

CONSUMER INFORMATION GUIDE

JEEP® GLADIATOR

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INTRODUCTION

This Consumer Information Guide has been prepared to help you become acquainted with important information pertaining to your vehicle.

This guide illustrates and describes the operation of features and equipment that are either standard or optional on this vehicle. This guide may also include a description of features and equipment that are no longer available or were not ordered on this vehicle. Please disregard any features and equipment described in this guide that are not available on this vehicle. FCA International Operations LLC (FCAIO) reserves the right to make changes in design and specifications and/or make additions to or improvements to its products without imposing any obligation upon itself to install them on products previously manufactured. For a complete list of information, please refer to your full Owner's Manual online. ALWAYS drive safely and pay attention to the road.

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

ROLLOVER WARNING

Utility vehicles have a significantly higher rollover rate than other types of vehicles. This vehicle has a higher ground clearance and a higher center of gravity than many passenger vehicles. It is capable of performing better in a wide variety of off-road applications. Driven in an unsafe manner, all vehicles can go out of control. Because of the higher center of gravity, if this vehicle is out of control it may roll over while some other vehicles may not.

Do not attempt sharp turns, abrupt maneuvers, or other unsafe driving actions that can cause loss of vehicle control. Failure to operate this vehicle safely may result in a collision, rollover of the vehicle, and severe or fatal injury. Drive carefully.

Failure to use the driver and passenger seat belts provided is a major cause of severe or fatal injury. In a rollover crash, an unbelted person is significantly more likely to die than a person wearing a seat belt. Always buckle up.

SYMBOLS KEY — DANGER, WARNINGS AND CAUTIONS

WARNING!	These statements apply to operating procedures that could result in a collision, bodily injury and/or death.
CAUTION!	These statements apply to procedures that could result in damage to your vehicle.
NOTE:	A suggestion which will improve installation, operation, and reliability. If not followed, may result in damage.
TIP:	General ideas/solutions/suggestions on easier use of the product or functionality.
PAGE REFERENCE ARROW 	Follow this reference for additional information on a particular feature.
FOOTNOTE 	Supplementary and relevant information pertaining to the topic.

If you do not read the entire Owner's Manual, you may miss important information. Observe all Cautions and Warnings.



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Rollover Warning Label

GETTING TO KNOW YOUR VEHICLE

HEAD RESTRAINTS

Description

Head restraints are designed to reduce the risk of injury by restricting head movement in the event of a rear impact. Head restraints should be adjusted so that the top of the head restraint is located above the top of your ear.

WARNING!

- All occupants, including the driver, should not operate a vehicle or sit in a vehicle's seat until the head restraints are placed in their proper positions in order to minimize the risk of neck injury in the event of a crash.
- Head restraints should never be adjusted while the vehicle is in motion. Driving a vehicle with the head restraints improperly adjusted or removed could cause serious injury or death in the event of a collision.

Front Head Restraints

To raise the head restraint, pull upward on the head restraint. To lower the head restraint, push the adjustment button located on the base of the head restraint, and push downward on the head restraint. The release button does not need to be pushed to adjust the head restraint.

To remove the head restraint, raise it as far as it can go, then push the adjustment button and the release button at the base of each post while pulling the head restraint up. To reinstall the head restraint, put the head restraint posts into the holes and push downward. Then adjust it to the appropriate height.



Front Head Restraint

- 1 — Release Button
2 — Adjustment Button

WARNING!

- A loose head restraint thrown forward in a collision or hard stop could cause serious injury

(Continued)

WARNING!

or death to occupants of the vehicle. Always securely stow removed head restraints in a location outside the occupant compartment.

- ALL the head restraints MUST be reinstalled in the vehicle to properly protect the occupants. Follow the reinstallation instructions prior to operating the vehicle or occupying a seat.

NOTE:

Do not reposition the head restraint 180 degrees to the incorrect position in an attempt to gain additional clearance to the back of the head.

Rear Head Restraints

The rear seat is equipped with nonadjustable, but foldable, outboard head restraints, as well as an adjustable, removable center head restraint.

To fold down the outboard head restraints, push the button located on the outboard side of the head restraint.



Rear Foldable Outboard Head Restraints

To return the head restraint to its upward position, lift up on the head restraint until it locks into place.

To raise the center head restraint, lift up on the head restraint. To lower the center head restraint, push the adjustment button, located at the base of the head restraint, and push down on the head restraint.

To remove the center head restraint, raise it as far as it can go. Then, push the adjustment button and the release button at the base of each post while pulling the head restraint up.

To reinstall the head restraint, put the head restraint posts into the holes and push downward. Then, adjust it to the appropriate height using the adjustment button. For information on child seat tether routing, see ⇨ page 17.

NOTE:

- Lower the center head restraint to avoid contact with the center console when folding the seat down.

- Raise the center head restraint when lowering the center armrest.

WARNING!
<ul style="list-style-type: none"> ● Do not drive the vehicle without the rear seat head restraints installed while passengers are occupying the rear seat. In a collision, people riding in this area without the head restraints installed are more likely to be seriously injured or killed. ● A loose head restraint thrown forward in a collision or hard stop could cause serious injury or death to occupants of the vehicle. Always securely stow removed head restraints in a location outside the occupant compartment. ● ALL the head restraints MUST be reinstalled in the vehicle to properly protect the occupants. Follow the reinstallation instructions prior to operating the vehicle or occupying a seat.

OCCUPANT RESTRAINT SYSTEMS

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

Occupant Restraint Systems Features

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

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

Important Safety Precautions

Please pay close attention to the information in this section. It tells you how to use your restraint system properly, to keep you and your passengers as safe as possible.

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

1. Children 12 years old and under should always ride buckled up in the rear seat of a vehicle with a rear seat.



Warning Label On Front Passenger Sun Visor

2. A child who is not big enough to wear the vehicle seat belt properly must be secured in the appropriate child restraint or belt-positioning booster seat in a rear seating position → page 17.
3. If a child from 2 to 12 years old (not in a rear-facing child restraint) must ride in the front passenger seat, move the seat as far back as possible and use the proper child restraint → page 17.
4. Never allow children to slide the shoulder belt behind them or under their arm.
5. You should read the instructions provided with your child restraint to make sure that you are using it properly.
6. All occupants should always wear their lap and shoulder belts properly.
7. The driver and front passenger seats should be moved back as far as practical to allow the front air bags room to inflate.
8. Do not lean against the door or window. If your vehicle has side air bags, and deployment occurs, the side air bags will inflate forcefully into the space between occupants and the door and occupants could be injured.
9. If the air bag system in this vehicle needs to be modified to accommodate a disabled person, see your Owner Handbook for customer service contact information.

WARNING!
<ul style="list-style-type: none"> ● NEVER use a rearward facing child restraint on a seat protected by an ACTIVE AIRBAG in front of it, DEATH or SERIOUS INJURY to the CHILD can occur. ● It is advisable to always carry children in a child restraint system on the rear seat, which

(Continued)

WARNING!

is the most protected position in the event of a collision.

- Should it be necessary to carry a child on the passenger side front seat in a rear-facing child restraint system, the passenger side front air bag must be deactivated. Always make sure the airbag deactivation indicator light is illuminated when using a child restraint system. The passenger seat must also be positioned backward as far as possible to avoid the child restraint system from coming into contact with the dashboard.
- A deploying passenger front air bag can cause death or serious injury to a child 12 years or younger, including a child in a rear-facing child restraint.

Seat Belt Systems

Buckle up even though you are an excellent driver, even on short trips. Someone on the road may be a poor driver and could cause a collision that includes you. This can happen far away from home or on your own street.

Research has shown that seat belts save lives, and they can reduce the seriousness of injuries in a collision. Some of the worst injuries happen when people are thrown from the vehicle. Seat belts reduce the possibility of ejection and the risk of injury caused by striking the inside of the vehicle. Everyone in a motor vehicle should be belted at all times.

Enhanced Seat Belt Use Reminder System (BeltAlert)

Front Seat And Second Row BeltAlert — If Equipped



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

Initial Indication

If the driver is unbuckled when the ignition switch is first in the START or ON/RUN position, a chime will signal for a few seconds. If the driver or outboard front seat passenger is unbuckled when the ignition switch is first in the START or ON/RUN position, the respective Seat Belt Reminder Light will turn solid red and remain red until the seat belt is buckled. The respective Seat Belt Reminder Light will turn solid green once the seat belt is buckled. After the driver and outboard front seat passenger have buckled their seat belts all Seat Belt Reminder Lights will turn off. The outboard front passenger seat BeltAlert is not active when the outboard front passenger seat is unoccupied.

BeltAlert Warning Sequence

The BeltAlert warning sequence is activated when the vehicle is moving above a specified vehicle speed range and the driver or outboard front seat passenger is unbuckled (the outboard front passenger seat BeltAlert is not active when the outboard front passenger seat is unoccupied). The BeltAlert warning sequence starts by blinking the respective Seat Belt Reminder Light and sounding an intermittent chime. Once the BeltAlert warning sequence has completed, the Seat Belt Reminder Light will remain solid red until the driver and outboard front seat passenger are buckled. The BeltAlert warning sequence may repeat based on vehicle speed until the driver and occupied outboard front seat passenger seat belts are buckled. The driver should instruct all occupants to buckle their seat belts.

Change Of Status

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

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

Rear Seat BeltAlert (If Equipped)

Rear Seat BeltAlert shows the driver whether the seat belts in the rear seat are buckled or unbuckled (if equipped with Rear Seat BeltAlert). When the ignition switch is in the START or ON/RUN position, a Seat Belt Reminder Light  located in the upper right corner of the instrument cluster turns on for each second row seat position (if equipped with Rear Seat BeltAlert). The Rear BeltAlert warning sequence is activated when the vehicle is moving above a specified vehicle speed range.

If a second row seat belt is buckled, the Rear BeltAlert Reminder light for that seating position will illuminate solid green. If a rear seat passenger is not wearing the seat belt, the BeltAlert warning sequence will start (if equipped with Rear Seat BeltAlert). The respective Seat Belt Reminder light will illuminate solid red. If the seat belt is not buckled when the vehicle exceeds a specified speed, the Rear Seat Belt Reminder light will flash red and a continuous chime will sound for approximately 30 seconds if there is no change of status of the rear seat belt buckles. If a rear seat passenger unbuckles a seat belt while the vehicle is traveling, the warning sequence will start again and the Rear Seat Belt Reminder Light for that position will change from green to red. This will alert the driver to stop the

vehicle until the rear seat passenger buckles the seat belt again. All rear seat BeltAlert lights will remain illuminated for approximately 60 seconds (if equipped with Rear Seat BeltAlert).

The Belt Reminder light will indicate if a rear seat is not occupied and the seat belt is unbuckled .

Driver and Front Passenger BeltAlert can be activated or deactivated by an authorized dealer. Rear Seat BeltAlert cannot be deactivated. FCAIO does not recommend deactivating BeltAlert.

NOTE:

If Front BeltAlert has been deactivated, the Front Seat Belt Reminder Light will turn on and remain on until the driver and outboard front seat passenger seat belts are buckled.

Lap/Shoulder Belts

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

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

WARNING!

- Relying on the air bags alone could lead to more severe injuries in a collision. The air bags work with your seat belt to restrain you properly. In some collisions, the air bags won't deploy at all. Always wear your seat belt even though you have air bags.
- In a collision, you and your passengers can suffer much greater injuries if you are not properly buckled up. You can strike the interior of your vehicle or other passengers, or you can be thrown out of the vehicle. Always be sure you and others in your vehicle are buckled up properly.
- It is dangerous to ride in a cargo area, inside or outside of a vehicle. In a collision, people riding in these areas are more likely to be seriously injured or killed.
- Do not allow people to ride in any area of your vehicle that is not equipped with seats and seat belts.
- Be sure everyone in your vehicle is in a seat and using a seat belt properly. Occupants, including the driver, should always wear their seat belts whether or not an air bag is also provided at their seating position to minimize the risk of severe injury or death in the event of a crash.
- Wearing your seat belt incorrectly could make your injuries in a collision much worse. You might suffer internal injuries, or you could

(Continued)

WARNING!

even slide out of the seat belt. Follow these instructions to wear your seat belt safely and to keep your passengers safe, too.

- Two people should never be belted into a single seat belt. People belted together can crash into one another in a collision, hurting one another badly. Never use a lap/shoulder belt or a lap belt for more than one person, no matter what their size.

WARNING!

- A lap belt worn too high can increase the risk of injury in a collision. The seat belt forces won't be at the strong hip and pelvic bones, but across your abdomen. Always wear the lap part of your seat belt as low as possible and keep it snug.
- A twisted seat belt may not protect you properly. In a collision, it could even cut into you. Be sure the seat belt is flat against your body, without twists. If you can't straighten a seat belt in your vehicle, take it to an authorized dealer immediately and have it fixed.
- A seat belt that is buckled into the wrong buckle will not protect you properly. The lap portion could ride too high on your body, possibly causing internal injuries. Always buckle your seat belt into the buckle nearest you.
- A seat belt that is too loose will not protect you properly. In a sudden stop, you could move too far forward, increasing the possibility of injury. Wear your seat belt snugly.
- A seat belt that is worn under your arm is dangerous. Your body could strike the inside surfaces of the vehicle in a collision, increasing head and neck injury. A seat belt worn under the arm can cause internal injuries. Ribs aren't as strong as shoulder bones. Wear the seat belt over your shoulder so that your strongest bones will take the force in a collision.
- A shoulder belt placed behind you will not protect you from injury during a collision. You are more likely to hit your head in a collision if you do not wear your shoulder belt. The lap and shoulder belt are meant to be used together.
- A frayed or torn seat belt could rip apart in a collision and leave you with no protection. Inspect the seat belt system periodically, checking for cuts, frays, or loose parts. Damaged parts must be replaced immediately. Do not disassemble or modify the seat belt system. If your vehicle is involved in a collision, or if you have questions regarding seat belt or retractor conditions, take your vehicle to an authorized FCAIO dealer for inspection.

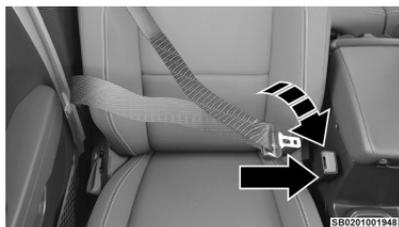
Lap/Shoulder Belt Operating Instructions

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



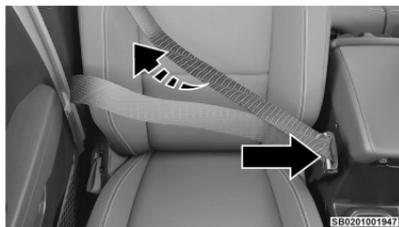
Pulling Out The Latch Plate

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



Inserting Latch Plate Into Buckle

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



Positioning The Lap Belt

5. Position the shoulder belt across the shoulder and chest with minimal, if any slack so that it is comfortable and not resting on your neck.

The retractor will withdraw any slack in the shoulder belt.

6. To release the seat belt, push the red button on the buckle. The seat belt will automatically retract to its stowed position. If necessary, slide the latch plate down the webbing to allow the seat belt to retract fully.

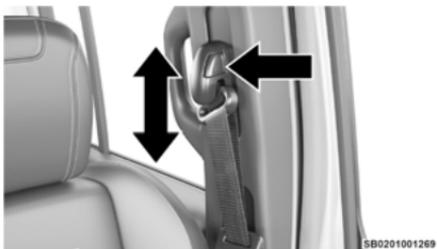
Lap/Shoulder Belt Untwisting Procedure

Use the following procedure to untwist a twisted lap/shoulder belt.

1. Position the latch plate as close as possible to the anchor point.
2. At about 6 to 12 inches (15 to 30 cm) above the latch plate, grab and twist the seat belt webbing 180 degrees to create a fold that begins immediately above the latch plate.
3. Slide the latch plate upward over the folded webbing. The folded webbing must enter the slot at the top of the latch plate.
4. Continue to slide the latch plate up until it clears the folded webbing and the seat belt is no longer twisted.

Adjustable Upper Shoulder Belt Anchorage

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



Adjustable Upper Anchorage

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

NOTE:

The adjustable upper shoulder belt anchorage is equipped with an Easy Up feature. This feature allows the shoulder belt anchorage to be adjusted in the upward position without pushing or squeezing the release button. To verify the shoulder belt

anchorage is latched, pull downward on the shoulder belt anchorage until it is locked into position.

WARNING!

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

Seat Belts And Pregnant Women



Seat Belts And Pregnant Women

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

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

Seat Belt Pretensioner

The front and second row outboard seat belt system are equipped with pretensioning devices that are designed to remove slack from the seat belt in the event of a collision. These devices may improve the performance of the seat belt by removing slack from the seat belt early in a collision. Pretensioners work for all size occupants, including those in child restraints.

NOTE:

These devices are not a substitute for proper seat belt placement by the occupant. The seat belt still must be worn snugly and positioned properly.

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

Energy Management Feature

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

Stow Clip Behind Rear Seat

Your vehicle is equipped with a stow clip on the lower trim next to each of the rear seats. This clip is used to hold the seat belt out of the path of the seatback when it is being folded and opened. Only place the seat belt webbing in this clip while folding and opening the seat. Do not leave the webbing behind the clip when using the belt to restrain an occupant.



Rear Stow Clip

WARNING!

Do not place the seat belt webbing behind the rear seat stow clip when using the seat belt to restrain an occupant. The seat belt will not be positioned properly on the occupant and they could be more seriously injured in an accident as a result.

SUPPLEMENTAL RESTRAINT SYSTEMS (SRS)

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

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

Air Bag System Components

- Occupant Restraint Controller (ORC)

- Air Bag Warning Light 
- Steering Wheel and Column
- Instrument Panel
- Knee Impact Bolsters (If Equipped)
- Driver and Front Passenger Air Bags
- Seat Belt Buckle Switch
- Supplemental Side Air Bags
- Front and Side Impact Sensors
- Seat Belt Pretensioners
- Seat Track Position Sensors (If Equipped)

Air Bag Warning Light



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

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

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

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

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

NOTE:

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

WARNING!

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

Redundant Air Bag Warning Light



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

For additional information regarding the Redundant Air Bag Warning Light, see  page 24.

Front Air Bags

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



Front Air Bag/Knee Impact Bolster Locations

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

WARNING!

- Being too close to the steering wheel or instrument panel during front air bag deployment could cause serious injury.

(Continued)

WARNING!

including death. Air bags need room to inflate. Sit back, comfortably extending your arms to reach the steering wheel or instrument panel.

- NEVER use a rearward facing child restraint on a seat protected by an ACTIVE AIRBAG in front of it, DEATH or SERIOUS INJURY to the CHILD can occur.
- It is advisable to always carry children in a child restraint system on the rear seat, which is the most protected position in the event of a collision.
- Should it be necessary to carry a child on the passenger side front seat in a rear-facing child restraint system, the passenger side front airbag must be deactivated. Always make sure the airbag deactivation indicator light is illuminated when using a child restraint system. The passenger seat must also be positioned backward as far as possible to avoid the child restraint system from coming into contact with the dashboard.
- A deploying passenger front air bag can cause death or serious injury to a child 12 years or younger, including a child in a rear-facing child restraint.

WARNING!

wheel because any such objects could cause harm if the vehicle is in a collision severe enough to cause the air bag to inflate.

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

Front Air Bag Operation

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

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

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

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

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

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

Passenger Air Bag Disable Feature — If Equipped

This system allows the driver to DISABLE (OFF) the Passenger Advanced Front Air Bag if a child restraint **must** be installed in the front seat. Only DISABLE (OFF) the Passenger Advanced Front Air Bag if it

Driver And Passenger Front Air Bag Features

The front air bag system is designed to inflate based on the severity and type of collision as determined by the Occupant Restraint Controller (ORC), which may receive information from the front impact sensors (if equipped) or other system components. The driver front air bag system has a single stage air bag. The passenger front air bag system has a multistage front air bag. The first stage inflator is triggered immediately during an impact that requires air bag deployment. For the multistage air bag, a low energy output is used in less severe collisions. A higher energy output is used for more severe collisions.

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

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

WARNING!

- No objects should be placed over or near the air bag on the instrument panel or steering

(Continued)

is absolutely necessary to install a child restraint in the front seat. Children 12 years or younger should ride properly buckled up in a rear seat, if available. According to crash statistics, children are safer when properly restrained in the rear seats rather than in the front ➡ page 17.

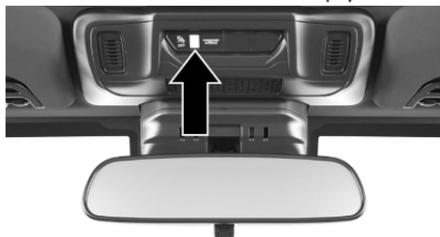
WARNING!

- A DISABLED (OFF) Passenger Advanced Front Air Bag is deactivated and will not deploy in a collision.
- A DISABLED (OFF) Passenger Advanced Front Air Bag will not provide a front passenger additional protection by supplementing the seat belts.
- Do not install a child restraint in the front seat unless the Passenger Air Bag DISABLE (OFF) Indicator light  on the overhead sports bar is illuminated to show that the Passenger Advanced Front Air Bag is DISABLED (OFF).
- In a collision, you and your passengers can suffer much greater injuries if you are not properly buckled up. You can strike the interior of your vehicle or other passengers, or you can be thrown out of the vehicle. Always be sure you and others in your vehicle are buckled up properly.

The Passenger Advanced Front Air Bag can be ENABLED (ON) or DISABLED (OFF) by selecting the desired setting in the instrument cluster display menu. For more information on how to access the instrument cluster display, see your Owner's Manual.

The Passenger Air Bag DISABLE Feature consists of the following:

- Occupant Restraint Controller (ORC)
-  Passenger Air Bag DISABLE (OFF) Indicator Light — an amber light located on the overhead sports bar
-  Passenger Air Bag ENABLE (ON) Indicator Light — an amber light located on the overhead sports bar
-  Air Bag Warning Light — an amber light located in the instrument cluster display



SB0201001874

Passenger Air Bag Indicator Lights

The Occupant Restraint Controller (ORC) monitors the readiness of the electronic parts of the air bag

system whenever the ignition switch is in the START or ON/RUN position. The ORC illuminates the Passenger Air Bag DISABLE (OFF) Indicator Light and the Passenger Air Bag ENABLE (ON) Indicator Light on the overhead sports bar for approximately five to eight seconds for a self-check when the ignition switch is first in the START or ON/RUN position. After the self-check, the indicator light that is illuminated tells the driver and passenger the status of the Passenger Advanced Front Air Bag. If any of the following occurs, have an authorized dealer service the air bag system immediately:

- Both indicator lights do not come on as a self-check when the ignition is first in the START or ON/RUN position.
- Both indicator lights stay on after you start the vehicle.
- Both indicator lights stay off after you start the vehicle.
- Both indicator lights come on as you drive.
- Both indicator lights turn off as you drive.

Once the self-check is complete, only one Passenger Air Bag Indicator Light should be illuminated at a time.

WARNING!

If any of the above conditions occur, indicating there is an issue with the Passenger Air Bag Indicator Light, the Passenger Advanced Front Air Bag will remain in the last selected state (DISABLED or ENABLED).

Passenger Air Bag DISABLE (OFF) Indicator Light – Located On The Overhead Sports Bar

The Passenger Air Bag DISABLE (OFF) Indicator Light tells the driver and front passenger when the Passenger Advanced Front Air Bag is deactivated. The Passenger Air Bag DISABLE (OFF) Indicator Light will illuminate  to show that the Passenger Advanced Front Air Bag will not deploy during a collision. **NEVER** assume the Passenger Advanced Front Air Bag is deactivated unless the Passenger Air Bag DISABLE (OFF) Indicator Light  is illuminated.

Passenger Air Bag ENABLE (ON) Indicator Light – Located On The Overhead Sports Bar

The Passenger Air Bag ENABLE (ON) Indicator Light tells the driver and front passenger when the Passenger Advanced Front Air Bag is activated. The Passenger Air Bag ENABLE (ON) Indicator Light will illuminate  to show that the Passenger Advanced Front Air Bag will deploy during an impact that requires air bag deployment. **NEVER** assume the Passenger Advanced Front Air Bag is activated unless the Passenger Air Bag ENABLE (ON) Indicator Light  is illuminated.

WARNING!

- NEVER use a rearward facing child restraint on a seat protected by an ACTIVE AIRBAG in front of it, DEATH or SERIOUS INJURY to the CHILD can occur.
- It is advisable to always carry children in a child restraint system on the rear seat, which is the most protected position in the event of a collision.
- Should it be necessary to carry a child on the passenger side front seat in a rear-facing child restraint system, the passenger side front air bag must be deactivated. Always make sure the airbag deactivation indicator light is illuminated when using a child restraint system. The passenger seat must also be positioned

*(Continued)***WARNING!**

- backward as far as possible to avoid the child restraint system from coming into contact with the dashboard.
- A deploying passenger front air bag can cause death or serious injury to a child 12 years or younger, including a child in a rear-facing child restraint.
 - Children 12 years or younger should always ride buckled up in the rear seat of a vehicle with a rear seat.

DISABLING (OFF) The Passenger Advanced Front Air Bag

To DISABLE (OFF) the Passenger Advanced Front Air Bag, access the instrument cluster display main menu located in the instrument cluster by pushing the Up or Down arrow button located on the steering wheel, then complete the following actions:

Action	Information
Scroll Up or Down to "Vehicle Set-Up"	
Press the "OK" on the vehicle steering wheel to enter "Vehicle Settings"	
Scroll Up or Down using the arrow buttons on the steering wheel to select "Security"	
Press the "OK" button on the steering wheel to select "Security"	
Press the "OK" button on the steering wheel to select "Passenger AIRBAG"	
Scroll Up or Down to Passenger AIRBAG OFF  OFF	NOTE: If the Passenger Advanced Front Air Bag was previously ENABLED (ON) it will default to ON and user will have to scroll down to select OFF.
Press the "OK" button on the steering wheel to select Passenger AIRBAG OFF  OFF	
Scroll Up or Down to select "YES" to confirm	
Press the "OK" button on the steering wheel to select "YES"	NOTE: If this step is not completed within 1 minute this option will timeout and this process will have to be repeated.
	A single chime will sound with the Passenger AIRBAG OFF  indicator light illuminated for 4 to 5 seconds confirming the disabling of the Passenger Advanced Front Air Bag. The Passenger AIRBAG OFF  indicator light will remain continuously illuminated telling the driver and front passenger that the Passenger Advanced Front Air Bag is DISABLED (OFF).

Following the actions listed in the table above will DISABLE (OFF) the Passenger Advanced Front Air Bag. The Passenger Air Bag DISABLE (OFF) Indicator light on the overhead sports bar will illuminate ^{OFF} _{PA2} to show that the Passenger Advanced Front Air Bag will not deploy during a collision.

ENABLING (ON) The Passenger Advanced Front Air Bag

Access the instrument cluster display main menu located in the instrument cluster by pushing the Up or Down arrow button located on the steering wheel, then complete the following actions:

Action	Information
Scroll Up or Down to "Vehicle Set-Up"	
Press the "OK" on the vehicle steering wheel to enter "Vehicle Settings"	
Scroll Up or Down using the arrow buttons on the steering wheel to select "Security"	
Press the "OK" button on the steering wheel to select "Security"	
Press the "OK" button on the steering wheel to select "Passenger AIRBAG"	
Scroll Up or Down to Passenger AIRBAG ON "  ON"	NOTE: If the Passenger Advanced Front Air Bag was previously DISABLED (OFF) it will default to OFF and user will have to scroll down to select ON.
Press the "OK" button on the steering wheel to select Passenger AIRBAG ON "  ON"	
Press the "OK" button on the steering wheel to select "Yes"	NOTE: If this step is not completed within 1 minute this option will timeout and this process will have to be repeated.
	A single chime will sound with the Passenger AIRBAG ON  indicator light illuminated for 4 to 5 seconds confirming the enabling of the Passenger Advanced Front Air Bag. The Passenger AIRBAG ON  indicator light will remain continuously illuminated telling the driver and front passenger that the Passenger Advanced Front Air Bag is ENABLED (ON).

Following the actions in the table above will ENABLE (ON) the Passenger Advanced Front Air Bag. The Passenger Air Bag ENABLE (ON) Indicator Light  on the overhead sports bar will illuminate to show that the Passenger Advanced Front Air Bag will deploy during an impact that requires air bag deployment.

WARNING!
<ul style="list-style-type: none"> NEVER use a rearward facing child restraint on a seat protected by an ACTIVE AIRBAG in front of it, DEATH or SERIOUS INJURY to the CHILD can occur.

(Continued)

WARNING!
<ul style="list-style-type: none"> It is advisable to always carry children in a child restraint system on the rear seat, which is the most protected position in the event of a collision. Should it be necessary to carry a child on the passenger side front seat in a rear-facing child restraint system, the passenger side front air bag must be deactivated. Always make sure the airbag deactivation indicator light is illuminated when using a child restraint system. The passenger seat must also be positioned backward as far as possible to avoid the child

(Continued)

WARNING!

restraint system from coming into contact with the dashboard.

- A deploying passenger front air bag can cause death or serious injury to a child 12 years or younger, including a child in a rear-facing child restraint.
- Children 12 years or younger should always ride buckled up in the rear seat of a vehicle with a rear seat.

Knee Impact Bolsters — If Equipped

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

WARNING!

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

Supplemental Side Air Bags

Supplemental Seat-Mounted Side Air Bags (SABs) — If Equipped

Your vehicle may be equipped with Supplemental Seat-Mounted Side Air Bags (SABs). If your vehicle is equipped with Supplemental Seat-Mounted Side Air Bags (SABs), please refer to the information below.

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



Supplemental Seat-Mounted Side Air Bag Label

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

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

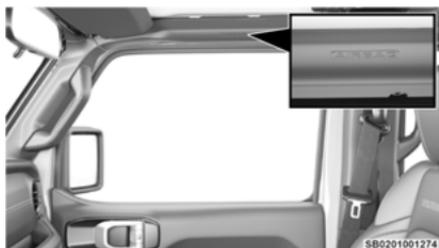
WARNING!

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

Supplemental Side Air Bag Inflation Curtains (SABICs) — If Equipped

Your vehicle may be equipped with Supplemental Side Air Bag Inflation Curtains (SABICs). If your vehicle is equipped with Supplemental Side Air Bag Inflation Curtains (SABICs), please refer to the information below.

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



Supplemental Side Air Bag Inflation Curtain (SABIC) Label Location

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

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

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

WARNING!

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

Side Impacts

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

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

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

WARNING!

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

(Continued)

WARNING!

properly and sit upright with their backs against the seats. Children must be properly restrained in a child restraint or booster seat that is appropriate for the size of the child.

WARNING!

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

NOTE:

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

Air Bag System Components

NOTE:

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

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

If A Deployment Occurs

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

NOTE:

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

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

- The air bag material may sometimes cause abrasions and/or skin reddening to the occupants as the air bags deploy and unfold. The abrasions are similar to friction rope burns or those you

might get sliding along a carpet or gymnasium floor. They are not caused by contact with chemicals. They are not permanent and normally heal quickly. However, if you haven't healed significantly within a few days, or if you have any blistering, see your doctor immediately.

- As the air bags deflate, you may see some smoke-like particles. The particles are a normal by-product of the process that generates the non-toxic gas used for air bag inflation. These airborne particles may irritate the skin, eyes, nose, or throat. If you have skin or eye irritation, rinse the area with cool water. For nose or throat irritation, move to fresh air. If the irritation continues, see your doctor. If these particles settle on your clothing, follow the garment manufacturer's instructions for cleaning.

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

WARNING!

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

NOTE:

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

Enhanced Accident Response System

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

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

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

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

- Cut off battery power to the:
 - Engine
 - Electric power steering
 - Brake booster
 - Electric park brake
 - Gear selector
 - Horn
 - Front wiper

NOTE:

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

Enhanced Accident Response System Reset Procedure

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

Maintaining Your Air Bag System

WARNING!

- Modifications to any part of the air bag system could cause it to fail when you need it. You could be injured if the air bag system is not there to protect you. Do not modify the components or wiring, including adding any kind of badges or stickers to the steering wheel hub trim cover or the upper passenger side of the instrument panel. Do not modify the front fascia/bumper, vehicle body structure, or add aftermarket side steps or running boards.
- It is dangerous to try to repair any part of the air bag system yourself. Be sure to tell anyone who works on your vehicle that it has an air bag system.
- Do not attempt to modify any part of your air bag system. The air bag may inflate accidentally or may not function properly if modifications are made. Take your vehicle to an authorized dealer for any air bag system service. If your seat, including your trim cover

(Continued)

WARNING!

and cushion, needs to be serviced in any way (including removal or loosening/tightening of seat attachment bolts), take the vehicle to an authorized dealer. Only manufacturer approved seat accessories may be used. If it is necessary to modify the air bag system for persons with disabilities, contact an authorized dealer.

Event Data Recorder (EDR)

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

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

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

NOTE:

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

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

CHILD RESTRAINTS**Warning Label On Front Passenger Sun Visor**

Everyone in your vehicle needs to be buckled up at all times, including babies and children. EC directive 2003/20/EC requires proper use of restraints in all EC countries.

Children less than 1.5 m tall and 12 years or younger should ride properly buckled up in a rear seat, if available. According to crash statistics, children are safer when properly restrained in the rear seats rather than in the front.

WARNING!

- NEVER use a rearward facing child restraint on a seat protected by an ACTIVE AIRBAG in front of it, DEATH or SERIOUS INJURY to the CHILD can occur.
- It is advisable to always carry children in a child restraint system on the rear seat, which is the most protected position in the event of a collision.
- Should it be necessary to carry a child on the passenger side front seat in a rear-facing child restraint system, the passenger side front air bag must be deactivated. Always make sure the air bag deactivation indicator light is illuminated when using a child restraint system. The passenger seat must also be positioned backward as far as possible to avoid the child restraint system from coming into contact with the dashboard.
- A deploying passenger front air bag can cause death or serious injury to a child 12 years or younger, including a child in a rear-facing child restraint.
- In a collision, an unrestrained child can become a projectile inside the vehicle. The force required to hold even an infant on your lap

(Continued)

WARNING!

could become so great that you could not hold the child, no matter how strong you are. The child and others could be badly injured or killed. Any child riding in your vehicle should be in a proper restraint for the child's size.

There are different sizes and types of restraints for children from newborn size to the child almost large enough for an adult safety belt. Children should ride

rearward facing as long as possible; this is the most protected position for a child in the event of a crash. Always check the child seat Owner's Manual to make sure you have the correct seat for your child. Carefully read and follow all the instructions and warnings in the child restraint Owner's Manual and on all the labels attached to the child restraint.

In Europe, children restraint systems are defined by regulation ECE-R44, which divides them into five weight groups:

Group	Age	Weight Groups	Size class / Fixing
Group 0	Indicatively up to 9 months	up to 10 kg	ISO/L1 ISO/L2 ISO/R1
Group 0+	Indicatively up to 2 years	up to 13 kg	ISO/R1 ISO/R2 ISO/R3
Group 1	Indicatively from 8 months to 4 years	9-18 kg	ISO/R2 ISO/R3 ISO/F2 ISO/F2X ISO/F3
Group 2	Indicatively from 3 to 7 years	15-25 kg	—
Group 3	Indicatively from 6 to 12 years	22-36 kg	—

If equipped with i-Size, the ECE R44 standard supplements the ECE R-129 regulation, which defines the characteristics of i-Size Child Restraint Systems (see the "Suitability Of Passenger Seats For i-Size Child Restraint System Use" paragraph for more information). All restraint devices must bear the type-approval data, together with the control mark, on a label solidly fixed to the child restraint system which must never be removed. Lineaccessori Mopar® includes child restraint systems for each weight group. These devices are recommended having been specifically designed for Jeep® vehicles.

WARNING!

Extreme Hazard! Do not place a rear-facing child restraint in front of an active air bag. Refer to visor mounted labels for information. Deployment of the air bag in an accident could cause fatal injuries to the baby regardless of the severity of the collision. It is advisable to always carry children in a child restraint system on the rear seat, which

(Continued)

WARNING!

is the most protected position in the event of a collision.

WARNING!

Should it be necessary to carry a child on the passenger side front seat in a rear-facing child restraint system, the passenger side front air bag and side bag (for versions/markets, where provided) must be deactivated through the Setup menu. Deactivation should be verified by checking whether the warning light is switched on in the instrument panel. The passenger seat must also be positioned backward as far as possible to avoid the child restraint system from coming into contact with the dashboard.

“Universal” Child Restraint Systems

Before installing any child restraint in this vehicle, see the Child Restraint Usage by Seating Position table to check if a seating position is suitable for the type of child restraint you are using → page 22.

- The figures in the following sections are examples of each type of universal child restraint system. Typical installations are shown. Always install your child restraint system according to the child restraint manufacturer's instructions, which must be included with this type of restraint system.
- Child restraint systems with ISOFIX anchorages are available for installing the child restraint system to the vehicle without using the vehicle's seat belts.

Group 0 And 0+

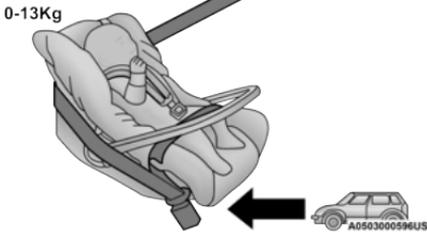


Fig. A

Safety experts recommend that children ride rearward facing in the vehicle as long as possible. Infants up to 13 kg must be restrained in a rear-facing seat like the child seat shown in fig. A. This type of child restraint supports the child's head and does not induce stress on the neck in the event of sudden decelerations or a crash.

The rear-facing child restraint is restrained by the vehicle's seat belts, as shown in fig. A. The child seat restrains the child with its own harness.

WARNING!

- Never place a rear-facing child restraint in front of an active air bag. A deploying passenger Front Air Bag can cause death or serious injury to a child 12 years or younger, including a child in a rear-facing child restraint.
- Always deactivate the front air bag when using a rear-facing child restraint in the front seat.

Group 1

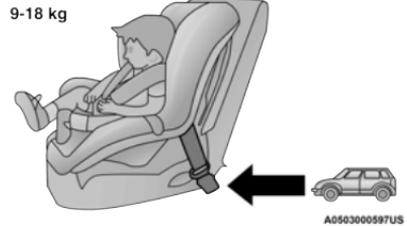


Fig. B

Children who weigh between 9 kg and 18 kg may be carried in a Group 1, forward facing seat like the one in fig. B. This type of child restraint is for older children who are too big for a Group 0 or 0+ child restraint.

Group 2

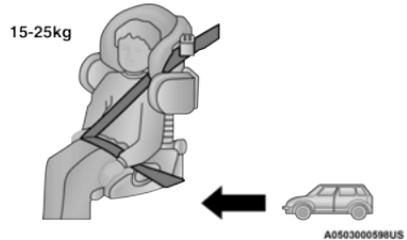


Fig. C

Children who weigh between 15 kg and 25 kg and who are too big for the Group 1 child restraint may use a Group 2 child restraint system.

As shown in fig. C, the Group 2 child restraint system positions the child correctly with respect to the seat belt so that the shoulder belt crosses the child's chest and not the neck, and the lap belt is snug on the pelvis and not the abdomen.

Group 3

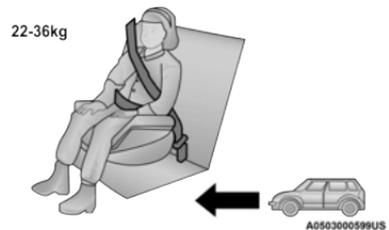


Fig. D

Children who weigh between 22 kg and 36 kg and who are tall enough to use the adult shoulder belt may use a Group 3 child restraint. Group 3 child

restraints position the lap belt on the child's pelvis. The child must be tall enough that the shoulder belt crosses the child's chest and not their neck.

Fig. D shows an example of a Group 3 child restraint system correctly positioning the child on the rear seat.

WARNING!

- Improper installation can lead to failure of an infant or child restraint. It could come loose in a collision. The child could be badly injured or killed. Follow the child restraint manufacturer's directions exactly when installing an infant or child restraint.
- After a child restraint is installed in the vehicle, do not move the vehicle seat forward or rearward because it can loosen the child restraint attachments. Remove the child restraint before adjusting the vehicle seat position. When the vehicle seat has been adjusted, reinstall the child restraint.
- When your child restraint is not in use, secure it in the vehicle with the seat belt or ISOFIX anchorages, or remove it from the vehicle. Do not leave it loose in the vehicle. In a sudden stop or accident, it could strike the occupants or seatbacks and cause serious personal injury.

Seat Belts For Older Children

Children over 1.50 m in height can wear seat belts instead of using child restraints.

Use this simple 5-step test to decide whether the seat belt properly fits the child or if they should still use a Group 2 or Group 3 child restraint to improve the fit of the seat belt:

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

If the answer to any of these questions was "no," then the child still needs to use a Group 2 or 3 child restraint in this vehicle. If the child is using the lap/shoulder belt, check belt fit periodically and make sure the seat belt buckle is latched. A child's squirming or slouching can move the belt out of position. If the shoulder belt contacts the face or neck, move the child closer to the center of the vehicle, or use a booster seat to position the seat belt on the child correctly.

WARNING!

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

ISOFIX Restraint System

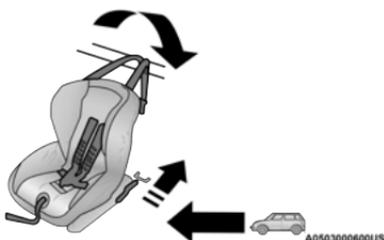


Fig. E

Your vehicle is equipped with the child restraint anchorage system called ISOFIX. This system allows ISOFIX-equipped child seats to be installed without using the vehicle's seat belts. The ISOFIX system has two lower anchorages located at the back of the seat cushion where it meets the seatback and a top tether anchorage located behind the seating position.

An example of a Universal ISOFIX child restraint system for weight group I is shown in fig. E. ISOFIX child restraints are also available in the other weight groups.

Locating The ISOFIX Anchorages



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



ISOFIX Anchorages

Locating The Tether Anchorages



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



Tether Strap Anchorages

ISOFIX child restraint systems will be equipped with a rigid bar on each side. Each will have a connector to attach to the lower anchorage and a way to tighten the connection to the anchorage. Forward-facing child restraints and some rear-facing child restraints may also be equipped with a tether strap. The tether strap will have a hook at the end to attach to the top tether anchorage and a way to tighten the strap after it is attached to the anchorage.

Center Seat ISOFIX

WARNING!

- Do not install a child restraint in the center position using the ISOFIX system. This position is not approved for any type of ISOFIX child restraint system.
- Do not install your ISOFIX child restraint system using only the center tether anchorage. Use the seat belt to install a child seat in the center seating position.
- Never use the same lower anchorage to attach more than one child restraint. See ⇨ page 21 for typical installation instructions.

To Install An ISOFIX Child Restraint

Before installing any child restraint in this vehicle, see the **Child Restraint Usage by Seating position table** ⇨ page 22 to check if a seating position is suitable for the type of child restraint you are using.

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

When using a Universal ISOFIX child restraint system, you can only use approved child restraint

systems with the marking ECE R44 (release R44/03 or superior) “Universal ISOFIX”.

1. Loosen the adjusters on the lower connectors and on the tether strap of the child seat so that you can more easily attach the connectors to the vehicle anchorages.
2. Place the child seat between the lower anchorages for that seating position. If the second row seat can be reclined, you may recline the seat and/or raise the head restraint (if adjustable) to get a better fit. If the rear seat can be moved forward and rearward in the vehicle, you may wish to move it to its rear-most position to make room for the child seat. You may also move the front seat forward to allow more room for the child seat.
3. Attach the connectors of the child restraint to the lower anchorages in the selected seating position.
4. If the child restraint has a tether strap, connect it to the top tether anchorage. See ⇨ page 22 for directions to attach a tether anchor.
5. Tighten all of the straps as you push the child restraint rearward and downward into the seat. Remove slack in the straps according to the child restraint manufacturer's instructions.
6. Test that the child restraint is installed tightly by pulling back and forth on the child seat at the belt path. It should not move more than 25 mm in any direction.

WARNING!

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

Installing Child Restraints Using The Top Tether Anchorage

The Top Tether anchorages are located behind each rear seating position. To attach the tether strap of the child restraint:

1. Place the child restraint on the seat and adjust the tether strap so that it will reach over the seat back, under the head restraint and to the tether anchor directly behind the seat.
2. Release the seat back by pulling the release strap located on the top of the seat back to provide room to reach the tether anchor.
3. Route the tether strap to provide the most direct path between the anchorage and the child seat. The tether strap should go between the head restraint posts underneath the head restraint. You may need to adjust the head restraint (if adjustable) to the upward position to pass the tether strap underneath the head restraint and between its posts.



Tether Strap Mounting

4. Attach the hook to the wire anchorage on the cab back wall (inside the opening labeled with the tether anchorage symbol.)
5. Push the seat back rearward until the latch engages and no red indicator is showing on the strap.
6. Tighten the tether strap according to the child seat manufacturer's instructions.

WARNING!

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

WARNING!

The child restraint owner's manual provides instructions for installing the child restraint using the seat belt. Read and follow these instructions to install the child seat properly.

Child Restraint Usage By Seating Position

This table gives technical information specifically intended for a child restraint system manufacturer; and as such, translation into national language is not required.

Seat Position Number	Seating Positions								
	1	2	3	4	5	6	7	8	9
Seating Position Suitable For Universal Belted (yes / no)	No	N/A	No	Yes	No	Yes	N/A	N/A	N/A
i-Size Seating Position (yes / no)	No	N/A	No	Yes	No	Yes	N/A	N/A	N/A
Seating Position Rearward Facing Fixture (L1/L2)	No	N/A	No	No	No	No	N/A	N/A	N/A
Largest Suitable Rearward Facing Fixture (R1 / R2X / R2 / R3)	No	N/A	No	R3	No	R3	N/A	N/A	N/A

Rotate the headlight switch clockwise to the first detent for parking lights and instrument panel lights operation. Rotate the headlight switch to the second detent for headlights, parking lights, and instrument panel lights operation.

Automatic High Beam Headlamp Control — If Equipped

The Automatic High Beam Headlamp Control system provides increased forward lighting at night by automatically controlling the high beams through the use of a camera mounted on the vehicle's header. This camera detects vehicle specific light and automatically switches from high beams to low beams until the approaching vehicle is out of view.

NOTE:

- The Automatic High Beam Headlamp Control can be turned on or off by selecting "ON" under "Auto Dim High Beams" within your Uconnect Settings, as well as turning the headlight switch to the AUTO position and placing the multifunction lever in the high beam position.
- Broken, muddy, or obstructed headlights and taillights of vehicles in the field of view will cause

headlights to remain on longer (closer to the vehicle). Also, dirt, film, and other obstructions on the windshield or camera lens will cause the system to function improperly.

Automatic Headlights — If Equipped

This system automatically turns the headlights on or off according to ambient light levels. To turn the system on, rotate the headlight switch clockwise to the last detent for automatic headlight operation. When the system is on, the headlight time delay feature is also on. This means the headlights will stay on for up to 90 seconds after you place the ignition into the OFF position. To turn the automatic system off, move the headlight switch out of the AUTO position.

NOTE:

- Headlight time delay must first be enabled with the Uconnect system.
- The engine must be running before the headlights will come on in the automatic mode.

DASHBOARD INSTRUMENTS AND CONTROLS

WARNING LIGHTS AND MESSAGES

The warning/indicator lights will illuminate in the instrument panel together with a dedicated message and/or acoustic signal when applicable. These indications are indicative and precautionary and as such must not be considered as exhaustive. Always refer to the information in this chapter in the event of a failure indication. All active telltales will display first if applicable.

NOTE:

The system check menu may appear different based upon equipment options and current vehicle status. Some telltales are optional or model specific and may not appear.

Red Warning Lights

Air Bag Warning Light



This warning light will illuminate to indicate a fault with the air bag, and will turn on for four to eight seconds as a bulb check when the ignition is placed in the ON/RUN or ACC/ON/RUN position. This light will illuminate with a single chime when a fault with the air bag has been detected, it will stay on until the fault is cleared. If the light is not on during startup, stays on, or turns on while driving, have the system inspected at an authorized dealer as soon as possible.

Brake Warning Light



This warning light monitors various brake functions, including brake fluid level and parking brake application. If the brake light turns on it may indicate that the parking brake is applied, that the brake fluid level is low, or that there is a problem with the Anti-Lock Brake System.

If the light remains on when the parking brake has been disengaged, and the fluid level is at the full mark on the master cylinder reservoir, it indicates a possible brake hydraulic system malfunction or that a problem with the Brake Booster has been detected by the Anti-Lock Brake System (ABS) / Electronic Stability Control (ESC) system. In this case, the light will remain on until the condition has been corrected. If the problem is related to the brake booster, the ABS pump will run when applying the brake, and a brake pedal pulsation may be felt during each stop.

The dual brake system provides a reserve braking capacity in the event of a failure to a portion of the hydraulic system. A leak in either half of the dual brake system is indicated by the Brake Warning Light, which will turn on when the brake fluid level in the master cylinder has dropped below a specified level.

The light will remain on until the cause is corrected.

NOTE:

The light may flash momentarily during sharp cornering maneuvers, which change fluid level conditions. The vehicle should have service performed, and the brake fluid level checked.

If brake failure is indicated, immediate repair is necessary.

WARNING!

Driving a vehicle with the red brake light on is dangerous. Part of the brake system may have failed. It will take longer to stop the vehicle. You could have a collision. Have the vehicle checked immediately.

Vehicles equipped with the Anti-Lock Brake System (ABS) are also equipped with Electronic Brake Force Distribution (EBD). In the event of an EBD failure, the Brake Warning Light will turn on along with the ABS Light. Immediate repair to the ABS system is required.

Operation of the Brake Warning Light can be checked by turning the ignition switch from the OFF position to the ON/RUN position. The light should illuminate for approximately four seconds. The light should then turn off unless the parking brake is applied or a brake fault is detected. If the light does not illuminate, have the light inspected by an authorized dealer.

The light also will turn on when the parking brake is applied with the ignition switch in the ON/RUN position.

NOTE:

This light shows only that the parking brake is applied. It does not show the degree of brake application.

Rear Seat Belt Reminder Indicator Light — If Equipped With A Base Instrument Cluster



This light indicates when a rear seat belt is unbuckled in the second row. When the ignition is first placed in the ON/RUN or ACC/ON/RUN position, and if a seat belt in the second row is unbuckled, a light corresponding to the specific seat will turn on in the upper right portion of the instrument cluster display, momentarily replacing the configurable corner information. If a second row seat belt that was buckled at the start of the trip is unbuckled, the Rear Seat Belt Reminder Light will change from the buckled to the unbuckled symbol, and a chime will sound.

Seat Belt Reminder Warning Light



This warning light indicates when the driver or passenger seat belt is unbuckled. When the ignition is

first placed in the ON/RUN or ACC/ON/RUN position and if the driver's seat belt is unbuckled, a chime will sound and the light will turn on. When driving, if the driver or front passenger seat belt remains unbuckled, the Seat Belt Reminder Light will flash or remain on continuously and a chime will sound.

Yellow Warning Lights

Tire Pressure Monitoring System (TPMS) Warning Light



The warning light switches on and a message is displayed to indicate that the tire pressure is lower than the recommended value and/or that slow pressure loss is occurring. In these cases, optimal tire duration and fuel consumption may not be guaranteed.

Should one or more tires be in the condition previously mentioned, the display will show the indications corresponding to each tire.

CAUTION!

Do not continue driving with one or more flat tires as handling may be compromised. Stop the vehicle, avoiding sharp braking and steering. If a tire puncture occurs, repair immediately using the dedicated tire repair kit and contact an authorized dealer as soon as possible.

Each tire, including the spare (if provided), should be checked monthly when cold and inflated to the inflation pressure recommended by the vehicle manufacturer on the vehicle placard or tire inflation pressure label. If your vehicle has tires of a different size than the size indicated on the vehicle placard or tire inflation pressure label, you should determine the proper tire inflation pressure for those tires.

As an added safety feature, your vehicle has been equipped with a TPMS that illuminates a low tire pressure telltale when one or more of your tires is significantly underinflated. Accordingly, when the low tire pressure telltale illuminates, you should stop and check your tires as soon as possible, and inflate them to the proper pressure. Driving on a significantly under inflated tire causes the tire to overheat and can lead to tire failure. Underinflation also reduces fuel efficiency and tire tread life, and may affect the vehicle's handling and stopping ability.

Please note that the TPMS is not a substitute for proper tire maintenance, and it is the driver's responsibility to maintain correct tire pressure, even if underinflation has not reached the level to trigger illumination of the TPMS low tire pressure telltale.

Your vehicle has also been equipped with a TPMS malfunction indicator to indicate when the system is not operating properly. The TPMS malfunction indicator is combined with the low tire pressure

telltale. When the system detects a malfunction, the telltale will flash for approximately one minute and then remain continuously illuminated. This sequence will continue upon subsequent vehicle start-ups as long as the malfunction exists. When the malfunction indicator is illuminated, the system may not be able to detect or signal low tire pressure as intended. TPMS malfunctions may occur for a variety of reasons, including the installation of replacement or alternate tires or wheels on the vehicle that prevent the TPMS from functioning properly. Always check the TPMS malfunction telltale after replacing one or more tires or wheels on your vehicle to ensure that the replacement or alternate tires and wheels allow the TPMS to continue to function properly.

CAUTION!

The TPMS has been optimized for the original equipment tires and wheels. TPMS pressures and warning have been established for the tire size equipped on your vehicle. Undesirable system operation or sensor damage may result when using replacement equipment that is not of the same size, type, and/or style. Aftermarket wheels can cause sensor damage. Using aftermarket tire sealants may cause the Tire Pressure Monitoring System (TPMS) sensor to become inoperable. After using an aftermarket tire sealant it is recommended that you take your vehicle to an authorized dealer to have your sensor function checked.

ONBOARD DIAGNOSTIC SYSTEM

Description

Your vehicle is equipped with a sophisticated Onboard Diagnostic system called OBD II. This system monitors the performance of the emissions, engine, and transmission control systems. When these systems are operating properly, your vehicle will provide excellent performance and fuel economy, as well as engine emissions well within current government regulations.

If any of these systems require service, the OBD II system will turn on the Malfunction Indicator

Light (MIL). It will also store diagnostic codes and other information to assist your service technician in making repairs. Although your vehicle will usually be drivable and not need towing, see an authorized dealer for service as soon as possible.

CAUTION!

- Prolonged driving with the MIL on could cause further damage to the emission control system. It could also affect fuel economy and driveability. The vehicle must be serviced before any emissions tests can be performed.
- If the MIL is flashing while the vehicle is running, severe catalytic converter damage and power loss will soon occur. Immediate service is required.

Onboard Diagnostic System (OBD II) Cybersecurity

Your vehicle is required to have OBD II and a connection port to allow access to information related to the performance of your emissions controls. Authorized service technicians may need to access this information to assist with the diagnosis and service of your vehicle and emissions system.

WARNING!

- ONLY an authorized service technician should connect equipment to the OBD II connection port in order to read the VIN, diagnose, or service your vehicle.
- If unauthorized equipment is connected to the OBD II connection port, such as a driver-behavior tracking device, it may:
 - Be possible that vehicle systems, including safety related systems, could be impaired or a loss of vehicle control could occur that may result in an accident involving serious injury or death.
 - Access, or allow others to access, information stored in your vehicle systems, including personal information.

ENHANCED DRIVING ASSISTANCE SYSTEMS

UTILITY FEATURES ASSISTANCE SYSTEM

Tire Pressure Monitoring System (TPMS)

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

NOTE:

The alert warning on the cluster will stay on until the tire is inflated to the placard pressure.

The tire pressure will vary with temperature by approximately 1 psi (7 kPa) for every 12°F (6.5°C). This means that when the outside temperature decreases, the tire pressure will decrease. Tire pressure should always be set based on cold inflation tire pressure. This is defined as the tire pressure after the vehicle has not been driven for at least

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

Refer to Tires on how to properly inflate the vehicle's tires.

The TPMS will warn the driver of a low tire pressure if the tire pressure falls below the low-pressure warning limit for any reason, including low temperature effects and natural pressure loss through the tire.

The TPMS will continue to warn the driver of low tire pressure as long as the condition exists, and will not turn off until the tire pressure is at or above the recommended cold placard pressure. Once the low tire pressure warning (Tire Pressure Monitoring System Warning Light) illuminates, you must increase the tire pressure to the recommended cold placard pressure in order for the TPMS Warning Light to turn off.

NOTE:

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

The system will automatically update and the TPMS Warning Light will turn off once the system receives the updated tire pressures. The vehicle may need to be driven for up to 10 minutes above 15 mph (24 km/h) in order for the TPMS to receive this information.

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

CAUTION!

- The TPMS has been optimized for the original equipment tires and wheels. TPMS pressures and warning have been established for the tire size equipped on your vehicle. Undesirable system operation or sensor damage may result when using replacement equipment that is not of the same size, type, and/or style. The

(Continued)

CAUTION!

TPMS sensor is not designed for use on aftermarket wheels, and may contribute to a poor overall system performance. Customers are encouraged to use Original Equipment Manufacturer (OEM) wheels to ensure TPMS feature operation.

- Using aftermarket tire sealants may cause the Tire Pressure Monitoring System (TPMS) sensor to become inoperable. After using an aftermarket tire sealant it is recommended that you take your vehicle to an authorized dealer to have your sensor function checked.
- After inspecting or adjusting the tire pressure always reinstall the valve stem cap. This will prevent moisture and dirt from entering the valve stem, which could damage the TPMS sensor.

NOTE:

- The TPMS is not intended to replace normal tire care and maintenance, or to provide warning of a tire failure or condition.
- The TPMS should not be used as a tire pressure gauge while adjusting your tire pressure, unless your vehicle is equipped with a Tire Fill Alert (TFA) system.
- Driving on a significantly underinflated tire causes the tire to overheat and can lead to tire failure. Underinflation also reduces fuel efficiency and tire tread life, and may affect the vehicle's handling and stopping ability.
- The TPMS is not a substitute for proper tire maintenance, and it is the driver's responsibility to maintain correct tire pressure using an accurate tire pressure gauge, even if underinflation has not reached the level to trigger illumination of the TPMS Warning Light.
- Seasonal temperature changes will affect tire pressure, and the TPMS will monitor the actual tire pressure in the tire.

System Operation

The Tire Pressure Monitoring System (TPMS) uses wireless technology with wheel rim mounted electronic sensors to monitor tire pressure levels. Sensors, mounted to each wheel as part of the valve stem, transmit tire pressure readings to the receiver module.



Tire Pressure Monitoring System Display

NOTE:

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

The TPMS consists of the following components:

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

TIRE PRESSURE MONITORING SYSTEM LOW PRESSURE WARNINGS

The TPMS Warning Light will illuminate in the instrument cluster and a chime will sound when tire pressure is low in one or more of the four active road tires. In addition, the instrument cluster will display a "Tire Low" message for a minimum of five seconds and a graphic showing the pressure values of each tire with the low tire pressure values in a different color.



Tire Pressure Monitoring Low Pressure Warning

Should this occur, you should stop as soon as possible and inflate the tires with low pressure (those in a different color in the instrument cluster graphic) to the vehicle's recommended cold placard pressure value. Once the system receives the updated tire pressures, the system will automatically update, the pressure values in the graphic display in the instrument cluster will return to their original color, and the TPMS Warning Light will turn off.

NOTE:

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

The vehicle may need to be driven for up to 10 minutes above 15 mph (24 km/h) in order for the TPMS to receive this information.

SERVICE TPMS WARNING

When a system fault is detected, the TPMS Warning Light will flash on and off for 75 seconds and then remain on solid. The system fault will also sound a chime. In addition, the instrument cluster will display a "SERVICE TIRE PRESSURE SYSTEM" message for a minimum of five seconds and then display dashes (- -) in place of the pressure value to indicate which sensor is not being received.

If the ignition is cycled, this sequence will repeat, providing the system fault still exists. If the system fault no longer exists, the TPMS Warning Light will no longer flash, and the "SERVICE TIRE PRESSURE SYSTEM" message will no longer display, and a pressure value will display in place of the dashes. A system fault can occur due to any of the following:

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

Vehicles With A Full-Size Matching Spare

1. If your vehicle is equipped with a matching full-size spare wheel and tire assembly, it has a TPMS sensor, and can be monitored by the TPMS when swapped with a low pressure road tire.
2. In the event that the matching full-size spare tire is swapped with a low pressure road tire, the next ignition switch cycle will still show the TPMS Warning Light to be on, a chime to sound, and the graphic display will still show the low tire pressure value in a different color.
3. Driving the vehicle for up to 10 minutes above 15 mph (24 km/h) will turn off the TPMS Warning Light as long as none of road tires are below the low pressure warning threshold.

Vehicles With Compact Spare Or Non-Matching Full Size Spare

1. The compact spare tire or non-matching full size does not have a Tire Pressure Monitoring System sensor. Therefore, the TPMS will not monitor the pressure in the compact spare tire.

2. If you install the compact or non-matching full size spare tire in place of a road tire that has a pressure below the low-pressure warning limit, upon the next ignition cycle, the TPMS Warning Light will remain on and a chime will sound. In addition, the graphic in the instrument cluster will still display a different color pressure value.
3. After driving the vehicle for up to 10 minutes above 15 mph (24 km/h), the TPMS Warning Light will flash on and off for 75 seconds and then remain on solid. In addition, the instrument cluster will display a "Service Tire Pressure System" message for five seconds and then display dashes (- -) in place of the pressure value.
4. For each subsequent ignition cycle, a chime will sound, the TPMS Warning Light will flash on and off for 75 seconds and then remain on solid, and the instrument cluster will display a "SERVICE TIRE PRESSURE SYSTEM" message for five seconds and then display dashes (- -) in place of the pressure value.
5. Once you repair or replace the original road tire and reinstall it on the vehicle in place of the compact spare or non-matching full size, the TPMS will update automatically. In addition, the TPMS Warning Light will turn off and the graphic in the instrument cluster will display a new pressure value instead of dashes (- -), as long as no tire pressure is below the low-pressure warning limit in any of the four active road tires. The vehicle may need to be driven for up to 10 minutes above 15 mph (24 km/h) in order for the TPMS to receive this information.

TIRE FILL ALERT

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

The customer may choose to disable or enable the Tire Fill Alert feature in the apps menu of the Uconnect system.

NOTE:

- The TFA system will only support inflating or deflating one tire at a time. The user is required to wait until the hazard lights STOP flashing or 26-30 seconds after the desired pressure is achieved in one wheel, before switching to another.
- The Tire Fill Alert feature cannot be entered if an existing TPMS fault is set to "active" or if the system is in deactivation mode (if equipped).

The system will be activated when the system detects an increase in tire pressure while filling the tire. The ignition must be in the ON/RUN mode with the transmission in PARK for vehicles equipped with an automatic transmission. For vehicles equipped with a manual transmission, the

parking brake must be applied when the transmission is in NEUTRAL.

NOTE:

- It is not required to have the engine running to enter Tire Fill Alert mode.
- The Tire Fill Alert feature disables every time the ignition is placed in the "OFF" position. The feature must be re-enabled through the radio each time the ignition is placed back in the ON/RUN position.

The hazard lamps will come on to confirm the vehicle is in Tire Fill Alert mode. If the hazard lamps do not come on while inflating the tire, the TPMS sensor may be in an inoperative position, preventing the TPMS sensor signal from being received. In this case, the vehicle may need to be moved slightly forward or backward.

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

Operation:

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

SELECTABLE TIRE FILL ALERT (STFA) — IF EQUIPPED

The STFA system is an optional feature that is included as part of the normal Tire Fill Alert system. The system is designed to allow you to select a pressure to inflate or deflate the vehicle's front and rear axle tires to, and to provide feedback while inflating or deflating the vehicle's tires.

In the Selectable Tire Fill Alert application, which is located in the apps menu of the Uconnect system, you will be able to select a pressure setting for both the front and rear axle tire pressures by scrolling through a pressure range from XX to 15 psi increments for each axle setting.

NOTE:

The Tire Fill Alert feature disables every time the ignition is placed in the "OFF" position. The feature must be re-enabled through the radio each time the ignition is placed back in the ON/RUN position.

XX = the vehicle's cold placard pressure values for the front and rear axles as shown on the vehicle placard pressure label.

You may also store pressure values chosen for each axle in the Uconnect system application as preset pressure values. Up to two sets of preset pressure values can be stored in the Uconnect system for the front and rear axle. Once you select the tire pressures for the front and rear axles that you want to inflate or deflate to, you can begin inflating or deflating one tire at a time.

NOTE:

The STFA system will only support inflating or deflating one tire at a time. The user is required to wait until the hazard lights STOP flashing for 26-30 seconds after the desired pressure is achieved in one wheel, before switching to another.

The system will be activated when the TPMS receiver module detects a change in tire pressure. The ignition must be in the ON/RUN mode, with the transmission in PARK in vehicles with an automatic transmission, and in NEUTRAL with the parking brake engaged in vehicles with a manual transmission. The hazard lamps will come on to confirm the vehicle is in Tire Fill Alert mode.

When Tire Fill Alert mode is entered, the tire pressure screen will be displayed in the instrument cluster. If the hazard lamps do not come on while inflating or deflating the tire, the TPMS sensor may be in an inoperative position, preventing the TPMS sensor signal from being received. In this case, the vehicle may need to be moved slightly forward or backward.

Horn chirps will indicate STFA status as tires are inflated/deflated. The horn will chirp under the following STFA states:

1. The horn will chirp once when the selected pressure is reached to let you know when to stop inflating or deflating the tire.
2. The horn will chirp three times if the tire is overinflated or over-deflated.

3. The horn will chirp once again when enough air is added or removed to reach proper selected pressure level.

TPMS DEACTIVATION — IF EQUIPPED

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

To deactivate the TPMS, first replace all four wheel and tire assemblies (road tires) with tires not equipped with TPMS sensors. Then, drive the vehicle for 10 minutes above 15 mph (24 km/h). The TPMS will chime, the TPMS Warning Light will flash on and off for 75 seconds and then remain on. The instrument cluster will display the "SERVICE TIRE PRESSURE SYSTEM" message and then display dashes (-) in place of the pressure values.

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

To reactivate the TPMS, replace all four wheel and tire assemblies (road tires) with tires equipped with TPMS sensors. Then, drive the vehicle for up to 10 minutes above 15 mph (24 km/h). The TPMS will chime, the TPMS Warning Light will flash on and off for 75 seconds and then turn off. The instrument cluster will display the "SERVICE TIRE PRESSURE SYSTEM" message and then display pressure values in place of the dashes. On the next ignition cycle the "SERVICE TIRE PRESSURE SYSTEM" message will no longer be displayed as long as no system fault exists.

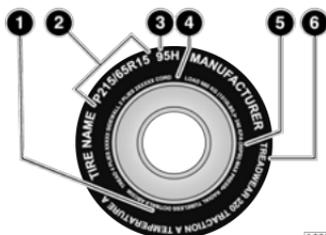
MAINTENANCE AND VEHICLE CARE

TIRES AND WHEELS

Tire Safety Information

Tire safety information will cover aspects of the following information: Tire Markings, Tire Identification Numbers, Tire Terminology and Definitions, Tire Pressures, and Tire Loading.

Tire Markings



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Tire Markings

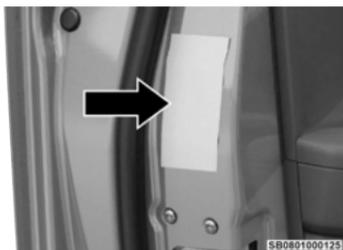
- 1 — U.S. DOT Safety Standards Code (TIN)
- 2 — Size Designation
- 3 — Service Description
- 4 — Maximum Load
- 5 — Maximum Pressure
- 6 — Treadwear, Traction and Temperature Grades

Tire Loading And Tire Pressure

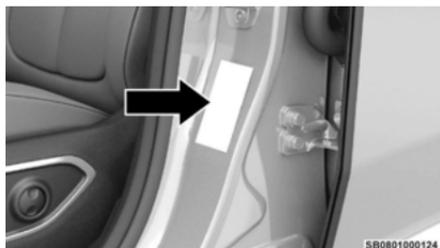
NOTE:

The proper cold tire inflation pressure is listed on the driver's side B-pillar or the rear edge of the driver's side door.

Check the inflation pressure of each tire, including the spare tire, at least monthly and inflate to the recommended pressure for your vehicle.



Example Tire Placard Location (Door)



Example Tire Placard Location (B-pillar)

Tire And Loading Information Placard

TIRE AND LOADING INFORMATION			
SEATING CAPACITY - TOTAL		FRONT 2	REAR 3
THE COMBINED WEIGHT OF OCCUPANTS AND CARGO SHOULD NEVER EXCEED XXX KG OR XXX LBS.			
TIRE	FRONT	REAR	SPARE
ORIGINAL TIRE SIZE:	P195/70R14	P195/70R14	T125/70D15
COLD TIRE INFLATION PRESSURE	200kPa, 29PSI	200kPa, 29PSI	420kPa, 60PSI
SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION			4N109268

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Tire And Loading Information Placard

This placard tells you important information about the:

1. Number of people that can be carried in the vehicle.
2. Total weight your vehicle can carry.
3. Tire size designed for your vehicle.
4. Cold tire inflation pressures for the front, rear, and spare tires.

Loading

The vehicle maximum load on the tire must not exceed the load carrying capacity of the tire on your vehicle. You will not exceed the tire's load carrying capacity if you adhere to the loading conditions, tire size, and cold tire inflation pressures specified on the Tire And Loading Information Placard.

NOTE:

Under a maximum loaded vehicle condition, Gross Axle Weight Rating (GAWR) for the front and rear axles must not be exceeded.

Steps For Determining Correct Load Limit—

- (1) Locate the statement "The combined weight of occupants and cargo should never exceed XXX kg or XXX lbs." on your vehicle's placard.
- (2) Determine the combined weight of the driver and passengers that will be riding in your vehicle.
- (3) Subtract the combined weight of the driver and passengers from XXX kg or XXX lbs.
- (4) The resulting figure equals the available amount of cargo and

luggage load capacity. For example, if “XXX” amount equals 1400 lbs. and there will be five 150 lbs passengers in your vehicle, the amount of available cargo and luggage load capacity is 650 lbs. (1400-750 (5x150) = 650 lbs.)

(5) Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage load capacity calculated in Step 4.

(6) If your vehicle will be towing a trailer, load from your trailer will be transferred to your vehicle. Consult this manual to determine how this reduces the available cargo and luggage load capacity of your vehicle.

Tires — General Information

Tire Pressure

Proper tire inflation pressure is essential to the safe and satisfactory operation of your vehicle. Four primary areas are affected by improper tire pressure:

- Safety
- Fuel Economy
- Tread Wear
- Ride Comfort and Vehicle Stability

Safety

WARNING!

- Improperly inflated tires are dangerous and can cause collisions.
- Underinflation increases tire flexing and can result in overheating and tire failure.
- Overinflation reduces a tire's ability to cushion shock. Objects on the road and chuckholes can cause damage that result in tire failure.
- Overinflated or underinflated tires can affect vehicle handling and can fail suddenly, resulting in loss of vehicle control.
- Unequal tire pressures can cause steering problems. You could lose control of your vehicle.

(Continued)

WARNING!

- Unequal tire pressures from one side of the vehicle to the other can cause the vehicle to drift to the right or left.
- Always drive with each tire inflated to the recommended cold tire inflation pressure.

Both underinflation and overinflation affect the stability of the vehicle and can produce a feeling of sluggish response or over responsiveness in the steering.

NOTE:

- Unequal tire pressures from side to side may cause erratic and unpredictable steering response.
- Unequal tire pressure from side to side may cause the vehicle to drift left or right.

Fuel Economy

Underinflated tires will increase tire rolling resistance resulting in higher fuel consumption.

Tread Wear

Improper cold tire inflation pressures can cause abnormal wear patterns and reduced tread life, resulting in the need for earlier tire replacement.

Ride Comfort And Vehicle Stability

Proper tire inflation contributes to a comfortable ride. Overinflation produces a jarring and uncomfortable ride.

Tire Inflation Pressures

The proper cold tire inflation pressure is listed on the left side B-pillar or rear edge of the passenger door.

At least once a month:

- Check and adjust tire pressure with a good quality pocket-type pressure gauge. Do not make a visual judgment when determining proper inflation. Tires may look properly inflated even when they are underinflated.
- Inspect tires for signs of tire wear or visible damage.

CAUTION!

After inspecting or adjusting the tire pressure, always reinstall the valve stem cap. This will prevent moisture and dirt from entering the valve stem, which could damage the valve stem.

Inflation pressures specified on the placard are always “cold tire inflation pressure”. Cold tire inflation pressure is defined as the tire pressure after the vehicle has not been driven for at least three hours, or driven less than 1 mile (1.6 km) after sitting for a minimum of three hours. The cold tire inflation pressure must not exceed the maximum inflation pressure molded into the tire sidewall.

Check tire pressures more often if subject to a wide range of outdoor temperatures, as tire pressures vary with temperature changes.

Tire pressures change by approximately 1 psi (7 kPa) per 12°F (7°C) of air temperature change. Keep this in mind when checking tire pressure inside a garage, especially in the Winter.

Example: If garage temperature = 68°F (20°C) and the outside temperature = 32°F (0°C) then the cold tire inflation pressure should be increased by 3 psi (21 kPa), which equals 1 psi (7 kPa) for every 12°F (7°C) for this outside temperature condition.

Tire pressure may increase from 2 to 6 psi (13 to 40 kPa) during operation. DO NOT reduce this normal pressure build up or your tire pressure will be too low.

Tire Pressures For High Speed Operation

The manufacturer advocates driving at safe speeds and within posted speed limits. Where speed limits or conditions are such that the vehicle can be driven at high speeds, maintaining correct tire inflation pressure is very important. Increased tire pressure and reduced vehicle loading may be required for high-speed vehicle operation. Refer to an authorized tire dealer or original equipment vehicle dealer for recommended safe operating speeds, loading and cold tire inflation pressures.

WARNING!

High speed driving with your vehicle under maximum load is dangerous. The added strain on your tires could cause them to fail. You could have a serious collision. Do not drive a vehicle loaded to the maximum capacity at continuous speeds above 75 mph (120 km/h).

Radial Ply Tires

WARNING!

Combining radial ply tires with other types of tires on your vehicle will cause your vehicle to handle poorly. The instability could cause a collision. Always use radial ply tires in sets of four. Never combine them with other types of tires.

Tire Repair

If your tire becomes damaged, it may be repaired if it meets the following criteria:

- The tire has not been driven on when flat.
- The damage is only on the tread section of your tire (sidewall damage is not repairable).
- The puncture is no greater than ¼ of an inch (6 mm).

Consult an authorized tire dealer for tire repairs and additional information.

Damaged Run Flat tires, or Run Flat tires that have experienced a loss of pressure should be replaced immediately with another Run Flat tire of identical size and service description (Load Index and Speed Symbol). Replace the tire pressure sensor as well as it is not designed to be reused.

Run Flat Tires — If Equipped

Run Flat tires allow you the capability to drive 50 miles (80 km) at 50 mph (80 km/h) after a rapid loss of inflation pressure. This rapid loss of inflation is referred to as the Run Flat mode. A Run Flat mode occurs when the tire inflation pressure is off/or below 14 psi (96 kPa). Once a Run Flat tire reaches the Run Flat mode it has limited driving capabilities and needs to be replaced immediately. A Run Flat tire is not repairable. When a Run Flat tire is changed after being driven under a Run Flat mode 14 psi (96 kPa) condition, please replace the TPMS sensor as it is not designed to be reused.

NOTE:

TPMS sensor must be replaced after driving the vehicle on a flat tire condition.

It is not recommended to drive a vehicle loaded at full capacity, or to tow a trailer, while a tire is in Run Flat mode.

See the Tire Pressure Monitoring System section for more information.

Tire Spinning

When stuck in mud, sand, snow, or ice conditions, do not spin your vehicle's wheels above 30 mph (48 km/h), or for longer than 30 seconds continuously without stopping.

WARNING!

Fast spinning tires can be dangerous. Forces generated by excessive wheel speeds may cause tire damage or failure. A tire could explode and injure someone. Do not spin your vehicle's wheels faster than 30 mph (48 km/h) for more than 30 seconds continuously when you are stuck, and do not let anyone near a spinning wheel, no matter what the speed.

Tread Wear Indicators

Tread wear indicators are in the original equipment tires to help you in determining when your tires should be replaced.



Tire Tread

1 — Tread Wear Indicators

These indicators are molded into the bottom of the tread grooves. They will appear as bands when the tread depth becomes $1/16$ of an inch (1.6 mm). When the tread is worn to the tread wear indicators, the tire should be replaced.

Life Of Tire

The service life of a tire is dependent upon varying factors including, but not limited to:

- Driving style.
- Tire pressure - Improper cold tire inflation pressures can cause uneven wear patterns to develop across the tire tread. These abnormal wear patterns will reduce tread life, resulting in the need for earlier tire replacement.
- Distance driven.
- Performance tires, tires with a speed rating of V or higher, and Summer tires typically have a reduced tread life. Rotation of these tires per the vehicle's Service and Warranty Handbook is highly recommended.

WARNING!

Tires and the spare tire should be replaced after six years, regardless of the remaining tread. Failure to follow this warning can result in sudden tire failure. You could lose control and have a collision resulting in serious injury or death.

NOTE:

Wheel Valve Stem must be replaced as well when installing new tires due to wear and tear in existing tires.

Keep dismounted tires in a cool, dry place with as little exposure to light as possible. Protect tires from contact with oil, grease, and gasoline.

Replacement Tires

The tires on your new vehicle provide a balance of many characteristics. They should be inspected regularly for wear and correct cold tire inflation pressures. The manufacturer strongly recommends using tires equivalent to the originals in size, quality and performance when replacement is needed

⇒ page 33 The Load Index and Speed Symbol for

your tire will be found on the original equipment tire sidewall.

It is recommended to replace the two front tires or two rear tires as a pair. Replacing just one tire can seriously affect your vehicle's handling. If you ever replace a wheel, make sure that the wheel's specifications match those of the original wheels.

It is recommended you contact an authorized tire dealer or original equipment dealer with any questions you may have on tire specifications or capability. Failure to use equivalent replacement tires may adversely affect the safety, handling, and ride of your vehicle.

WARNING!

- Do not use a tire, wheel size, load rating, or speed rating other than that specified for your vehicle. Some combinations of unapproved tires and wheels may change suspension dimensions and performance characteristics, resulting in changes to steering, handling, and braking of your vehicle. This can cause unpredictable handling and stress to steering and suspension components. You could lose control and have a collision resulting in serious injury or death. Use only the tire and wheel sizes with load ratings approved for your vehicle.
- Never use a tire with a smaller load index or capacity, other than what was originally equipped on your vehicle. Using a tire with a smaller load index could result in tire overloading and failure. You could lose control and have a collision.
- Failure to equip your vehicle with tires having adequate speed capability can result in sudden tire failure and loss of vehicle control.

CAUTION!

Replacing original tires with tires of a different size may result in false speedometer and odometer readings.

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