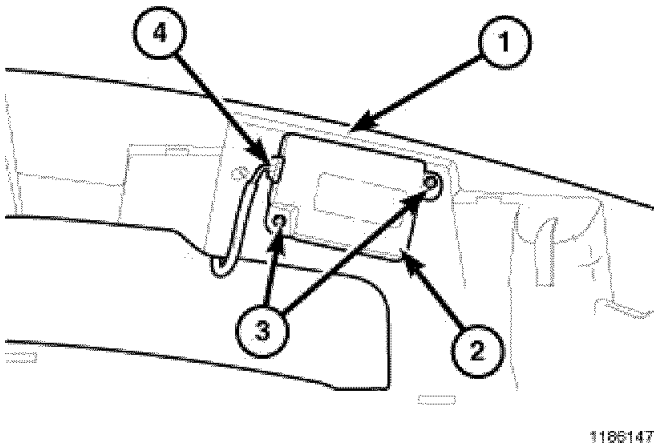
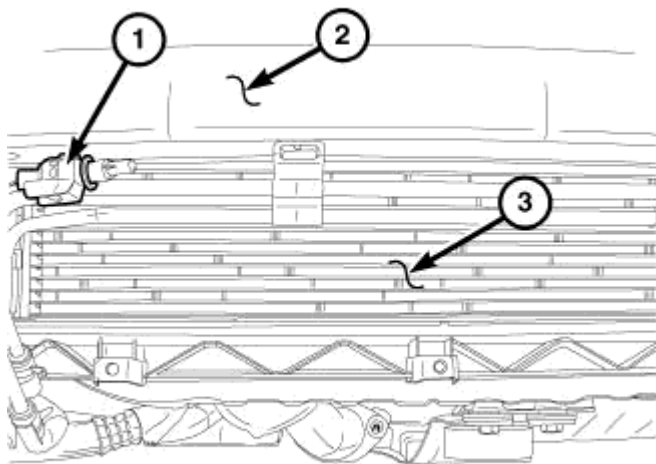


Fig. 11: Remote Compass Module

Courtesy of CHRYSLER LLC

1. Position the Remote Compass Module (RCM) (2) onto the top of the Instrument Panel (IP) (1).
2. Connect the electrical connector (4).
3. Install the RCM retaining screws (3).
4. Install the defroster grille. Refer to **Body/Instrument Panel/GRILLE, Defroster - Installation**
5. Connect the battery negative cable.
6. Perform the Compass Variance Adjustment. See **Standard Procedure** .
7. Perform the Manual Compass Calibration. See **Standard Procedure** .
8. Verify proper compass operation.

SENSOR, AMBIENT TEMPERATURE**DESCRIPTION****DESCRIPTION**

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Fig. 12: Locating Ambient Temperature Sensor
Courtesy of CHRYSLER LLC

The ambient temperature sensor (1) is a variable resistor located under the bottom right side of the front bumper reinforcement (2). The sensor is attached to the power steering line bracket with a pushpin style retainer and can be accessed through the right opening in the front fascia assembly.

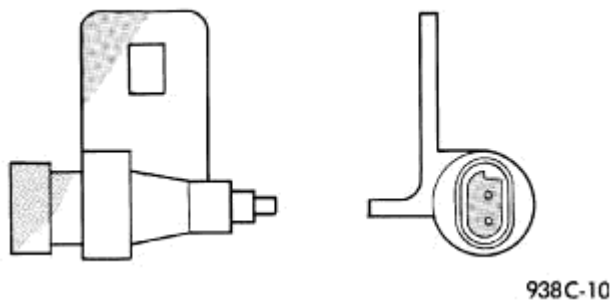


Fig. 13: Ambient Temperature Sensor
Courtesy of CHRYSLER LLC

The ambient temperature sensor cannot be adjusted or repaired and, if inoperative or damaged, must be replaced.

OPERATION

OPERATION

The ambient temperature sensor is a variable resistor that operates on a five-volt reference signal. The resistance in the sensor changes as temperature changes, changing the temperature sensor signal circuit voltage to the Totally Integrated Power Module (TIPM). Based upon the resistance in the sensor, the instrument cluster, sometimes referred to as the Cab Compartment Node (CCN), display senses a specific voltage on the Controller Area Network (CAN) data bus circuit, which corresponds to a specific temperature. The applicable instrument cluster display then displays the proper ambient temperature.

DIAGNOSIS AND TESTING

AMBIENT TEMPERATURE SENSOR

The temperature function is supported by the ambient temperature sensor, a wiring circuit, the Controller Area Network (CAN) data bus, the Local Area Network (LIN) data bus and the Totally Integrated Power Module (TIPM). When the sensor is exposed to temperatures above 60° C (130° F), or if the sensor circuit is shorted, 60° C (130° F) will appear in the display in place of the temperature. When the sensor is exposed to temperatures below - 40° C (- 40° F) or if the sensor circuit is open, - 40° C (- 40° F) will appear in the display.

The ambient temperature sensor circuit can be diagnosed using the following Temperature System Test, and Sensor Test. If the temperature sensor and circuit are confirmed to be OK, but the temperature display is inoperative or incorrect, further testing of the instrument cluster may be necessary. Refer to **Electrical/Instrument Cluster - Diagnosis and Testing** for the appropriate procedure.

SENSOR TEST

1. Turn the ignition switch to the Off position. Disconnect the ambient temperature sensor harness connector.
2. Measure the resistance of the ambient temperature sensor. At - 40° C (- 40° F), the sensor resistance is

336 kilohms. At 55° C (130° F), the sensor resistance is 2.488 kilohms. The sensor resistance should read between these two values. If OK, further testing of the instrument cluster may be necessary. Refer to **Electrical/Instrument Cluster - Diagnosis and Testing** for the appropriate procedure. If not OK, replace the inoperative ambient temperature sensor.

SENSOR CIRCUIT TEST

For complete circuit diagrams, refer to the appropriate wiring information. The wiring information includes wiring diagrams, proper wire and connector repair procedures, details of wire harness routing and retention, connector pin-out information and location views for the various wire harness connectors, splices and grounds.

NOTE: **Temperature readings do not update immediately. Allow up to 60 seconds after the ignition switch is turned to the "ON" position for readings to meet test specifications.**

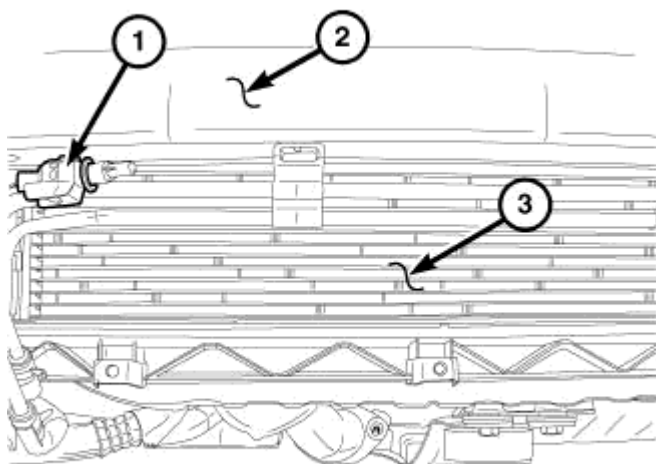
1. Turn the ignition switch to the "OFF" position. Disconnect the wire harness connector from the ambient temperature sensor.
2. Turn the ignition switch to the "ON" position. The display should now read - 40° C (- 40° F). If OK, go to step 3. If not OK, repair the shorted sensor return circuit or ambient temperature sensor signal circuit to the ambient temperature sensor as required.
3. Turn the ignition switch to the "OFF" position. Taking care not to damage the wire terminals, connect a jumper wire between the two terminals in the body half of the ambient temperature sensor harness connector.
4. Turn the ignition switch to the "ON" position. The display should now read 60° C (130 F). If OK, go to step 5. If not OK, repair the open sensor return circuit or ambient temperature sensor signal circuit to the ambient temperature sensor as required.

NOTE: **If the EVIC display does not show the ambient temperature in step 4, the vehicle may need to be driven several miles at a speed greater than 32 km/h (20 mph) for the temperature to update.**

5. Turn the ignition switch to the "OFF" position. Remove the jumper wire. Turn the ignition switch to the "ON" position and wait until the display again reads - 40° C (- 40° F). Turn the ignition switch to the "OFF" position. Reconnect the ambient temperature sensor. Turn the ignition switch to the "ON" position. The display should now read the ambient temperature. If OK, the problem is intermittent. Perform further diagnosis while manipulating the related wire harnesses and components. If not OK, go to step 6.
6. Clear any Diagnostic Trouble Codes that may have been set while performing the test. Perform further diagnosis of the CAN data bus circuit, the LIN data bus circuit, the TIPM and the ambient temperature sensor (refer to **SENSOR TEST**).

REMOVAL

REMOVAL



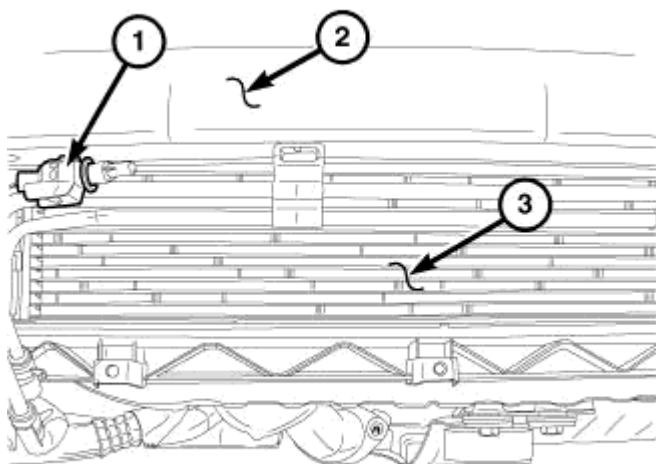
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Fig. 14: Locating Ambient Temperature Sensor
Courtesy of CHRYSLER LLC

1. Disconnect and isolate the battery negative cable.
2. Working through the opening in the right side of the front fascia, disconnect the wire harness connector from the ambient temperature sensor (1).
3. Remove the fastener that secures the ambient temperature sensor to the power steering line bracket.
4. Remove the ambient temperature sensor from the vehicle.

INSTALLATION

INSTALLATION



81a58fa7

Fig. 15: Locating Ambient Temperature Sensor
Courtesy of CHRYSLER LLC

1. Working through the opening in the right side of the front fascia, position the ambient temperature sensor (1) in the vehicle.
2. Install the fastener that secures the ambient temperature sensor (1) to the power steering line bracket.
3. Connect the wire harness connector to the ambient temperature sensor.
4. Connect the battery negative cable.

SWITCH, EVIC CONTROL

REMOVAL

REMOVAL

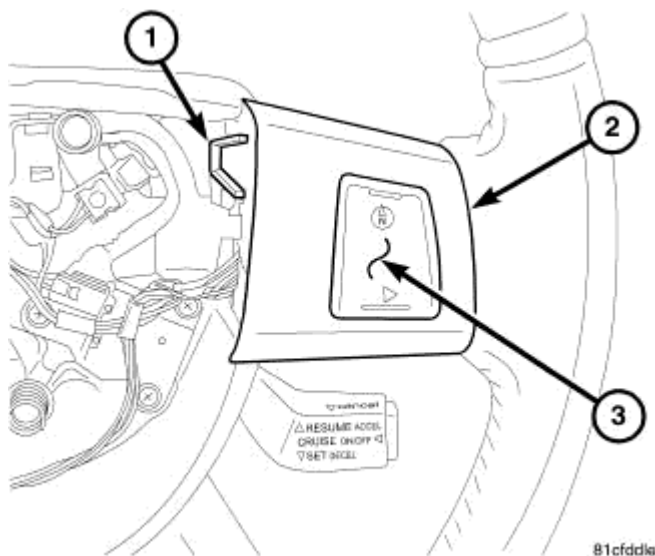


Fig. 16: Removing/Installing EVIC Switch And Bezel Assembly
Courtesy of CHRYSLER LLC

1. Disconnect and isolate the battery negative cable.
2. Remove the driver airbag. Refer to **Restraints/AIR BAG, Driver - Removal**.
3. Using a trim stick (special tool # C-4755) or equivalent, gently pry the switch and bezel assembly (3) away from the steering wheel at the inner retaining tab (1) and the outer bezel edge (2).
4. With the switch and bezel assembly free from the steering wheel, lift the assembly up and disconnect the switch electrical connector.

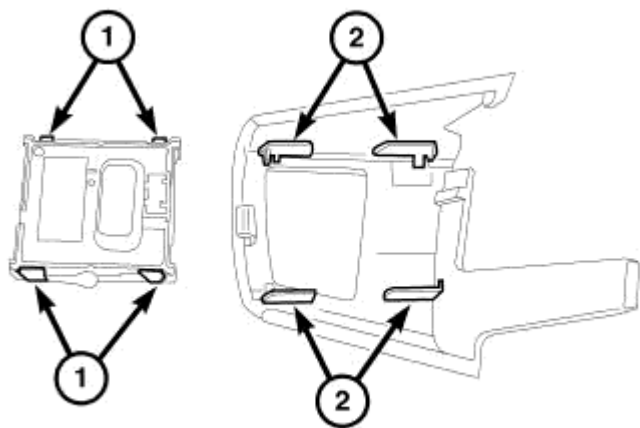


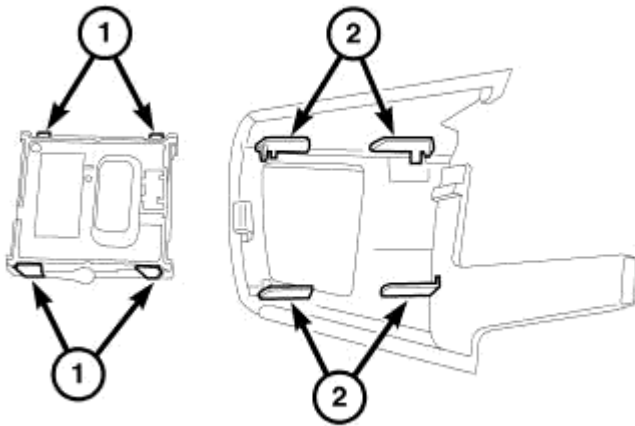
Fig. 17: EVIC Switch Separated From Bezel
Courtesy of CHRYSLER LLC

5. Using trim stick (special tool # C-4755) or equivalent, gently pry the switch bezel retainers (2) away from the switch tabs (1), while applying pressure to the back side of the switch. Remove the switch from the

bezel.

INSTALLATION

INSTALLATION

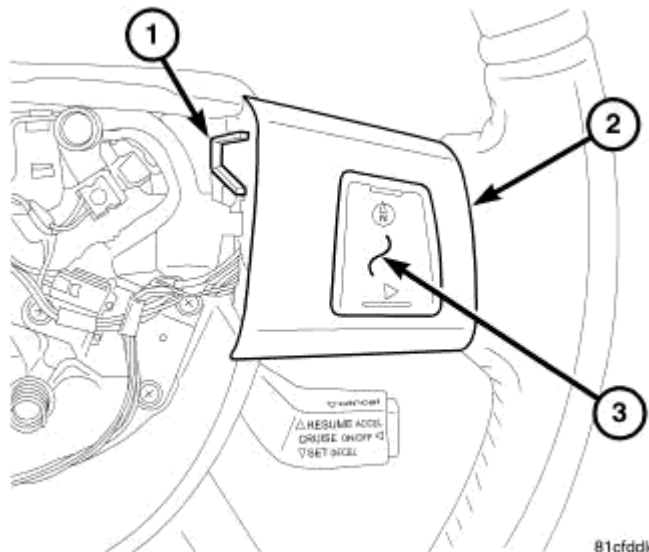


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Fig. 18: EVIC Switch Separated From Bezel

Courtesy of CHRYSLER LLC

1. Position the steering wheel switch onto the switch bezel aligning the switch tabs (1) with the bezel retainers (2).
2. Press the switch into the bezel, until the switch is held in place by all four retainers.



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Fig. 19: Removing/Installing EVIC Switch And Bezel Assembly

Courtesy of CHRYSLER LLC

2009 Dodge Journey R/T

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3. Position the switch and bezel assembly (3) over the steering wheel and connect the switch electrical connector.
4. Align the switch bezel tab (1) with the slot in the steering wheel and press the switch and bezel assembly (3) into the steering wheel until it is secured in place.
5. Install the driver airbag. Refer to **Restraints/AIR BAG, Driver - Installation** .
6. Do not reconnect the battery negative cable at this time. The Supplemental Restraint System (SRS) verification test procedure should be performed following service of any SRS component. Refer to **DTC-Based Diagnostics/CONTROLLER, Occupant Restraint (ORC) - Standard Procedure** .
7. Connect the battery negative cable.